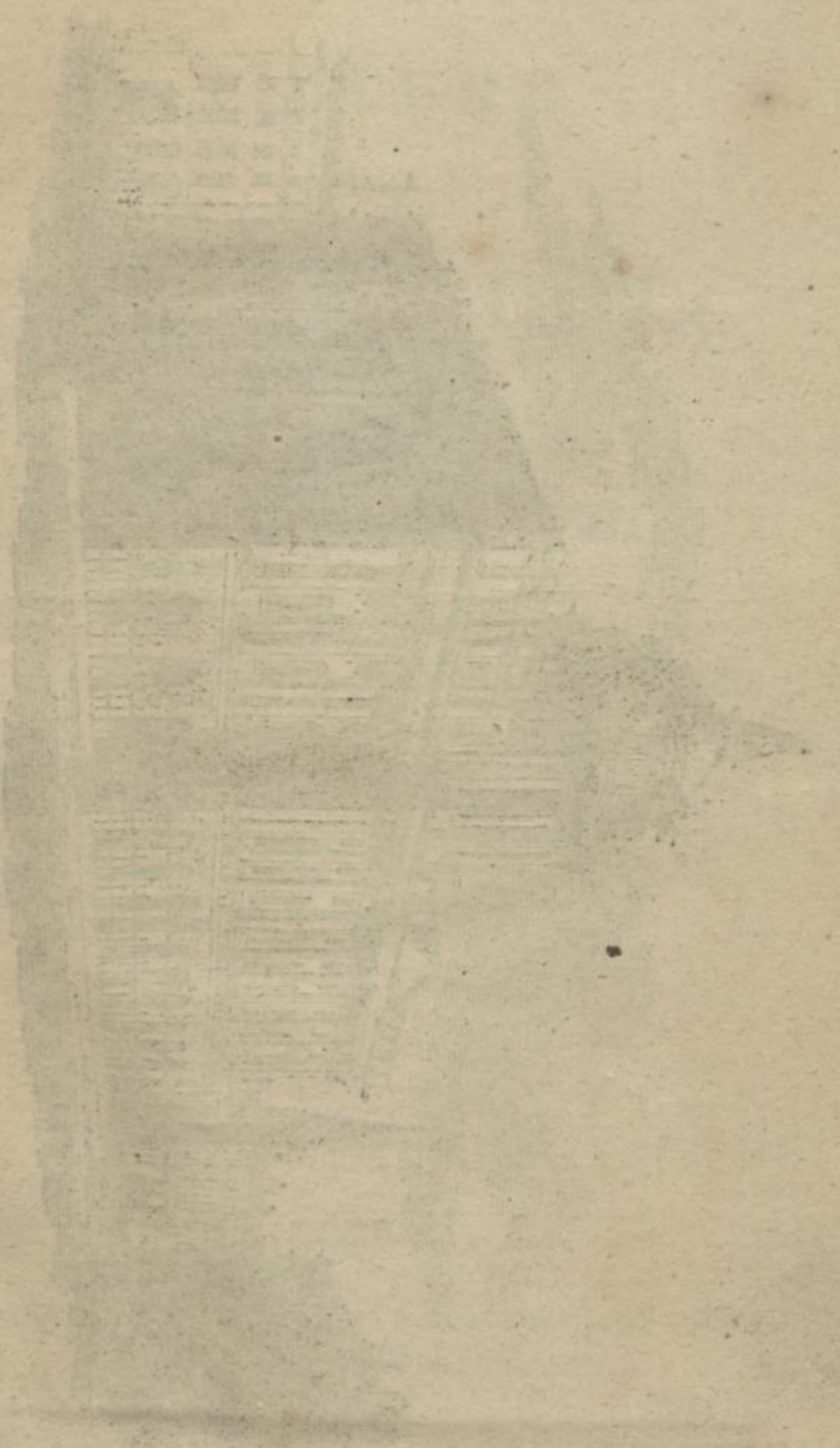


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JOHN HUNT





TOWN HALL.

P.B.



SLUB

Wir führen Wissen.

Leibniz-Institut
für Länderkunde



THE
PICTURE
OF
LIVERPOOL;
OR,
STRANGER'S GUIDE.

A NEW EDITION, CONSIDERABLY ENLARGED.

EMBELLISHED WITH ENGRAVINGS

AND A

PLAN OF THE TOWN.

LIVERPOOL:

PRINTED FOR J. PEELING, CHURCH-STREET, AND SOLD BY
THE REST OF THE BOOKSELLERS.

—♦—♦—♦—
1812.

TOWN HALL.

THE
PICTURE

MAVERPOOL

2616/1963

Deutsches Institut f. Länderkunde
in Bonn, Zentralbibliothek

VII H 400

Hirt, A.

ADVERTISEMENT.

THE flattering reception with which this little Manual has been honored, and which has been evinced not only by the sale of several impressions, but also by the testimonies of respect which have lately, from various quarters,* been bestowed upon it, has induced the compiler carefully to revise the work throughout, and to introduce those alterations and corrections into this description which were rendered necessary by the changes that are every year taking place in a town remarkable beyond any other in the Empire, or perhaps, even in

* For these the reader may consult the British Critic, Review, and the seventh volume of the Beauties of England and Wales, where the account of Liverpool is almost wholly compiled from it.

Europe, for the rapidity of its improvements, and the increase of its commerce. He has also been induced, now, for the first time, to accompany the work with views of the principal public buildings, by means of which he hopes it is rendered less unworthy of the public notice, and less unworthy, also, of the subject it is intended to illustrate.

Hope Place;

1st Oct. 1807.

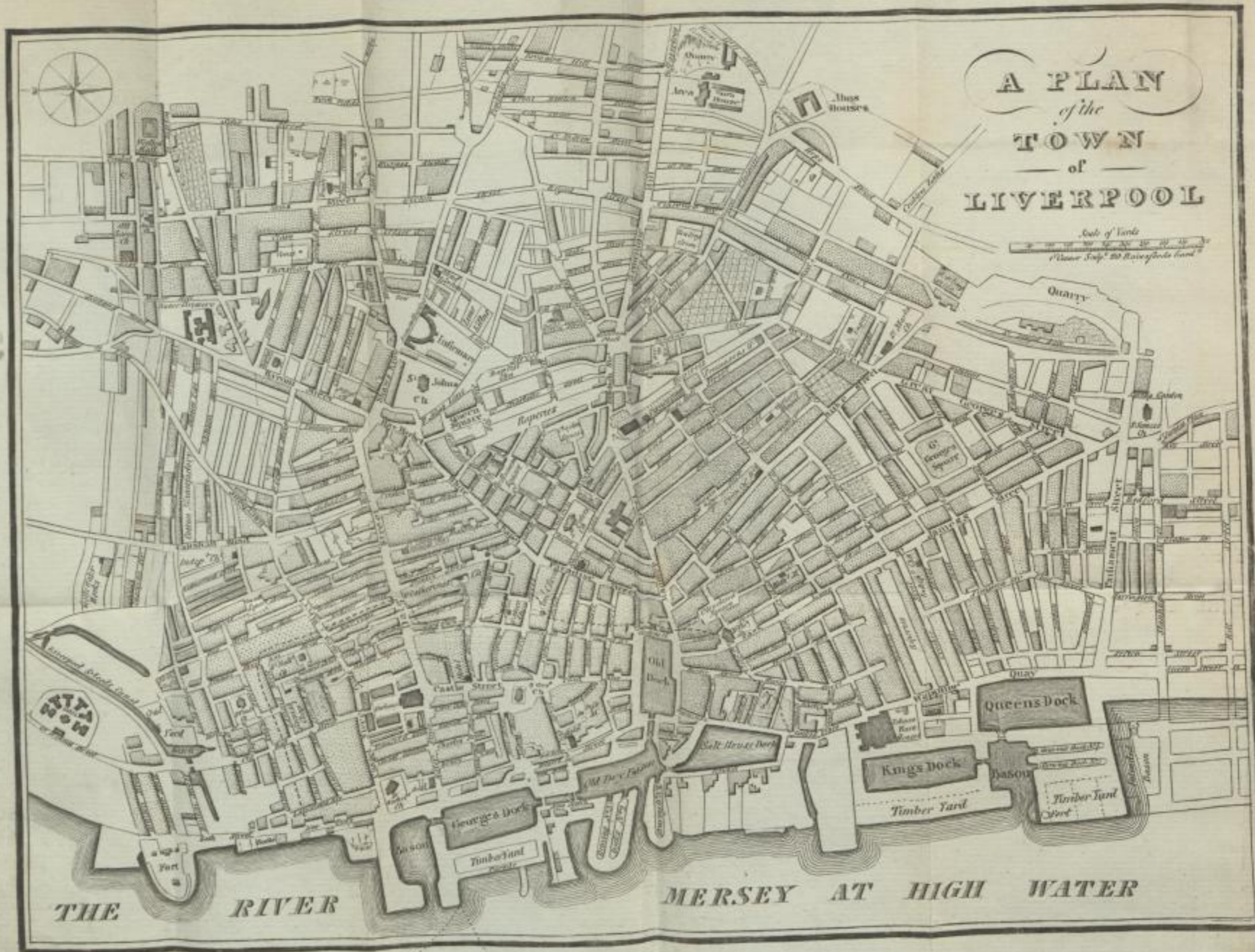
Deutsches Institut f. Länderkunde
Leipzig

uncertainty.

B

A PLAN
of the
TOWN
of
LIVERPOOL

Scale of Fathoms
1 Inch = 500 Feet



THE RIVER MERSEY AT HIGH WATER

Sandwich Ferry
Hood's Ferry

THE
PICTURE
OF
LIVERPOOL.

Where MERSEY'S stream, long winding o'er the plain,
Pours his full tribute to the circling main,
A band of fishers chose their humble feat;
Contented labour blest'd the far retreat;
Inur'd to hardship, patient, bold and rude,
They brav'd the billows for precarious food:
Their straggling huts were rang'd along the shore,
Their nets and little boats their only store.

LIVERPOOL is situated in the county palatine of Lancaster, N. W. of London, distant 204 measured miles, in lat. $53^{\circ} 22'$ N. long $2^{\circ} 30'$ W. from Greenwich, on the eastern banks of the river Mersey.

Several writers have attempted, but with little success, to elucidate the antiquity of the place, or the etymology of its name; but as their researches do not afford many materials calculated to entertain the curious, it is unnecessary to detain the reader in pursuit of doubtful facts, or to perplex his understanding with conjectures which are ultimately involved in speculative uncertainty.

B

The first authentic document we find, of the spot whereon the town now stands, is a record of the estates in Dooms-day-book, containing a survey of the lands in England, and their owners, taken by order of WILLIAM the CONQUEROR, and is preserved in the exchequer. It is there stated, that all the land between the rivers Ribble and Mersey belonged to ROGERS of POICTIERS; but from this it does not appear that there existed either a town or village; the record proves nothing more than that a grant of land from the Conqueror was made to Rogers, one of his followers, who, according to Cambden, was Lord of the manor of Lancaster, and built a castle here,* the command of which he bestowed on Vivian de Molyneux another Frenchman, in whose family it continued so late as the 30th year of the reign of Queen Elizabeth. Cambden, Leland, and Morery agree respecting the castle, but it is impossible to discover when or by whom it was erected, for neither history nor tradition have determined it. At present Liverpool does not pretend to any other building of antiquity than a Tower near the lower end of Water-street, the remains of which have long been used as a prison.

* Morery in his Dictionary, says that the Castle was built by King John, but he does not give his authority for this assertion.

The antiquities of Liverpool are so much clogged with uncertainty, that it is not even known when this Tower was erected. The first notice we find of it is in Seacomb's Memoirs of the house of Stanley, in which he states that in the reign of Edward III. about the year 1360, the Tower in question was the property of Sir Thomas Latham, who presented it along with several other houses and certain lands in the town, to Sir John Stanley, Knight, who had married Isabel, his only daughter, and heiress of Latham. Here a chasm again occurs, for we are left here to conjecture in what manner the Castle and lands devolved on the House of Latham Sir John Stanley during his government in Ireland, built a spacious house and obtained leave from Henry IV. to fortify it with embattled walls, according to the custom of the times.— The area of this fortification was 650 yards, but as to the external figure of it we are yet in doubt; the only vestige remaining is the present goal in Water-street, and a stone elliptic arch, which forms the entrance to Tower-garden, yet standing. There is scarcely any thing more of antiquity relating to Liverpool known, except an old cross which formerly stood at the corner of Pinfold-lane, opposite the Flashes.— Tradition reports it to have been placed there in

commemoration of St. Patrick, who it is said rested here on his way to Ireland. Enfield, upon what authority we know not, says, a charter was granted to this town by Henry I. in 1129*. It is however certain there was another granted by King John in 1203, but it was a borough by prescription long before the latter was granted, which confirms in some degree the charter of Henry the 1st. Henry the 3d however confirmed the town a corporation and a free borough for ever, A. D. 1227, for a fine of ten marks, from whence it may be inferred that about this time it was beginning to emerge from obscurity.

The corporation have nothing on record, relative to the antiquities of the town, prior to the year 1555, nor is there any thing worth remarking till 1571, when the inhabitants sent a memorial to Queen Elizabeth, praying relief under a subsidy, which they deemed hard upon themselves to bear, wherein they stile themselves "*her Majesty's poor decayed town of Liverpool.*" How the town became so decayed, we are at a loss to comprehend. From the town record in November 1565, which is a certain criterion, it does not appear to deserve any better name than that of a small fishing hamlet. There were in it only 138 householders

* Vide Enfield's essay towards a history of Liverpool.

and cottagers, and the following list of barks and sailors belonging to it may serve to give a tolerably correct idea of its commercial importance at that time.

1	Bark of 40 Tons	12	Men
1	———— 36	10	————
1	———— 30	8	————
1	———— 23	7	————
1	———— 16	6	————
1	———— 15	6	————
1	———— 15	5	————
1	———— 15	5	————
1	———— 12	5	————
1	Boat — 6	3	————
1	———— 6	3	————
<hr/>			
Total 11	———— 214	70	————

Belonging to Wallasey, on the opposite bank of the river,

1	Bark of 14 Tons	6	Men
1	———— 14	5	————
1	Boat of 8	3	————
<hr/>			
Total 3	———— 36	14	————

From a rate which was levied at that period on the inhabitants it is evident, that no more than seven streets were inhabited; and for their extent, we must again have recourse to conjecture. But Cambden, who wrote about the year 1586, (an authority in many instances fal-

lacious) considered it in his time more famous for its beauty and populousness than for its antiquities. It is true a great alteration might have taken place in the course of twenty one years. To reconcile this, let us only extend our views across the Atlantic and we shall see that many of the most considerable states in North America have risen in the midst of the wilderness to population and wealth in a less period, even beyond the most rational and extended foresight; whence it is natural to infer, that Liverpool began about this time, to increase both in regard to population and wealth. Some time towards the close of Queen Elizabeth's reign, Henry, Earl of Derby, on his way to visit the Isle of Man, waited some time at his house in Liverpool, called the tower, for a passage. The corporation greeted him on his arrival by erecting and adorning a sumptuous stall or seat, according to the manner of the times, for his reception, where, it is said by Seacomb, he honored them several times with his presence. From thence till the year 1644, nothing is found on record worthy the attention of the reader. The Town and Castle were then in the hands of the Commonwealth under the command of Colonel Moore, who defended it for the Parliament, against the army under the command of Prince Rupert, nephew

to King Charles I. The Prince, aided by the Earl of Derby, took Bolton by storm, and after refreshing his men there for a few days, advanced to this place, where he sat down before it on or about the 26th June, 1644. He found it fortified and secured on every side, having a high mud wall, with a ditch twelve yards wide and about three yards deep, thereby circumventing the town from the east end of Dale-street, westward to the river. The end of Dale-street on the south east side was low and marshy, hence covered with water from the river, which flowed in a channel where Paradise-street now stands; but, batteries were erected within the channel to prevent people from passing over or through it. The ends of all the streets which opened towards the river were shut up, and those to the land were enclosed with strong gates defended by pieces of ordnance. Added to this was a Castle already noticed, which stood on the site where now St. George's church stands, surrounded with a ditch twelve yards wide and ten deep, from which to the river there was a covered way which conveyed the water to the ditch when the tide was out, and admitted men, provisions, and military stores as exigence required. The cannon of this Castle annoyed the besiegers at some distance, as well as defended the ships in the

harbour. To secure it from the assaults of the enemy, as well as to prevent all passage by the river at low water, there was a fort or battery of eight guns erected. In addition to all these local advantages, it so happened that there was in town a considerable quantity of wool brought some time before from Ireland by a few English protestants who had fortunately escaped the general massacre. The inhabitants covered their mud ramparts with it, to shield them from the small shot of the besiegers.— The garrison was numerous, and being well stored with provision, arms, and ammunition, was prepared to give the Prince a warm reception. When the siege began, which Enfield says, was about the 2d June, but according to Seacomb on the 26th, the Prince fixed his main camp round the beacon which stood on or near the spot where St. Domingo house is built, and his officers in the villages near it, and opened trenches and batteries chiefly in a ridge of ground which runs from the upper end of a street now called Shaw's Brow, to the present copperas works and mills, leading to Mount-pleasant, and also opened trenches in the lower grounds from whence he often attacked the town, but was as often repulsed; which, from the contempt in which he first beheld them, by comparing the town to a crow's nest, made

him say that it was like an eagle's nest or a den of lions. For the space of a month the town made a vigorous defence, repelling the besiegers with great slaughter; at last, however, the Prince was successful, either as some will have it, because the men deserted their works on the north side of the town, or as others assert, that Col. Moore surrendered to save his house and effects at Bank-hall. Whatever was the cause, the works on that side were abandoned, and the besiegers entered about three in the morning, putting all they met to the sword, till they arrived at the high-cross, which was situated where the Exchange now stands. Here they met a regiment of soldiers from the Castle drawn up, who beat a parley and demanded quarter, which was granted on their submitting to become prisoners of war. The soldiers and the inhabitants were upon this sent prisoners to the tower, St. Nicholas's church, and other places of security, and the Prince himself took possession of the Castle.

Some traces of this siege were discovered, when the foundation of the present Infirmary was sunk, in the marks of trenches, wherein were found gardevin bottles, cartouches, &c. and even at present, the inquisitive antiquarian may satisfy himself with traces of an entrenchment, quite visible about twenty yards from the London

road, opposite to the end of St. Ann-street, on the east side of a road very lately cut, which leads to Rodney street. Here he will find the rock excavated and again filled up with loose earth. Indeed other traces are distinguishable equally remarkable in the field above, as well as on the other side of the lane near the town, particularly at the top of a street now planned to be named Gloucester street, and also at the corner of another street to be named Silver-street, leading to another new one called Pennington-street, all immediately below the copperas works and site of the old mill, which formerly stood thereon, and was blown down about 1795. As the workmen were removing the earth, there was lately seen, the situation of a battery; in the trenches have been found many bones, broken glass, old bricks, remnants of walls, and even leaden balls. The white cottage situated exactly opposite to the Coffee-house at Everton, is the place where Prince Rupert had his headquarters.

Such appears to have been the state of the town in the year 1680, consequently some idea may be formed of its extent at the time of the attack by Prince Rupert; for though it is described to have been fortified with a strong and high mud wall, the extent of the town so inclosed must have been but small, for in the year

1680, being thirty-six years after the siege, it was extended but forty-five yards on the river, from north to south, that being a distance from the angle of the old church wall, or corner of Chapel-street, to the bottom of James-street; what might have been the extent to the eastward cannot be truly said, but it could not be large, for we are expressly told in the memoirs, that the town was inclosed from the end of Dale-street, and the length of the town from the west end of Water-street to the east end of Dale-street, and corner of Byrom-street, is but nine-hundred yards: had the ground been covered with houses four hundred, and fifty yards from thence, southward, so as to have completed a square, exactly corresponding with the north and southern extremity of the western boundary, the whole area would have been but 405,000 yards; but this ground could not then have been covered with houses, for in the year 1680, it appears that there were various interstices inclosed and unbuilt, many of them being planted with trees; they must therefore have been much more numerous thirty-six years before that time and consequently the town consisted of fewer houses.* These materials lead to some idea,

* Enfield, page 26, says that the number of houses in 1753, was 3700, and of inhabitants about 20,000.—In 1760 the number of houses was 4200 and consequently

though an imperfect one, of the gradual increase of the town, its houses and inhabitants, to the year 1680, when we are again left in obscurity, and receive no authentic information on that head until the year 1765†, when a plan of the town was made by Mr. John Eyes. This leads to some comparative proof of the increase and variation during that interval of eighty-five years. It appears also from this plan, that the town at that time extended north to the Ladies' Walk, the top of Old Hall-street, and from thence southward to the top of Frederick-street; the distance of these north and south extremities is about 1600 yards; it extended from the river eastward to Preston-street, which measures about 740 yards; it therefore follows, that if the said line was perpendicular to the end of the north and south line, it would form a square of 1600 by 740, the area whereof would be 1,184,000 square yards, and such extent may be justly allowed, for though some of the parts so enclosed by the square so formed, would contain vacant ground, yet more will appear to be cut off than is included in the calculation; the number of inhabitants about 25,000, but this return will appear to depend entirely on his method of calculation.

† In the year 1765, Dale-street did not extend beyond Cheap-side and Preston-street.

it is therefore to be admitted, that from the year 1680 to 1765, the buildings and streets increased, so as to cover 779,000 square yards, more than were covered in the year 1680.

This description of the gradual increase of the town may not be displeasing to a curious reader, more especially as the information is deduced from actual surveys, and allowed authorities.

GRADUAL INCREASE AND NUMBER
OF
INHABITANTS.

LIVERPOOL being a maritime town, subject to a constant influx and reflux of people who are not actual residents, the gradual increase of its inhabitants is not so easily discovered as that of an inland town, where the migrations are few: certainty, therefore, must in some instances, yield to hypothesis. Unfortunately there are no materials, nor records, nor even rational tradition, whereon securely to rest calculation. We have indeed authority, that in 1565, the number of householders and cottagers was 138, and that 89 men navigated 15 vessels; admitting, therefore, that poverty and necessity compelled five persons to one of those small dwell-

ings, the town would have contained about 30 houses; this leads to an idea of the town at this period, which may reasonably be thought proportioned to the number of inhabitants, and that is positively declared by the town record to be no more than 138.

From this æra there is a total paucity of every authority, which can give the least elucidation to the number of inhabitants until the year 1662, when the first bills of mortality appeared in this town; which, although perhaps imperfect in their returns, may lead to something nearly the truth of the number of inhabitants in that year. By the first of these bills there were only 7 marriages, 30 christenings, and 31 burials.* Proportioning therefore the number of inhabitants to the famous and well known average of Sir Wm. Petty, (which buries every city, town, and village once in twenty-five years,) the number of inhabitants in 1662, must have been 775; the increase therefore from 1565 to 1663, or in 97 years, was only 637. This number however is not improbable, when the small extent of the town during this interval of time is considered; for though at the attack by Prince Rupert, the garrison is represented

* In the register office of Chester, is a parish register of Liverpool for the year 1624, from which it appears that there were then only 4 marriages, 35 christenings, and 21 burials.

to be strong and numerous; we are expressly told, that it was principally owing to the number of protestants who fled from the Irish persecution, who brought not only arms and ammunition, but also large quantities of wool; and contributed greatly to the assistance and protection of the inhabitants.†

From this period inclusive, the number of burials advanced, though slowly, until the year 1700, as may be seen by the following extract of their number, returned at the end of the following year.

	<i>Marriages.</i>	<i>Chistenings.</i>	<i>Burials.</i>
1662	7	30	31
1670	5	67	48
1680	3	106	51
1690	10	116	158
1700	35	132	124

It appears from this extract, that the burials in 1700 were 124 and, according to the before mentioned method of calculation, the number of inhabitants must have been 3100; and the increase from 1662 to 1700, being only 38 years, was 2325, a very rapid and extraordinary advance; yet, such augmentation is not improbable, for about this period the town seemed to feel its increase, to look forward to its own advantages, and augment its condition.

In 1699, the 10th William III. the inhabi

† Seacombe's Memoirs.

tants obtained an act of parliament for building a new church, and making the town a parish of itself, distinct from Walton; for hitherto the town of Liverpool was an appendage only to the parish of Walton, and had only a parochial chapel of ease* under Walton, but by this act it was granted, "That from the 24th June, 1699, the town and liberties of Liverpool should be a distinct parish, and totally unconnected with Walton. That the corporation should have the power to build a new church, † a house for the rector, and to raise £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 the same ecclesiastic benefits as the rector and vicar of Walton had before enjoyed; that all parish dues, &c. 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 should any dispute arise, the decision should be referred to the bishop of Chester."

The town being thus become a parish, and no longer dependent upon Walton, must be supposed more correct in its register than while

* The present church of St. Nicholas.

† St. Peter's.

it was only parochial, and therefore the bills of mortality at, and after the year 1700, admitted to be nearly the truth. We shall therefore, endeavour to estimate the progressive number of people from that time, on the plan heretofore mentioned to have been preferred by Sir Wm. Petty, with some deviation from his prescribed number of years, for reasons which immediately follow; to accomplish which, the deaths from 1700 to 1793 inclusive, will, from the bills of mortality, be formed into periods of nine years. Should we fail in the attempt, we can at least plead in extenuation that we have followed the method pursued by that able and judicious calculator; repeated experiments, no doubt, convinced him, that years singly and progressively considered would not make a return so conclusive on an average drawn from an aggregate number, which number he fixed at nine; and various trials in different parts of the continent proved, that every city, town, &c. buried itself in about 25 years.

But although in the calculation of the last century 25 years are given as the expectation of life, it must be supposed to have greatly increased at the present day, by reason of the various improvements and cultivations which are known to contribute to the health of mankind. Extensive forests and woody enclosures,

which heretofore covered large tracts of land, have been opened; lagoons, swamps, &c. have been drained, or filled up, and in many places covered with buildings; cities that heretofore had narrow streets, projecting houses, signs and other impediments to that free passage of air necessary to health, are now opened and greatly enlarged; it may therefore be reasonably admitted, that the prolongation of life may be greatly extended since the days of Sir William Petty. The return of Breslaw in the year 1770, was $26\frac{1}{2}$ years, which is an increase of $1\frac{1}{2}$ year on his calculations that are known to have been principally made at Breslaw, and in his time averaged but at 25 years.

Dr. Percival in his observations on the state of Manchester, fixes the yearly mortality as 1 to 25. Dr. Haygarth, in his remarks on the city of Chester, as 1 to 31. But these calculations being confined to single years, and to particular places, can convey no fixed rule to govern general conclusions, as will appear from accurate tables and observations, made public by several learned and ingenious writers, who make the proportion of people dying in the several places under-mentioned as follows, viz.

* Pais de Vaud, Switzerland,	as	1	to	45
Vienna,	—	—	—	$19\frac{1}{2}$

* Dr. Price's observations, &c.

Edinburgh,	—	—	1	—	20
London,	—	—	1	—	20 $\frac{1}{2}$
Amsterdam,	—	—	1	—	22
Rome,	—	—	1	—	22
Northampton,	—	—	1	—	26
Breslaw,	—	—	1	—	26 $\frac{1}{2}$
Holy Cross, near Shrewsbury,	—	—	1	—	33
Berlin,	—	—	1	—	16 $\frac{1}{2}$
† Manchester,	—	—	1	—	25
‡ Chester,	—	—	1	—	31
Liverpool,	—	—	1	—	27 $\frac{1}{4}$

In a general § lustrum, or scrutiny, taken in January 1790, a return is made of 55,732 persons, then actually residing in the town of Liverpool, (in which scrutiny neither foreigners nor strangers are included.) By the bills of mortality it appears, that the burials in the year 1789, were 1162; if the said number of inhabitants is therefore divided by 1162, it makes the proportioned duration of life, almost 33 $\frac{1}{2}$ years, which if truly ascertained, proves that Liverpool is the healthiest spot in England; nor can there be any thing to invalidate the fact, but an error in the bills of mortality, for the scrutiny is known to be perfect, and unless the return of the

† Dr. Percival's observations on the state of Manchester.

‡ Dr. Haygarth.

|| Enfield's history of Liverpool.

§ By Mr. Simmons, from October 13, 1789, to Jan. 13, 1790.

obituaries for the year 1789, can be proved erroneous, nothing can refute the truth of the calculation.

From	Aggregate of burials each nine years.	Average annual burials.	Inhabitants annual average.	Gradual increase
1700 to 1709	1465	163	5461	2361*
1709 — 1718	2111	235	7873	2412
1718 — 1727	2727	303	10150	2277
1727 — 1736	3658	406	13601	3451
1736 — 1745	5213	579	19396	5795
1745 — 1754	6999	778	26063	6667
1754 — 1763	7557	840	28140	2077
1763 — 1772	9947	1105	37017	8877
1772 — 1781	11853	1317	44119	7102
1781 — 1790	15229	1692	56682	12563
1790 — 1793	5087	1695	56782	100
				53,682

It appears by this table, that in 93 years, the town had increased 53,682 persons; for the said number being added to 3100, the number of inhabitants in the year 1700, it will exactly amount to 56,782, the number of people supposed to be existing the latter end of the year 1798.

The boundaries of Liverpool extend beyond the town in different directions. These limits are prescribed in the manner of the ancient Ro-

* The number of inhabitants being 3100 in the year 1700, as appears in page 14, the increase in the first nine years becomes 2361.

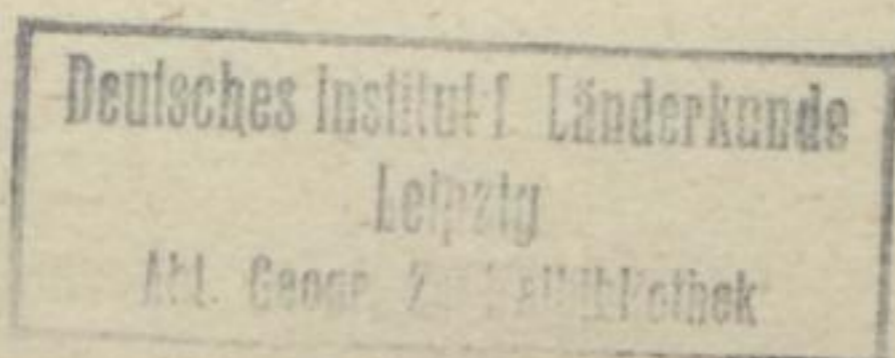
man *termini*, by stones called by the inhabitants meer stones. The ground lying within the boundaries is called the liberties. The mayor and corporation, attended by a great number of the inhabitants, annually ride round them, which is nothing more than a custom pursued in all other parts of England, to remind the inhabitants of the extent of their bounds, and that no encroachments are made on their limits. These liberties from east to west, measure one mile, two furlongs, eighteen poles, and from north to south 2 miles, 4 furlongs, twenty-two poles; the longest line is from the Beacon gutter to the point near Smithdown-lane, which is two miles five furlongs. They contain 1104 squares of ninety-six yards each side, or 2102 acres; of which nine hundred and eighty belong to the corporation; the rest are private property.

This town has lately received many alterations and improvements. In the year 1790 it consisted of 8865 houses, since which time it has greatly increased, and at the present period may probably be estimated at 12,000. A very few years since, it was dirty, mean, and the streets much too narrow for the health, or convenience of the inhabitants, in which state it still continues in many parts, particularly to the north east, but a plan has been determined on, and in part executed, to widen some of the principal streets.—

Castle-street has been on this plan completed, and Dale-street has been widened from the Town Hall eastward as a specimen of what is intended. This when finished will form a most elegant street about 650 yards in length, terminated, in part, by the eastern front of the Town Hall, which will then be seen, almost immediately on entering the town. Water-street, which faces Dale-street, and extends to the river, is also opened westward, to a correspondent breadth, and when finished will make one distinct point of view from the entrance of Dale-street, down to George's Dock. But this important and expensive improvement is rather to be wished than expected; should it ever be accomplished, the whole arrangement will form as elegant a street as in any town in England; and had the architect of the Town Hall, fortunately thrown the front of that building so far back, that it had been on a line with the northern range of these new buildings, it would greatly have improved the perspective, to which the present projection will be some impediment.

Castle-street is a principal and most elegant improvement. It opens immediately from the Town Hall to the south part of the town, having on both sides handsome, well-built houses; the western side is a regular range of buildings, and had the eastern side been completed on a

similar plan, it would have added greatly to the uniformity of the whole. The rents in this street average high, and the shops are large and handsome, and fitted up in such a manner as would do credit to any of the principal streets in London. They are also well furnished with great variety of every requisite commodity for the conveniency or luxury of life. It is well lighted by a regular arrangement of lamps on both side; and had the foot pavement been flagged on both sides, would not have been exceeded by any street in England, of its height and length. But with all its pleasing allurements, it appears as if placed by accident and not design. The situation and line (like other buildings in this town) are without meaning; it has neither eye-fall nor any determined point of view, unless a general prospect of cabbages and potatoes at the bottom thereof can be so called; the plan tends to no future effect, nor discovers any original design. Looking from the Town Hall to the south, you see nothing but a confused groupe in the vicinity of the green market, and the disagreeable, dirty winding from the opening of Pool-lane to the Old Dock, which exhibits an imperfect sight of the tops of a few vessels. If from the bottom of the street the view is taken northward, the impropriety is most glaring, it cuts off at the least,



one fourth of the right wing or division of the Town Hall, and thereby totally confounds and mutilates all order of perspective, and destroys the effect of a most elegant, magnificent, and pleasing vista, which could readily have been supported, had the least attention been given to propriety. Indeed nothing appears more easy than to have removed all these disagreeable impediments, for had the street been widened to the west, so as to have thrown Back Castle-street into the present, the whole front of the Town Hall would have been thrown open to view, the elegance of St. George's church would have appeared, and greatly enriched the perspective, while the obelisk in the market-place, would, in some small degree, have increased the embellishment, and whenever time and wealth should have enabled the corporation to have carried the line on each side of the street so formed through Pool-lane, down to the Old Dock, it would have completed one of the most noble streets in England, and perhaps equal to any in Europe, commanding from the Town Hall a complete view of the shipping, and of the whole town south of the Old Dock, which southern situation, by reason of its acclivity, and extent to the very extremity of the town as far as Toxteth Park, would have formed a most open, cheerful, and elegant eye-fall,

while from the south side of the town a street of the width, length and magnitude, would appear to great advantage, as such improvement would have made the whole south front of the Town Hall to terminate the prospect.

SURVEY OF THE TOWN, &c*.

The stranger in viewing the town to the best advantage, should begin at the Town Hall; where the spacious street† before him, perfectly uniform on the right hand, and nearly so on the left: the shops, in which may be found every thing useful and ornamental, to indulge the taste, and supply the necessities, present a view not to be excelled, perhaps in the *metropolis*. The *spire of St. George's Church* on the right, shooting over the lofty buildings near the middle of the street, which is terminated by the beautiful eastern extremity of the Church, and the perspective finished by the

* The following *survey* may be made in a carriage, on horseback, or on foot, as the weather and other circumstances favor it. In wet weather, the neighbourhood of the docks is too dirty, for ladies especially, to walk; and therefore the *accompaniment* of a carriage, &c. may be necessary; but less so from that cause in dry weather. The length of this first part of the ramble, is about three miles; but which the varying objects will appear to shorten.

† Castle-street; the *Cheapside* of Liverpool.

distant appearance of ships' masts, with the extreme point of *St. Thomas'*, spire, on the left, affords a view as grand as it is novel. To the right, in the middle of Castle-street, *Brunswick-street* gives a view of the ships in *St. George's Dock*.

Around the Church, is the market for vegetables and fruit. Vegetables, the growth of the open garden, are found here earlier, in greater perfection and abundance, and cheaper than any other part of the kingdom. Oranges, from Spain, Portugal, and the western islands, in the season, are commonly so plentiful, as to scent the air almost as fully as in their native groves. The more delicate fruits are not very plentiful here; but public gardens are forming in the neighbourhood, for the purposes of raising exotic plants, and producing the more scarce fruits. The best fruit may be had in the shops on the east side of Castle-street, already passed. In turning about, when at the Church, the reverse view of Castle-street is, of course, obtained, and which is terminated by the front of the Town-hall; except that, at the opening on the right of the Town-hall, *St. Paul's* may be seen, at a distance, to raise its swelling dome above the interposing buildings, and to finish the view.

CASTLE-STREET, so called from a Castle

which once stood here, being wider at the north than the south end ; it was proposed to bring a part of the east side forward, for the purpose of obtaining a regular perspective, and by which means the Exchange would finally have terminated the view on the east as it now does on the west side of the street. Mr. Wyatt, the architect, gave it as his opinion, that it would be better to let it remain as it is. A little irregularity in a view, it has been said, is often more pleasing than studied uniformity.

Pursuing the course down Pool-lane, the eye should not be turned to either side, as it would be offended at the very indecorous practice of exposing the shambles meat in the open street,* but be directed straight forward to the ships, which will be found to be in the Old Dock, at the bottom of the street †. The view backward, from near the bottom of this street, has a good effect.

This was the first dock made in Liverpool: an act of Parliament for its construction, was obtained in 1710.—Its scite was a *Pool*, that continued to wind round and extend the whole

* An Act of Parliament was obtained, some years ago, to suppress this custom, but it has not yet been put in force.

† The shambles, however, are confined to the upper part of the street, and some good shops will be found lower down.

length of the old and high part of the town, on the east side, along Paradise-street and White-chapel. Tradition says, that a singular bird, called a *Liver*, (of the *Cormorant* kind) formerly frequented this *pool*; hence this place was called *Liverpool*, and the *Liver* adopted as its *Crest*.

The first idea that strikes a stranger, on coming to this dock, is the singularity of so great a number of ships afloat in the heart of the town, without discovering any communication with the sea. He must awhile suspend his curiosity, and turn to the left. Viewing the commodious lading and unlading of the ships, as he proceeds along the quay, till he has turned the first corner of the dock; he will there be presented with a view of the Custom House, on the left, the ships on the right, and the beautiful spire of St. Thomas's Church, rising majestically before him over the picturesque buildings which terminate his view in front.

Chains will be found to extend along the dock quays: which became necessary to prevent strangers and others from falling into the dock in the night, from missing their way, through intoxication, &c.

Proceeding still along the quay, the Custom House is passed; which has nothing external to recommend it to a particular notice. Its

situation is central with respect to the docks, and therefore commodious; yet it is, in every other respect, unworthy the commercial character of the town. Near this south east corner of the dock, are the Warehouses belonging to the Staffordshire potteries.

Pursuing this direction, without turning the next corner of the dock, which would afford nothing new,* an opening presents into Cleveland square. The former obelisk in the centre, the original attempt at uniformity in the buildings, with the once row of trees before the houses conspired to make it an eligible residence. It has ceased to be so now; as may be observed from the removal of the obelisk, the almost total loss of the trees, the houses being made into shops, and the square converted into a market for all sorts of provisions and wares†.

This square terminates at the extremity with a street called Pitt-street, so named after the great William Pitt, afterwards created Earl of Chatham.

The first turning on the left hand, after entering Pitt-street, leads into Duke street. In

* The dock may be passed round, at the pleasure and convenience of the party.

† St. Thomas's Church, being so near at hand, may readily be viewed, by stepping aside through an opening to the right.

this avenue, called York-street, is an iron foundry belonging to the Coalbrookdale company.

The view up Duke-street has always a pleasing effect, even to an inhabitant who sees it daily. For, notwithstanding a want of exact uniformity, as the street is more than half a mile long, has a gradual acclivity, increases in width as it ascends, is always clean, and the houses all neat, and many elegant, with scarce the interruption of a shop, public house or warehouse ; the effect must necessarily be engaging.

The bend in the street relieves the eye from the confusion that would ensue by embracing too many objects in so extended a view, and leaves the imagination something to expect ; and in which it will not be disappointed by what succeeds.

About the middle of Duke street, upon the left and opposite the end of Suffolk-street, will be perceived a new erected, handsome stone building, of considerable extent. This is a public Coffee Room and Library, called the Union, of which a more particular account will be given hereafter, among the public buildings of the town.

Near the top of the street, on the right hand, is a new and very good street, called Great George-street, from whence the spire of St. George's church may be viewed to advan-

tage*. The vacant grounds facing Great George-street, are forming into spacious streets; with a square in the centre, ornamented with a shrubbery: the streets are named after our victorious Admirals and the square after his present Majesty, as will be perceived by a reference to the map.

At the top of the street, on the left, branches off Rodney-street; so called, after the gallant Admiral of that name; it is of considerable extent and one of the handsomest streets in the town.

Duke-street was the first attempt at embellished extension the town experienced; and was considered an airy retreat from the more busy and confined parts of the town. As it was begun without a regular design, its architecture is variable. Yet from its favored access, elevation, and other natural advantages, it must, especially the upper parts, when completed in the improving style of building, preserve that decided superiority over every other part of the town it originally possessed.

At the top of Duke-street will be observed, the opening of a subterraneous passage, that leads to a delf, or quarry, of considerable extent and depth, from whence stone is procured

* Most of the public edifices may be viewed thus advantageously from different parts of the skirts of the town.

for the construction of the docks and public edifices. The stones are cut out of the solid rock, in such shapes and sizes as the purposes they are adapted to require.—A mineral spring formerly existed in this quarry; but the body of stone, from whence it issued, having been removed, it is now totally lost.

An inclination to the right, leads to the Mount, generally called Mount-Pleasant, or St. James's Walk; where we enter (on foot*) upon a gravelled terrace, 400 yards long. It has been compared to the terrace at Windsor. From hence we have a very extensive prospect across the Mersey, of the north east part of Cheshire, in front; and the distant mountains of Flintshire and Denbighshire in North Wales, which finely fill up the back ground.—The view of the interior, eastward, is very limited. From an elevated part of the walk, in a north-east direction, the village of Edge-hill has a good effect.

On facing the river, in a south-west direction, on the left, at about the distance of twenty miles, lies Chester, which may be discerned in clear weather.

A little to the right of the direction of Chester, and nearly over a spire steeple (Bebbing-

* A horse-block is placed near the entrance of the walk.

ton) in Cheshire, at eleven miles, is Park Gate (not seen from hence) on the east bank of the Dee, from whence the Packets sail to Dublin. In a yet more straight direction, a little to the right of a prominent windmill in Cheshire, appears a beautifully indented, smooth chasm in the Denbighshire mountains, which forms a valley that leads to Llewenny bleach works, on the eastern confines of the delightful Vale of Clwyd. Cambden fancied these mountains to resemble fortifications. The breaks are not so irregular as in most mountainous situations; yet it requires a fanciful imagination, to admit the similitude.

These beautiful passes, mountains and vales, now so happy, retired and peaceful as to constitute a true Arcadia, were formerly scenes of desolation, during the contests of the natives with their different invaders; so that in finally losing what they esteemed so valuable, their independence as a distinct nation, they have obtained a share of protection, quiet and comfort, that can in no part of the world be exceeded. How liable are we to be unconscious of what is to promote our good!

The difficulty of access to, and language of, the country, while they still exclude, in a great degree, the refinements of society from the inhabitants, prevent the introduction of many

of its vices and follies, and preserve them in quiet possession of their native simplicity of habits and manners.*

In passing still more to the right, or northward, the eye loses the more distant Welch mountains, and becomes engaged with the nearer Cheshire hills: especially that of Bidston; on which may be perceived, to the right of a windmill, the Lighthouse and signal poles.

Immediately on the right of the light-house, the break in the hill affords a pleasing prospect of the sea, whereby ships may be seen at a great distance, in the direction in which they come from and go to sea. On the low part of the land, may be seen another light-house; and nearly immediately behind the first, is the Hotel at Hoylake (not seen), distant about ten miles—a favourite resort for sea bathing and sea air in the summer season.

The eye being extended yet farther to the right, reaches the most northern extremity of the Cheshire shore (a narrow point, called the Rock, round which every vessel passes in com-

* The encouragement which of late has been given to the revival of Welch poetry and music, has rescued from obscurity, perhaps oblivion, much of what was unknown, and the rest very partially so, in England.—In their music, the melodies, for number, variety, richness, expression, originality and antiquity, were, perhaps, never excelled, if equalled, in any one country in the world.

ing into and going out of the harbour), and then becomes lost in the vast expanse of the Irish sea. The smoke of the town very commonly obscures the view of the Rock point from hence, but it may be seen very distinctly when we arrive at the other end of the town, particularly from the Fort.

The opposite shore of the Mersey, with the ferry-houses on its bank; the river, with the vessels sailing and riding at anchor,* and the town, skirted along its margin with the masts of ships in the docks; with its towers, spires, and domes, all so immediately under the eye, have a pleasing effect.

The interest of this engaging prospect will be considerably varied, not only by the weather, but by the direction of the wind. The easterly winds, from blowing the smoke of the town over the river, obscure the view; while the westerly winds, in clear weather,* particularly favor it.

The grove and shrubbery, behind the terrace, may be entered by a wicket on the right of the avenue leading to the building every day, except Sunday. The building was formerly a tavern, but is now converted into different private dwellings. The terrace and grove are both

* Ships frequently lie at anchor under the Cheshire shore, waiting for a fair wind to go to sea.

made ground; the soil and materials having been carried thither for that purpose. The construction and arrangement of the shrubbery, is not more remarkable than the preservation in which so public a place is kept. The whole belongs to, and is supported by, the corporation, for public recreation: hence the public seem to consider it as their own, and respect it as such.

The interesting objects which present themselves, from this elevated situation, have been described by a native Poet with great felicity of expression and delicacy of feeling. As the Poem has now for several years been scarce, and is, at present, but little known, an extract from it will no doubt be highly acceptable to our readers.

“ Far as the eye can trace the prospect round,
 The splendid tracks of opulence are found:
 Yet scarce an hundred annual rounds have run,
 Since first the fabric of this power begun;
 His noble waves, inglorious, Mersey roll'd,
 Nor felt those waves by labouring art controul'd;
 Along his side a few small cots were spread,
 His finny brood their humble tenants fed;
 At opening dawn, with fraudulent nets supply'd,
 The padding skiff would brave his spacious tide,
 Ply round the shores, nor tempt the dangerous main,
 But seek ere night the friendly port again.

Now o'er the wondering world her name resounds,
 From northern climes to India's distant bounds.—

Where'er his shores the broad Atlantic waves ;
 Where'er the Baltic rolls his wintry waves ;
 Where'er the honor'd flood extends his tide,
 That clasps Sicilia like a favor'd bride ;
 Whose waves in ages past so oft have bore
 The storm of battle on the Punic shore ;
 Have wash'd the banks of Greece's learned bow'rs,
 And view'd at distance, Rome's imperial tow'rs,
 In every clime her prosperous fleets are known,
 She makes the wealth of every clime her own :
 Greenland for her its bulky whale resigns,
 And temperate Gallia rears her generous vines ;
 'Midst warm Iberia citron orchards blow,
 And the ripe fruitage bends the labouring bough ;
 The Occident a richer tribute yields,
 Far different produce swells their cultur'd fields ;—
 Hence the strong cordial that inflames the brain,
 The honied sweetness of the juicy cane,
 The vegetative fleece, the azure dye,
 And every product of a warmer sky.

As some industrious man, whose prudent mind
 To business is in earlier years inclin'd,
 With ceaseless steps the road of wealth pursues,
 Bounds there his wish, and centers all his views ;
 Till satiate with success he quits the chace,
 And sighs for happier hours of rest and peace ;
 Feels avarice in his softening breast decay,
 And nobler passions in their turns bear sway ;
 Feels genuine taste, by weeds obscur'd too long,
 Spring in the mind, and boast a bloom more strong ;
 So rose the pride of Mersey's spacious stream—
 Repose her scorn, and riches all her aim :
 Till 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!
 The marble, see! with mimic nature warm,
 Spring into life, and beam with every charm:
 O'er the smooth canvas mingling colours flow,
 The features open, and the landscape glow,
 Reviving Science opes her latent mines,
 The judgment ripens, and the thought refines.
 And here *****, with genius all his own,
 New tracks explores, and all before unknown.—
 O formed in every varied scene to please!
 With manly sense endued, and native ease;
 With eloquence to still the listening throng,
 Fix every eye, and silence every tongue;
 Save when attention overflows its bound,
 And the still murmur of applause goes round!

The Muses too their kindling influence bring,
 Wake the sweet lute, and strike the sounding string;
 And whilst they rove on Mersey's favoured side,
 Smooth rolls the stream, and prouder swells the tide.
 'Tis theirs the chains of avarice to unbind,
 Pour softer manners on th' attentive mind,
 To bid the bosom gentler passions prove;
 The friends of virtue and the friends of love.—
 Here safely planted, deep they strike the root,
 And generous candour guards the infant shoot.
 To tempt their stay, and win their lasting smile,
 The friends of genius rais'd yon spacious pile;*
 There, whilst cold precepts ineffectual prove,
 The great example never fails to move.

* Theatre Royal, erected by Subscription.

As different feelings different scenes supply,
We droop in anguish, or we swell with joy :
Now sooth'd to love, we own the softening flame ;
Now powerful horrors rush thro' all our frame ;
The strong delusions lead the struggling will,
The nerveless captive of the poet's skill.

If frowning satire opens all her rage,
And drags the prosperous villain on the stage ;
Or, if with nicer skill she aims the dart,
To wound the smaller foibles of the heart,
Bids self-applause her favorite mirror quit,
And wake in virtue's cause the powers of wit ;
If on the stage the comic muse be seen,
With broader smile, and more neglected mien ;
Thro' every part some useful lessons shine,
Some latent moral lies in every line ;—
The varied scenes to one great purpose tend,
“ To raise the genius, and the heart to mend.”

Sweep the light strings, and louder swell the lyre !
Far nobler themes a nobler song require ;—
The Heav'n-born virtues come,—a lovely train ;
They prompt the verse—be theirs the votive strain.
Not those that seek in lonely shades to dwell,
The selfish inmates of the hermit's cell ;
Like his pale lamp a partial light supply,
Unblest to live, and unregarded die :
But those design'd to sooth the labouring breast,
Protect the weak, and give the weary rest ;
Assuage the rigours of corporeal pain,
Supply the poor, and loose the prisoner's chain ;
And, like the radiance of the solar ray,
On all around to pour impartial day.

—Known by the watry lustre of her eye,
 Her sorrowing smile, and sympathizing sigh;
 See! tender Pity comes; at her controul
 Drops the big tear, and melts the stubborn soul.
 So the rude rock, by power divine impell'd,
 Gush'd forth in streams, and cheer'd the thirsty field.
 —Next Charity,—by no proud pageants known,
 Nor crown, nor sweeping train, nor azure zone.
 If chance remembrance wakes the generous deed,
 No pride elates her, and she claims no meed;
 And timorous ever of the vulgar gaze,
 She loves the action, but disclaims the praise.
 —Yet not of virtue's open cause afraid,
 Where public blessings ask her public aid,
 She shines superior to the wretch's sneer,
 And, bold in conscious honor, knows no fear.
 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.

Far to the right, where Mersey duteous pours
 To the broad main its tributary stores;
 Ting'd with the radiance of the golden beam,
 Sparkle the quivering waves: and 'midst the gleam,
 In different hues, as sweeps the changeful ray,
 Pacific fleets their guiltless pomp display:

* The Public Infirmary.

† The Alms-House adjoining the Infirmary.

‡ The Blue Coat Hospital.

Fair to the sight, they spread the floating sail,
 Catch the light breeze, and skim before the gale ;
 Till lessening gradual on the stretching view,
 Obscure they mingle in the distant blue ;
 Where in soft tints the sky with ocean blends,
 And, on the weaken'd sight, the long, long prospect
 ends.

Where wild tornados sweep along the sky,
 And o'er the climate gleamy lightnings fly ;
 Where poisonous groves exhale their noxious breath,
 And crested serpents swell with secret death ;
 Or where bleak hills perpetual snow sustain,
 And the faint sun scarce liquidates the main ;
 For these dread climes their native shore they leave,
 And dare the secret rock and maddening wave.—
 Those native shores, their eyes no more may view,
 If big with horror angry fate pursue ;
 Tho' now in grim repose the tempests sleep,
 Soon may they howl along the shivering deep ;
 Dash the proud vessel o'er the blacken'd brine,
 Crush the strong mast, and break the friendly line ;
 Till on the beach an hapless wreck she lies,
 And human savages secure the prize—
 Stab the faint wretch, if any such remain,
 Explore the bark, and share the glittering gain.

But should kind Heaven her course in safety keep,
 Calm the strong gale, and still the boiling deep,
 Then midst the friendly port with joyful pride,
 Laden with western riches shall she ride ;
 And Commerce smiling on the busy strand,
 Shall fondly hail her favorite sons to land.

Yet lovelier scenes the varied prospect cheer,
 Where Cestria's plains in long extent appear,
 There shine the yellow fields with corn o'erspread ;
 There lifts Britannia's oak its tow'ring head ;
 Swells the brown hill, the sloping vales retire,
 And o'er the woodland peeps the rural spire ;
 Above the rest the Cambrian mountains rise,
 Close the long view, and mingle with the skies.

Can Gallia's vine crown'd hills with these
 compare ?

Tho' there the peasant breathes a milder air ;
 Or can Iberia's loveliest landscapes show
 So rich a prospect, or so bright a glow ?
 There suns all sultry parch the cracking soil,
 The hardening meadow mocks the peasant's toil ;
 The spirits droop beneath the noon-tide blaze,
 And all the roseate bloom of health decays.
 But here she loves her choicest gifts to pour,
 Breathes in each gale, and melts in every shower ;
 Sheds joy and gladness o'er the temperate plain,
 And crowns the cottage of the laboring swain :
 Midst the throng'd vale, as she imparts her smile,
 Care smooths her front, and labor scorns his toil ;
 And love, his dewy locks with roses bound,
 Trips o'er the lawn, and meditates the wound.

At distance far from frowns tyrannic fled,
 Here sacred Freedom rears her awful head ;
 Queen of each liberal art ! O may thy smile
 Still bless Britannia's ever-grateful Isle !
 Soon shall proud Greece her envied name resign,
 And future poets, patriots, heroes shine ;
 Then shall the Muse expand a stronger wing,
 And other Miltons strike the sounding string ;

To future ages give the warrior's name,
 Whose breast expansive own'd thy generous flame,
 Who at thy sacred shrine resigned his breath,
 And sternly grasp'd thy lovely form in death.

Far on the view—at soften'd distance seen,
 Whilst rolls the stream its copious waves between,
 There—long deserted by the sable band—
 A lonely abbey glooms upon the strand*;
 Where once the towering arch in Gothic state
 Rose high, and frown'd recluse the iron grate:
 But shook by time, the lofty columns fall,
 The wide roof drops, and sinks the mouldering wall;
 The hollow gale thro' every cavern flies,
 And the dull Owl repeats her midnight cries.

Here superstition once assum'd her reign;
 Religion sicken'd in her weighty chain,
 And all obscur'd beneath the dreary gloom,
 The social Graces lost their lovely bloom;
 No casual virtue marked the passing day,
 Whilst slept the monks the circling years away;
 Dead to those nobler passions, whence proceed
 The liberal sentiment and generous deed
 That prompt to general good the selfish mind,
 And wake the ardent wish to bless mankind:
 The ills of life no longer claim'd a care,
 But every virtue center'd in—a prayer.

So stands some lake amidst the sheltering vale,
 Its wave unruffled by the rising gale;
 On the green surge are poisonous insects found,
 And putrid vapours spread black mists around;

* The Abbey or Priory of Birkenhead, or Birkett, built on the opposite shore of the river Mersey, in the reign of Henry II.

Whilst the clear rill gives sweetness as it flows
To every flower that on its margin grows.

Ah! brand them not in one promiscuous throng
(Thus candour would restrain the rigid song),
For some, perhaps, amidst the numerous crew,
A nobler motive to the mansion drew.
Long travell'd thro' the stormy path of life,
Long labouring to maintain th' unequal strife,
To misery lent the little Fortune gave,
The storm approaching and no friend to save:—
Or, from each fond connection early torn,
Abandoned, hopeless, destitute, forlorn;
To every thought of earthly pleasure dead,
Some sorrower here might rest his weary head;
And oft as kindred woes approach his ear,
Bestow the secret tribute of a tear:
Or, from these varying scenes avert his eyes,
Scorn every transient ill, and gain the skies:—
Till o'er his path hope beam'd her brightest ray,
And peace celestial strew'd with flowers the way.

Now sober evening, wet with pearly dews,
Slow o'er the mead the lingering gleam pursues;
A pleasing stillness thro' the air extends,
Save when the murmur from the town ascends;
Or when at intervals the red breast's throat
Pours the clear warblings of his closing note,
Which, floating pensive on the breathing wind,
Leave soft impressions on the vacant mind.

On leaving the walk at the extremity opposite to where we entered, we take a direction towards the river, down the road which passes by St. James's Church. The road which we

then cross, leads, on the left, to Toxteth Park, or High Park. The first on the right is Great George street, already passed at the opposite end; and the second, St. James's-street, so called from leading to the church of that name. Here a good perspective of the beautiful spire is procured; but a lofty warehouse obscures the lower or tower part. This street will be perceived to terminate with a church at each end.

Continuing in a straight direction to the river, down a road called Parliament-street, we have directly before us, over the river, a white house—which is Birkenhead Priory—with the remains of an Abbey, whose ivy-clad ruins yet remain to characterise it. The chapel is perfect, and now used as a place of worship. One or two hanging villages are discovered from hence.—The large building on the left of this road is a colour manufactory for the use of painters, which is worked by a steam engine. On the right is an iron foundry.

At the bottom of this street or road (which limits the boundary of Liverpool—all on the left being subject to the Earl of Sefton, and named Harrington) we break upon

THE QUEEN'S DOCK,

The last made, largest, and best finished Dock in the town, being 270 yards long, and

130 broad; comprising an area of 35,100 square yards. It was finished at the expence of about £25,000.

Crossing the end of the Dock, to the left, we turn along its west side. On the right are the ships in the Dock, equipping, loading, and unloading, with the greatest ease, safety, and convenience; whilst on the left are other ships repairing in the Graving Docks. In these latter highly finished Docks, the ships will be found as commodiously placed for repairing or altering as when first building upon the stocks. The ship is floated hither by the tide at high water, and left dry at low water; the flood gates are then shut, and the water afterwards excluded till the repairs are completed; when, the flood gates being opened at low water, the Dock is filled the next tide, and the ship then floated out. It will be observed that each of the Graving Docks is long enough to receive three or more ships at a time, lengthways; and that they are not calculated to receive two a-breast.

Foot passages over the gates of the two Gravings Docks, afford an opportunity of going upon the pier; from the wall of which a very extended and engaging view, up and down the river may be obtained; as also a pleasing landscape of the opposite shore.

The flood gates of the Queen's Dock are, as will be observed, of the same construction with those of the Graving Docks; only, that being designed to retain the water in the Dock, they are hung in a contrary direction. A pleasing cascade may often, during spring tides especially, be observed from these gates at low water. The draw-bridge is a finished piece of workmanship, and does great credit to the artist, Mr. Morris. The gates are 25 feet high, and 42 feet wide; affording a foot passage when the bridge is drawn up. The bridge is as firm, steady, and safe for horses and carriages as a stone bridge.

On looking from the bridge toward the river, we see the entrance from the river into the bason before us; which latter becomes dry at low water, and hence is called a dry-dock. The entrance and bason serve also the purposes of the adjoining King's Dock.

The narrow entrance and bason are highly essential; for, in stormy weathy, the swell of the sea would endanger the flood gates if they were exposed to the open river; and, in the same weather, the ships could not be got safely into the Dock, if opportunity was not given to check their velocity before they reached the gates—which, in the sea phrase, is called *bringing up*; and which could not be done if they

were left to be acted upon by the wind and waves, and the current of the tides; the powers of which are chiefly broken off by the piers which form the narrow entrance, where ropes from the ship can be made fast to check its speed. Several ships can come into this outer Dock, as into an anti-chamber, in quick succession; and remain there in safety, to be conducted through the opened gates of the interior Dock at the leisure and convenience of the parties concerned. The same advantages also accrue in going out of the Dock into the river. A buoy is placed in the centre of the dry Dock to fix ropes to, for the purpose of assisting in the docking and undocking of the ships.

HOMER'S description of the port of Ithaca, on the landing of Ulysses, is here exemplified:

“ Two craggy rocks, projecting to the main,
 “ The roaring wind's tempestuous rage restrain;
 “ Within, the waves in softer murmurs glide,
 “ And ships secure without their halsers ride.”

ODYS.—BOOK XIII.

Also in the harbour of the Lestrigons, the allusions, excepting the latter part of the second line, are not less striking:

“ Within a long recess a bay there lies,
 “ Edg'd round with cliffs, high pointing to the skies;
 “ The jutting shores that swell on either side,
 “ Contract its mouth and break the rushing tide.”

“ Our eager sailors seize the fair retreat,
 “ And bound within the port their crowded fleet;
 “ For here, retir’d, the sinking billows sleep,
 “ And smiling calmness silvers o’er the deep.”

ODYS.—BOOK X.

What the poet’s imagination feigned, is here chiefly realized by art.

The walls of the docks and piers, are of stone, dug out of the quarry above; and all the ground about us is artificial, being an incroachment upon the river, and filled up with the earth and other materials from the river, the quarry, and the higher ground. Passing on, we immediately come to

THE KING’S DOCK;

Made a few years before the Queen’s; not so large as the latter; being 290 yards long, and 90 wide; comprising an area of 26,100 square yards; and finished at the expence of £20,000. A very considerable improvement of this Dock is begun, it is intended to make it 150 yards wide, by carrying out the west wall so as it may line with that of the Queen’s Dock. The gates are 25 feet high, and 42 feet wide. A very commodious swivel foot-bridge, gives a passage over the gut to the pier, when the dock-gates are open.

Continuing along the east side of the King’s

Dock, we approach a long, low building, on the right; which is the Tobacco Warehouse; for the lodgment of all the tobacco imported. It was erected by the Corporation of Liverpool, and is rented at the annual sum of £500 by Government, for the purpose of storing or lodging all the tobacco imported here, until the duties are paid. For this purpose, the extent of quay opposite this warehouse, is the only place in the port where tobacco can be landed. By this means the tobacco is immediately rolled into the warehouse on landing; is there examined, weighed, and secured; and thus preserved from that smuggling and pilfering so much complained of in the London river; and to prevent which, the wet docks there have been recently constructed. When the manufacturer wants a hogshead or more, of his tobacco, he sends the duty, and the tobacco is delivered accordingly.

This may, of the kind, be deemed an elegant building. It is 210 feet long, and 180 broad; and will contain 7000 hogsheads. The area covers a statute acre of land.

The King's Dock is frequented by ships from the Greenland fishery, and from America. Also by our own, and those of the northern states, from the Baltic, &c. with timber and naval stores, the spacious, contiguous yards and

warehouses being well adapted to their reception.

A singularity attended the opening of the king's dock. One of the three ships that are recorded in history to have carried troops from hence to Ireland, to raise the siege of Londonderry, in 1688, entered this dock on the first day of its being opened in 1788; just 100 years afterward. The coincidence of circumstances is not less surprising than the extraordinary age of the vessel, a brig, which still continues to trade between Ireland and Liverpool, and is called the Port-a-Ferry. It is supposed, from the numerous repairs the vessel must necessarily have undergone, that very few of the original materials of which it was composed, are now remaining in it.

The interposing ground between these docks and the river, is chiefly employed for timber yards and ship building.

Turning the corner of the tobacco warehouse, we obtain a view of its other fronts. The street into which we then enter, is called Wapping; named after the same in London; but much superior, being 60 feet wide. The large warehouses here are chiefly for the storing of corn. In this neighbourhood we shall find roperies, anchor-smithies, with block-makers, sail makers, and every business connected with the naval.

department, in great abundance; together with a number of public houses, for the cooking and accommodation of the shipping; for, as fires and candles are not allowed on board the ships in the docks, for obvious reasons, public houses become more necessary.

Directing our course northward, we soon reach two small docks, which belong to the Duke of Bridgewater, for the use of his flats (nearly 100 in number, of fifty tons each) which convey goods by the communication of the Kuncorn canal, sixteen miles up the river, to all the interior manufacturing towns and neighbourhoods of Manchester, the Staffordshire potteries, &c. &c.* to an amazing extent. The adjoining warehouse is for the security of the goods before they are shipped and after they are unshipped; to which purpose the adjoining yard is also applied. Proceeding a little farther, we approach

THE SALTHOUSE DOCK;

So called from former Salt-works on the right, where the common salt we use was made from the native rock. This manufactory is removed many miles higher up the river, to a place

* One hundred and ten vessels of this description are also employed upon the river, chiefly in conveying salt down from Nantwich, &c. As also a good many others, in bringing down coals from the Sankey canal.

called Garston, to the great relief of the town; as the vast quantity of coal smoke emitted from it, rendered it a nuisance.—This was the second made dock. The upper end, on which we enter, is chiefly employed as a receptacle for ships that are laid up. The lower parts are mostly for corn and timber ships. The form is irregular. It comprizes an area of 21,928 square yards; and has a length of quay of 640 yards.

The space between the docks and the river, behind the buildings, is chiefly occupied as ship-builders' yards; and some of the finest ships of their size, in the British navy, have been built there; as the *Adamant*, *Assistance*, &c. of fifty guns; and the *Phæton*, *Nemesis*, *Success*, and other fine frigates. These yards are open to, and may be viewed by any person.

Tracing the quay till we come to the flood-gates, which are 23 feet high, and 34 feet wide; and which, with the draw bridge, are of similar construction with those at the Queen's Dock, we open upon a very large bason, which is dry at low water, and hence called a dry dock, as we observe at the Queen's Dock.— Keeping to the right, we presently reach

THE OLD DOCK;

The first dock we met with on the outset of our ramble. From the dock gates or draw-bridge, we see, towards the river, the gut or c

entrance into the bason from the river; and that the gut and bason accommodate both this and the Salt-house Dock. Looking up the dock, we observe the Custom House (if not intercepted by the ships,) we before passed, facing us at the other end. The walls of this dock were originally of brick. It is 200 yards long; of irregular breadth, but which may average 80 yards; with an area of 16,832 square yards.—The gates are 23 feet high, and 34 feet wide*.

* A modern traveller, Mr. Joseph Mawman, bookseller, of the Poultry, London, has given the public some curious articles of information respecting Liverpool. He tells us that “the town did not possess a dock till the year 1750.” But this is so far from being correct, that the town had two docks nearly a century ago! Again, in enumerating what he calls “the subordinate and tributary streams of affluence” which the town possesses, he particularizes the manufactories of *watches* and *stockings*, its *glass* and *sugar-houses*, its *salt*, and *iron*, and *copper* works, &c. These are some of *Joseph's dreams*, at which the intelligent reader cannot fail to smile. Liverpool has no stocking manufactory.—The glass-house has for many years been totally given up.—What little of the “salt-works” the place once possessed is now completely removed.—And as to the “iron and copper works” spoken of, they are no more indigenious to the place than the articles of rum and sugar. So much for the accuracy of Mr. Joseph Mawman!!

The same observant traveller, speaking of Chester, says, “the Rows extend *the whole length* of the (four) principal streets,” &c. Unfortunately, however, this is false of every one of them; and should lead the reader to receive with extreme caution what this writer has said concerning other places.

The draw-bridge is like those already passed, and is equally commodious.

This dock is a convenient receptacle of West India ships, being contiguous to the warehouses of the merchants concerned in that branch of commerce; also of Irish traders, and vessels from Portugal, Spain, and the Mediterranean. The surrounding houses are altogether public houses, or shops with such articles of wearing apparel, &c. as are most commonly wanted by seamen. Adjoining the outside of the gates of this dock, is a slip where fish is most generally landed from the different fishing boats from Ireland, Scotland, and the more adjacent neighbouring coasts.

As we proceed along this side of the dry dock, (of about 250 yards extent of quay) we observe a great many small vessels, chiefly sloops; and which are coasting traders, mostly from Scotland, Ireland and Wales; as may be observed by painted boards, hung upon the most conspicuous parts of their rigging, denoting the places they are bound to. This trade is very extensive, consisting of the importation of corn and other provisions, slates and the different natural productions of the country; and of the exportation, coastways, of every article of our West India produce, the Mediterranean, Portugal, Spanish and Baltic imports. This is generally a busy, crowded place. Coasting along this dry dock,

we at length arrive at the south gates and draw-bridges of

ST. GEORGE'S DOCK.

Here are two bridges over this long entrance, at the opposite extremities; for as the ground on the other side is insulated at high water and when the flood-gates are open, it is necessary the communication should not be interrupted; hence by the act of Parliament procured for making St. George's Dock, it is so provided that one of the bridges shall always be down, under a penalty if otherwise.—Ships, small craft excepted, rarely enter George's Dock from the river, by this passage; as it is chiefly designed as a communication between this and the other docks, and the Graving Docks.

Crossing one of the bridges, we are upon Man's Island;* all artificial ground, raised from the sea. The left direction leads us to the quay where the Dublin Packets lie, with their offices facing them, which buildings are called Nova Scotia. A little further leads us to two graving docks; another being on the opposite side of the dock gut, or entrance into the dry dock; all smaller to those we viewed at the Queen's Dock.

* So named from being first inhabited by a person of the name of Man.

Returning the way we came, we reach the south end of St. George's Dock; but instead of passing in a direction along its quay, we keep on toward the river. A circumstance occurred on this spot, which cannot be passed over.—The docility of the cart-horses of Liverpool, perhaps exceeds that of any in the kingdom, or even in the world; nor are they deficient in strength and figure. The carters usually direct their horses' motions by word only, without touching the reins; and can make them go to the right or left, backward or forward, by the word of command, with asmuch precision as a company of soldiers. A *parrot*, of no mean parts, as it appears, by frequently hanging out from one of the houses facing the dock, had acquired a variety of human language; and more especially that particular part which so frequently requires the horse to back his load, to discharge it into the ship in the dock. A carter having unfortunately left his cart with the back to the dock, *Poll*, in a garrulous mood, unluckily happened to cry, *back—back—back*—several times, so distinctly and loudly that the well tutored animal, obeying the word of command, actually backed the cart, so as to precipitate it and himself into the dock. The horse was preserved.

That two brute animals, of totally different

species, perfect strangers to each other, should be capable, without any assistance, of directing and executing a regular action by means of the human language; is a curiosity perhaps unparalleled in the history of the world.

On the left, as we advance, lies the Manchester old quay, the resort of that company's flats, 40 in number, which convey goods to and from Manchester, daily, partly by the river, and partly by a canal, as is done by those of the Duke of Bridgewater.

We now arrive at the river, and have, on the right, a terrace 230 yards long; which is purposely designed for a public walk, as horses and carriages are not suffered to come upon it; and is called

THE PARADE.

The view from hence can perhaps be nowhere excelled, especially at or a little before high water, and particularly at spring tides; then a number of vessels, of all descriptions, moving in all directions, so near at hand, form a moving picture, highly engaging and interesting; and which, from the variety it always affords, is entertaining even to those who see it most frequently. At all times, the view up and down the river is fine. At the other end of the Parade, is a pier that projects farther into the

river, from whence a more extended a prospect can be obtained.

The houses on the opposite shore, are the ferry houses. And on looking onwards, down the river, we observe, also on the opposite shore, the rock point, with a guide-post upon its extremity; round which the ships pass and repass to and from sea. A little on this side the rock, may be seen the gun-powder magazines; where all the gun-powder for the use of the ships, and other purposes, is kept. They are placed at that distance (about three miles) to prevent bad consequences to the town in case of accidents; they are also there much out of the way of accident from fire. Ships often lie off there at anchor, sheltered from the westerly winds, under the high land, waiting for a fair wind to proceed to sea. Many years ago, a ship, at anchor there, blew up. The concussion was considerable in the town. Ships in the docks are not permitted to have gun-powder on board.

A little down the river, on this side, will be observed the Fort; and, at a great distance father down, two lofty pillars, which are the Formby land-marks.

On the left of this pier, is a sloping road or slip, which gradually descends to low water mark, where a number of boats are constantly

lying for the purpose of being hired to convey passengers, horses, &c. to the different ferries on the opposite shore; as also for pleasure, up and down the river, as the wind and tide will permit. Although there are many conveniences for taking the water at the other docks, similar to this; yet this is much the most commodious, cleanest and safest. The others are mostly within the dry docks; so that the gut or entrance to the dock must be passed through, which is often very tedious, and even unsafe, from the number of vessels generally passing in and out about high water, as the following melancholy instance will explain.

Several large Ferry-boats, filled with passengers to Chester fair, were hauling out of the Old Dock gut along the north wall, the wind blowing fresh from the south-west; when suddenly a very large ship, hitherto unnoticed, was coming full upon them, from the river, with considerable velocity, and in such a manner and direction as no human efforts could avert; as the boats were too numerous to have them all got out of the way, and no time to get the passengers out of the boats upon the quay. In this terrifying situation, as the ship—with a sea monster's head, as if to aggravate the horror—approached very near the boats; the cries of distress from the passengers who seemed but

too sensible of their situation, were painful indeed. Too soon the ship, without any decrease of its speed, struck one of the boats in the middle with its stern. The boat, although a large and very strong one, being close to the wall, was instantly shivered to pieces. The shriek of distress now ceased; as every appearance of the boat and its luckless passengers was lost, and,

“ Like the baseless fabric of a vision,

“ Left not a *wreck* behind.”

In a few moments, however, baskets, hats, fragments of the boat, and immediately after, the bodies of the unfortunate people, had emerged and were floating upon the surface of the water. Every assistance being given, the people, about twenty in number, men, women, and children, were all, as then understood, got out of the water, many of them unhurt. Those who were lowest in the boat escaped the best, as on the complete destruction of the boat, they sunk in the water under the ship's bottom; while some of those who were attempting to save themselves by climbing up the wall, were so very severely crushed by the ship, as not to survive it; which was the case with one or two active young men. The rest of the boats escaped uninjured.—Although it is some years since the above accident happened, it made too strong an impression upon the mind of the narrator,

who belield it, to be yet effaced. This landing place is out of a possibility of any similar accident ever happening here; and therefore is, on all accounts to be preferred.

The right wall of this pier, will be found to form one side of the gut or entrance into the bason, or dry dock, which leads to the north entrance of St. George's Dock. The opposite side of this bason is generally occupied by Welch traders.—Floating in the river, immediately without the piers, will be discovered two large buoys; which are there placed for the purpose of making ropes fast to them, to assist in hauling ships out of the dock, when the wind blows into the dock. A capstan will be observed on the pier, to assist likewise in hauling ships into and out of the dock, as necessity may require.—Several strong posts, are also placed in different situations, for similar purposes. A long flag staff, or pole, is placed here, on which, when a flag is hoisted, it denotes that the dock-gates are open to receive any ships that may be coming in: when lowered, it apprizes those ships in the river, that the gates are shut so as exclude their entrance that tide. A double lamp is placed upon the top of this pole, (hung upon swivels, to accommodate the raising and lowering of the pole) to direct any vessel that may have occasion to come into the

dock in the dark. It is to be observed, that the same accommodations, for assisting the ships into and out of the dock, prevail at the entrance of the other docks we have passed.

From this pier and the parade, may now more distinctly be seen the light-house and signal poles, mentioned page 56. The river is here, (its narrowest part) at high water, about one mile over; and the distance from the opposite shore to the light-house, about three miles. It is very usual, in summer and fine weather, for parties to cross the river, and walk to the light-house. The road is good, and the walk, if a trouble, is amply repaid by the charming and extensive prospect which is there displayed.* To those who have not examined a light-house, it will, of course, prove a curiosity. It is lighted by a lamp of cotton wick and oil, which is reflected by a great number of glass mirrors, through a window of plate glass, facing the sea.

On examining a printed description of the light-house, it may be noticed that the three adjoining poles on the left, or south side, are for public signals, disclosing the number and description of approaching homeward-bound vessels. A single board placed across the pole,

* A chaise may be had at the opposite ferry-houses of Tranmere and Woodside.

number 1, denotes the approach of one ship; two boards, two ships; and so on to four; after which, when a flag is put over the four boards, it indicates five or more ships, which constitute a fleet of ships. The pole, number 2, describes brigs, and number 3, snows, in the same manner as that of the ships. The flag, No. 4, on the top of the light-house, is the signal for an enemy; which, fortunately, has never yet been displayed on that occasion. The numerous detached poles on each side, are for the separate purposes of the merchants, as the ships of different owners have private distinct signals, which they communicate, on their approach from sea, to a person always stationed at the light-house, who repeats them upon the various adjoining poles, so as to be understood here; whereby the distant approach of a particular ship may often be known some hours before it can be seen from the town. Would a telegraph answer a better purpose?

The idea of a bridge across the river may strike the stranger's mind; but that, if practicable, is inadmissible near the town, as it would be greatly injurious to the navigation of the river. It would be a difficult undertaking, from the depth of water and rapidity of the tides. The river is ten fathoms (twenty yards deep) at low water, opposite and a considerable way

above and below the town; and the tides frequently run at the rate of six miles an hour, so that it is often difficult to sail against tide, even with a fair and strong breeze, and still more so to row a boat directly against it—as

Scarce the boat's brawny crew the current stem,
And, slow advancing, struggle with the stream;
But if they slack their oars, or cease to strive,
Then down the stream with headlong haste they
drive.

VIRGIL'S Georgics.

The tide in the river rises about 30 feet at spring tides, and 21 at neap tides.

A road or tunnel under the river has never hitherto been considered otherwise than as a fanciful project; yet there do not appear more obstacles to it here than to that attempted under the Thames. It is extremely probable that the strata which would be passed through, would be chiefly, or altogether rock.

In contemplating the harbor, it will be found that it contains an extent of about a mile and a half broad, by seven miles long, for the navigation and mooring of ships at high water, and not much less at low water, as the shores on each side are steep; which, aided by good anchorage, afford an ample scope for the accommodation of a very large number and variety of ships.

It has already been observed, that the time of high water at spring tides, is most favourable.

for the river prospect from this, the most eligible situation on the shore. Accordingly, when high water happens any time from eleven till two o'clock, it will be proper to be here an hour or more before the time of high water, (which may be known by a reference to any of the Liverpool newspapers), when a westerly wind seldom fails to bring in more or less sail. Armed ships formerly saluted the town with their cannon; which was answered by the bells of the adjoining church. These signals generally invited a number from the town to behold the pleasing spectacle; and the solicitude of the relatives of those on board frequently formed an interesting scene. The ringing of bells is continued; but the firing of ships' cannon is prohibited by a severe penalty, occasioned by some serious accidents having happened from shotted guns.

The ship having entered the dry dock (now filled with water) in the manner described at the Queen's Dock, is conducted into the inner wet dock, and there lies afloat, in the most perfect security from every assailment of wind and sea.

A little before high water, the ships that are to come out of the dock the present tide, are

hauled* into the outer bason, then into the gut, where the sails are filled, the fastenings loosened, and, amid the usual parting salute of three cheers, which is returned from the shore, the stately vessel is sent to explore her way over the dreary bosom of the trackless ocean, under the well-founded hope of giving wealth to the individual, and of adding honour and prosperity to the British Empire.

Spectators, while the ship departs the land;
 On shore with admiration gazing stand.
 Britannia, riding awful on the prow,
 Surveys the vassal waves that roll below:
 Where'er she moves, the vassal waves are seen
 To yield obsequious, and confess their queen.
 Such is the sculptur'd prow—from van to rear
 Th' artillery frowns, a black tremendous tier.
 High o'er the poop, the flattering winds display
 Th' imperial flag that rules the wat'ry fway.
 Then tow'r the masts; the canvas swells on high,
 And waving streamers flutter in the sky.

With winning postures, now the wanton sails
 Spread all their snares to charm th' inconstant gales;
 While all to court the wandering breeze are plac'd;
 With yards now thwarting, now obliquely brac'd.
 Majestically flow before the breeze,
 In silent pomp she marches on the seas.
 Her copper'd bottom casts a softer gleam,
 While trembling thro' the green translucent stream.

* The frequent repetition of the nautical term, haul, cannot well be avoided, as none of the synonyma of draw, pull, drag, &c. are sufficiently expressive, or proper.

Along the glassy plane serene she glides,
 While azure radiance sparkles on her sides,—
 Thus the rich vessel moves in trim array,
 Like some fair virgin on her bridal day.
 Thus, like a swan, she cleaves the wat'ry plain ;
 The pride and wonder of the liquid main.*

Falconer's Shipwreck, Canto 1.

This charming little poem has a great deal of beauty and novelty to recommend it. It certainly excels the productions of the best poets of antiquity on the subject, as much as the present naval improvements have exceeded theirs, or the *Albert of the Shipwreck*, the *Palinurus of the Æneid*.

O'er the gay vessel and her daring band,
 Experienc'd Albert held the chief command.
 Tho' train'd in boist'rous elements, his mind
 Was yet by soft humanity refin'd.
 Each joy of wedded love at home he knew ;
 Abroad, confest, the father of his crew !
 Brave, lib'ral, just ! the calm domestic scene,
 Had o'er his temper breath'd a gay serene ;
 Him science taught by mystic lore to trace
 The planets wheeling in eternal race ;
 To mark the ship in floating balance held,
 By earth attracted and by seas repell'd :
 Or point her devious track, through climes unknown,
 That leads to every shore in every zone.

* Deviation of arrangement, and verbal alterations, were necessary to adapt this extract to the present occasion.

Inur'd to peril, with unconquer'd soul,
 The chief beheld tempestuous oceans roll;
 His genius, ever for th' event prepar'd,
 Rose with the storm, and all its dangers shar'd.

The author's description of his own situation,
 is particularly impressive:—

—— In order of command,
 Succeeds the youngest of our naval band.
 But what avails it to record a name,
 That courts no rank among the sons of fame;
 While yet a stripling, oft with fond alarms,
 His bosom danc'd to nature's boundless charms.
 On him fair science dawn'd in happier hours,
 Awakening into bloom young fancy's flowers;
 But frowning fortune, with untimely blast,
 The blossom whither'd, and the dawn o'ercaft.
 Forlorn of heart, and by severe decree,
 Condemned reluctant to the faithless sea,
 With long farewell he left the laurel grove,
 Where science and the tuneful sisters rove.—
 Hither* he wander'd, anxious to explore
 Antiquities of nations now no more:
 To penetrate each distant realm unknown,
 And range excursive o'er th' untravel'd zone.
 In vain!—for rude adversity's command,
 Still on the margin of each famous land,
 With unrelenting ire his steps oppos'd;
 And every gate of hope against him clos'd!
 Permit my verse, ye blest Pierian train,
 To call Arion, this ill-fated swain!

* The Archipelago.

For, like that bard unhappy, on his head
 Malignant stars their hostile influence shed.
 Both, in lamenting numbers, o'er the deep,
 With conscious anguish taught the harp to weep ;
 And both, the raging surge in safety bore,
 Amid destruction, panting to the shore.
 This last our tragic story from the wave
 Of dark oblivion haply yet may save :
 With genuine sympathy may yet complain,
 While sad remembrance bleeds at every vein.†

The descriptions are given with great force and beauty, and it is said, with technical chastity and correctness;—hence they require less aid from poetical fiction, appearing as “a plain, unvarnished tale,” founded upon realities that occurred under the author’s immediate observation. A sea education being deemed so unfavorable to literary pursuits, and, as our author observes, “new to epic lore,” a finished poem from an inhabitant of that element, became still the greater novelty.

While it gives pleasure to every friend to his country, that the education and manners of the British naval officer keep pace with those of her sons on shore ; how must the heart dilate and beat high with the idea of his preserving, and if possible, extending that marked valour, honor and humanity, which have been so sa

* The unfortunate author perished on a subsequent voyage to the East Indies.

credly handed down to him from his ancestors: and which her enemies so freely confess to be her due!—May they never be separated; for while they remain united, the nation's security from without must continue unshaken under the protection of her native bulwark!

One or more ships of war lie in the River, as guard-ships, in time of war. The Princess, of 36 guns, at anchor opposite the Parade, has been stationary here for some time.

St. George's dock was the third made. It is 250 yards long, and 100 broad; comprising an area of 25,300 square yards. It was constructed at an expence of 2,000*l*. It is chiefly the resort of West India ships, and is esteemed very commodious.

In passing along the Docks, the ships of different nations will be discovered by their different construction, both in the hulls and rigging. The Dutch ships are strong, square built, and clumsy; nor, has any attempt at alteration ever been made either in their ornaments or equipment. They are distinguished by a considerable hollowness in the middle, and the sudden elevation of two square ends; and have generally a figure head placed, in contradiction to the custom of other nations, on the stern, upon the top of the rudder, with an aspect towards the crew. A clumsy mast rises from

about the middle of the ship, and a smaller one near the stern; which altogether completes a Dutch dogger. Swedish and Danish ships have often the same construction and equipment. French ships are every way in the opposite extreme; being slightly built; the ornaments tawdry; and rigging and masts so light and lofty, as to give the idea of a *flying Mercury*.

The English ships possess a medium between the former; combining strength with beauty and ornament—the *utile et dulce*—upon the present improved plan of the British frigates.

The American ships resemble those of the mother country more than any other; they are extremely well calculated for burden, and are in general handsome fast sailing vessels.

It may be entertaining to the stranger to examine the construction of

THE DOCK GATES.

Turning along the north end of St. George's Dock, we come to the gates of that entrance. At, or soon after high water the gates are shut, and remain so till opened by the next flood tide.

In each gate will be perceived an opening, which, at high tides, is intended to evacuate the water in the dock to a certain quantity necessary for floating the ships, thereby avoiding risk from any unnecessary pressure of water upon

the gates. For better security, two pair of gates were at first thought necessary here, although one pair is now found sufficient, and the other is accordingly taken away. At very high tides, when these openings are not sufficient, other sluices can be opened below, by machinery contrived for that purpose. There is yet another intention these openings answer—which is, that after spring tides, when the tides begin regularly to fall each flood, if the water left within the Dock were at any time above the level of the succeeding tide, at high water, the gates could not be got open. The dock gate-men are furnished with a table descriptive of every succeeding height of tide, and regulate that of the dock accordingly. An annual tide-table is published by Mr. Holden, which ascertains the times of high water, and the heights the tides flow, with an accuracy before unknown, and in a method yet a secret with his family. There is much reason to suppose that it will not apply to any other part of the kingdom. A similar table has lately been published by Mr. Elliott, which promises correctness. The management of the dock gates is submitted to the care of four men, two on each side, called dock gate-men; whose employment is to direct the opening and closing of the gates in the manner that may be observed; and who, with the dock-master, also assist in directing the ships through the gates.

The arched construction and position of the gates are well calculated to resist the pressure of water which they have to sustain. The butments are formed of stones of large dimensions, and so bound together, or cramped with iron, as to form a body sufficiently compact and heavy to support the lateral pressure of the gates; which latter are proportionally strong, without being heavy or clumsy.—The gates move backward and forward upon iron rollers, upon a sill at the bottom; and have no perpendicular pressure to bear, except their own weight and that of foot passengers over the bridge which they have to support. These gates are 25 feet high, and 38 feet wide. The average rise of the water at these gates, at spring tides, is about 21 feet, and 12 feet at neap tides. The highest rise of the tide at the Dublin dock does not exceed 13 feet.

The collected statement of the dimensions of the gates of the different docks are—

	<i>Feet high.</i>	<i>Feet wide.</i>
Queen's Dock . . .	25	42
King's ditto . . .	25	42
Salthouse ditto . . .	23	34
Old ditto . . .	23	34
George's ditto . . .	25	38

Observations on the Docks.

THE rapidity of the tides in the River, and exposure to the strong westerly winds, must

have been very unfavourable to the accommodation of shipping, both in the River and the more interior harbour or pool, as it was then named; so that as early as in 1561, attempts were made at something like a dock, as a shelter from storms; but it was not till 1710 that Parliament was applied to for an act to build a regular dock. Since that time the docks have increased in number, with the increase and population of the town, and are now augmented to thirteen*—five wet docks, five graving docks, and three dry docks (independent of the Duke of Bridgewater's dock,) occupying a space of about three miles in circumference—the whole constructed, formed, and built upon the bed of the river. It is to be observed, that George's, the Old, and Salthouse docks communicate, so that ships can pass from one to the other, and into the graving docks, without going into the river, where their being unmanned or unrigged might expose them to injury from the wind and tide in so doing. The King and Queen's docks communicate together in the same manner, and with their own graving docks.

There are perfect communications underground between all the wet docks, by large tun-

* An act of Parliament has been obtained for the construction of two more wet docks.

nels, for the purpose of one dock cleaning or washing another ; so that when a dock is to be cleaned (as they are all very subject to accumulate mud, brought in with the tides), which is generally done once a year, it is left dry at low water, by keeping the gates open ; the sluices are opened into it in different directions, and a great number of men enter it, who, with spades, shovel the mud into the currents made by the sluices, till the dock becomes sufficiently cleared, which is usually done in ten or fourteen days. Flat-bottomed boats are also employed at these times for loading and carrying out the mud, which they discharge into the river. The dry docks are cleared from mud in the same manner, by sluices opened from their respective wet docks. This ready and effectual mode of cleaning the docks by sluices, is rather of late invention and adoption : as, before that time, it was chiefly done by means of the flat-bottomed boats, a method tedious and imperfect. The expedition attending this method is extraordinary.

Each wet dock has a dock master, with an annual salary of 105*l.* whose office is to regulate the internal decorum of the dock, by allotting the positions of the ships in their loading and unloading ; to direct the management of the flood gates, and to attend to the dock

ing and undocking of the ships at the times of the tide, when the gates are open, so that ships can come in and go out; as, without such a regulator, who is obliged to act with impartiality, according to existing circumstances, confusion and consequent injury would ensue.

The docks have watch, scavengers, and lamps, distinct from those of the town. Fires are not suffered; and even candles are not permitted to be lighted on board the ships, except secured in lanthorns; nor tobacco smoaked, under a penalty of 40s.; nor any combustible matters left on the decks, or on the adjoining quays, in the night, under a fine of 10l. By these precautions, strictly attended to, an accident from fire (so much to be dreaded) has only happened once; yet scarce a day passes without fines being incurred for these practices. The penalty for having gunpowder in the docks is 40s.

Large ships, when loaded, cannot pass the dock gates at neap tides, for want of a sufficient depth of water there; so that, when a ship of that description, in the dock, is ready for sea during the spring tides, and the wind unfair, it is conveyed into the river, and there remains at anchor, to take the advantage of a favourable wind. If a large ship arrive from sea during neap tides, it continues in the same situation.

till the next spring tides rise high enough to float it into the dock.

The construction of the docks is not only laborious and expensive, but tedious; arising from the magnitude and weight of the materials of which they are formed, and the interruption given by the returns of the tides, their currents, and the swell of the sea in stormy weather.—The quality of the stone used in the structure of the docks, contributes essentially in their formation, as no other materials could so securely bind, connect, support, and mound the whole.

The excavation of the docks has lately been effected by the use of the wheel-barrow, running upon boarded stages, in different directions, and often to a considerable extent, and of such acclivities as to permit a loaded barrow to be pushed before a man, upwards. The labourers employed are chiefly from North Wales; who, having been early accustomed to work in the mines of that country, discover an alertness at this exercise, that is not equalled by any other class of labourers. The quays, piers, &c. are formed from the earth and rock dug out of the dock; the sand, gravel, &c. of the shore; and the waste materials of the quarry above. The walls are of stone from the quarry.

The following Table exhibits the progressive increase of Dock Duties, at Liverpool, from the year 1752, ending the 24th June, each year:—

<i>Year</i>	<i>No. Ships</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>	<i>Year</i>	<i>No. Ships</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>
1752	—	1776	8	2	1776	2216	5064	10	10
1753	—	2034	16	2	1777	2361	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	2496	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	7508	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	3	4	1789	3619	8901	10	10
1766	1908	3653	19	2	1790	4223	10037	6	2½
1767	1704	3615	9	2	1791	4045	11645	6	6
1768	1808	3566	14	9	1792	4483	13243	17	8¼
1769	2054	4004	5	0	1793	4129	12480	5	5
1770	2073	4142	17	2	1794	4265	10678	7	0
1771	2087	4203	19	10	1795	3948	9368	16	4
1772	2259	4552	5	4	1796	3738	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

<i>Year.</i>	<i>Ships</i>	<i>Tonnage</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>
1800	4746	450,060	22379	13	6½
1801	5060	489,719	28365	8	2
1802	4781	510,691	28192	9	10
1803	4791	494,521	28027	13	7
1804	4291	448,761	26157	0	11
1805	4618	463,482	33364	13	1
1806	4676	507,825	44560	7	3½
1807	5791	662,309	62831	5	10

In 1724, the Dock Duty amounted to only £810. 11s. 6d.

The account of the expences attending the docks, from the 23d of June 1806, to the 23d of June 1807, is as follows—

	£	s	d
Dock gate-men's wages - -	748	16	0
Dock watchmen's wages - -	1785	12	0
Labourer's wages, &c. - -	8085	13	1
Stone and getting for the year -	5847	7	0
Masons' wages - - - -	3315	10	2
Carpenters', Smiths', and Sawyers' wages, &c. - - - -	1434	11	6
Cartage of stone and materials -	1893	8	11
Cleaning the docks - - - -	3009	6	6
Lime stone and tarras - - - -	699	12	11
Paving the dock quays - - - -	644	12	1
Repairs, &c. at lighthouses -	70	12	8
Lighthouse men's salaries - -	198	8	2
Oil for lighthouses, ropes and cordage	497	8	0
Buoys, landmarks, &c. - - - -	268	5	5
Officers' salaries and clerks wages, &c	2383	7	5
Oak, fir, and other timber, wheelbarrows, &c. - - - -	3104	19	0
Iron, lead and copper work - - -	1438	11	11
Brick work, slating, painting, &c.	1172	19	3
Rents, coals, candles, chandlery wares, and taxes - - - -	1266	0	10
On account for lighting lamps -	300	0	0
Horses for a team, hay, straw, provender and sundries for horses, &c.	271	11	3
Stationery, advertising and maps -	40	1	0
Miscellaneous expences and disbursements - - - -	676	5	8½
	<u>£39,153</u>	<u>0</u>	<u>9½</u>

Thus the annual income and expenditure of

the docks may be nearly ascertained. The original and present constructions of the docks and piers have incurred a debt of, at present, £110,079 19s 4d, by money borrowed upon them under different acts of Parliament. To which may be added £67,406 18s 7d due to the Corporation for the scite of the southernmost of the two intended north docks. The direction, &c. of the docks is vested in the Corporation, as trustees; whose accounts are annually examined and settled by seven commissioners, not of the body corporate, appointed for the purpose.

The Liverpool Docks possess magnitude, convenience, and a harmony of parts, unrivalled throughout the world. Necessity first prompted the measure, and the spirit of the town has, by no very small degrees, brought them to their present state of perfection, and induced the metropolis to copy after them.

So novel a scene as the docks present, must greatly interest the attention of the contemplative stranger, and fill the mind with a degree of pleasure and astonishment, he has not before experienced from a similar cause; and which even anticipation does not much abate. While the general observer contemplates the whole with amazement, the more discriminating merchant regards it with an additional gratification,

derived from the great advantages resulting to commerce from it.

The surprize of the stranger on first crossing any of the dock-gates at low water, and without having passed them at high water, will be not a little excited by observing so large a number of ships afloat, so far removed from the river, and so much elevated above its surface: the mind, if unprepared for it, will for a moment discredit the external sense, and fluctuate between deception and reality. At all times of the tide, it is interesting to observe, that such a number of ships should be so regularly and orderly disposed, surrounded by houses in the heart of the town, and there as securely placed as property in a storehouse. The seaman here can step into and out of his ship with as much ease as he passes the threshold of the door of his house; and can pass from one to the other with as much facility as he can visit his next door neighbour. That valuable character, the British sailor, is little observed in time of war; as when in port, he is under the necessity of secreting himself from the impress.—Much to the credit of those who have had the direction of that service here, during the late and present wars, this painful, yet indispensable task, has been conducted with a decorum unusual in

former wars, except in two or three instances, which were attended with fatal effects

The advantages a wet dock possesses over every other kind of port or harbour, are very great. The ships cannot possibly be affected by the tides or weather; they always are afloat; can load and unload, at all times, without any obstacle or risk of injury to the cargoes. The docks here are so compacted, and contiguous to every requisite for the equipment of the ships, that every possible delay is prevented; and from their contiguity with the warehouses, extent of quay (about three miles) &c. the ships can be loaded and discharged with dispatch, and at a comparatively trifling expence, under the immediate eye of the merchant.

Finally, it is worthy of remark, that whatever relates to the design, construction, regulations and improvements of the wet docks, are native, and originated here; that all others are, hitherto, copies of them; and that these stupendous monuments of art, will deservedly remain the pride and boast of the town of Liverpool.

Crossing the dock-gates (after high water) we proceed along to the east side of George's Dock. Passing to the arcade of the handsome and convenient warehouses which now appear, we discover, behind them, the traces of a most tremendous fire, which, about six

years ago, destroyed a range of warehouses remarkable for their height, being twelve or fourteen stories high. They are now rebuilt, but upon a very reduced scale, as to elevation. At the other (north) end of these buildings, is the town prison, of very ancient date, and which belonged formerly to the Earls of Derby, and used by them as residences—what a scope for reflection! Looking up the street on the right (Water-street) we discover the Town Hall from whence we commenced our ramble.

The line, from hence, in the direction of north and south, was originally the boundary of the river.

The passage on the right of the prison (through a stone gateway, the arch of which remains yet entire) leads to

THE OLD CHURCH-YARD,

The lower part of which affords a pleasant and airy walk, as it presents a desireable opening into the river, through the gut of St. George's dock bason. At the south end of this walk, is the merchant's Coffee House, where the newspapers are read; and where lodgings may be had by those who prefer the situation. Cannon were formerly planted here, for the defence of the harbour. The lower part of the Church yard was raised from the shore, in 1750;

as originally the base of the tower of the church was washed by the river.

Going off, at the opposite end of the church yard, we pass between a boat builder's yard, on the right, and a ship-builder's yard on the left; either of which may be viewed.

The turn to the left, past a small glass-house, leads to the public Baths. They are distinct for ladies and gentlemen, are esteemed commodious and elegant, and may be viewed.— They belong to the Corporation, and were constructed by them at the expence of about 5000*l*.

The road farther on, presents the Fort, which, with its formidable artillery, promise an ample security against any enemy's ships that may attempt an entrance into the harbour, but the numerous extended shoals without the harbour, have always been considered its best defence; as scarcely any thing larger than a frigate would venture in, even with the best pilotage; and its ready retreat would be rendered next to impossible, by the uncertainty of the winds, neap tides, and the removal of the buoy, and landmarks, hence, no hostile attempts have been made by an enemy, in any war. A strong guard of soldiers is always kept here. It is open for public recreation. The soldiers are commonly exercised and the guard relieved, every evening.

A very advantageous view down the river is obtained here, and from whence the rock point may be very distinctly observed. The ride along this shore, for some miles, is very pleasant, especially in warm weather, as it will be found very cool and refreshing, with a westerly wind particular. Two roads branch off, inland, at one and three miles distance, along the shore; the first at Sand-hills, and the second at Bootle Mills; at the latter, accommodations for bathing, lodging, &c. as at other watering places, may be had at two good Inns.

Turning up Denison-street, behind the Fort, will be discovered, from the top of the street, on the left, the New Prison; so immensely large that, for the sake of suffering humanity, it is to be hoped it will never be filled.

The situation of this prison is healthful, and it has many conveniences; yet, on examination, it will be observed, that the debtor, whatever his constitution, habits, and health may be, cannot be accommodated with a more favourable cell to sleep in, than the hardest and most abandoned felon. Such, at least, seems to be the original intention; if so, 'tis "devoutly to be wished" that it may be varied. It is capable of lodging the inhabitants of all the prisons in the kingdom, northward. It has contained 2000 prisoners of war at one time.

Close by the prison, are a steam-mill for rolling and slitting of iron, and a white lead work. Brick-kilns are numerous around it.

Returning the way we came, the head of the Leeds and Wigan canals presents, on which an elegant Packet Boat passes from hence to Wigan every morning (except Sunday) at eight, and arrives there at six o'clock; and another from thence sets off at six, and arrives here at four. The fare is 3s. 6d. in the first cabin, and 2s. 6d. in the second. The right bank of the Canal affords a very pleasant walk in fine weather, but there is no carriage way.—The quantity of coal imported by this canal, from Wigan, &c. for the supply of the town, and the export to the different parts of Europe, America, and the West Indies, is considerable: hence Liverpool may be called a coal port. About 100 flats, of 42 tons each, are employed for the purpose, each drawn by one horse, and make three passages in two weeks. A variety of other boats are employed for commercial purposes. A coal flat, with a full load of limestones, &c. in return, will drag after it, afloat in the canal, a raft containing 9000 feet of fir timber, weighing 180 tons, which, altogether, makes a weight of 222 tons, exclusive of the flat, drawn by one horse.

Around the basons of the canal will be observed several large store yards for coals. An adjoining warehouse, is for the lodgment of grain, or merchandise, &c. transmitted up and down the canal. That peculiar kind of coal, of excellent quality, called Cannel, may be had here in any quantity. It generally sells at about 9d. per cwt. It has a bright polish, will not soil the fingers when handled; and burns readily with a bright flame, and with little smoke.

From the head of the canal, is an opening to St. Paul's Church. Although the church yard and body of the church may pass for a miniature of the original, the dome and cupola serve but to remind us of their inferiority,—Being on elevated ground, the dome has a good effect at a distance; but there is no station near from whence the whole can be viewed to any advantage, the square being too confined. It was intended to form a joint copy of St. Paul's and St. Stephen's, Walbroke, London.

Turning towards the river, we come to a narrow and very dirty street, called Old Hall-street; in the narrowest and dirtiest part of which, four streets meet, and which once formed one of the markets of the town, in its primitive state. In this market-place stood a Cross, (as is still usual in many market towns) which was

called the White Cross. This narrow street and the adjoining ones, formed what was considered the more genteel part of the town, fifty years ago.

Before quitting this part of the subject, it is proper to remark that a plan has been projected for improving, in a most important degree, this part of the town. It is proposed to take down the houses on the west-side of High-street and Old Hall-street, to form a new street 18 or 20 yards wide in a direct line from the Exchange buildings, and terminating with the canal bridge: this would be an excellent improvement, but will not probably take place for some years to come.

SURVEY OF THE TOWN CONTINUED.

The Hotel, at the bottom of Lord-street,* from its central situation, will now be the best station from which the stranger can recommence his ramble. Going up Church-street, opposite St. Peter's Church, we turn into Tarleton-

* Lord-street affords the most general communication between the east and west sides of the town. It is to be regretted that the street is so narrow and incommodious, and more especially so, as there is little prospect of its being widened, unless the exertions of individuals by throwing back the fronts of their houses will effect it in length of time.

street, which leads to Williamson's Square, wherein will be observed, by the King's Arms in front, at the farther side, the Theatre-Royal, which may always be entered behind, and viewed from a door under the stage. The front has been recently taken down and rebuilt with stone, in a very handsome style, forming a semicircular projection. The external front of the Theatre is brought considerably more into the square, and the interior of the house greatly enlarged by it.

At the upper end, Houghton-street leads into Clayton Square, which presents a regularity not to be found in the squares we have already passed. It was the last built, and may afford a specimen of the improving taste of the town. Passing through the opposite opening, we are in Ranelagh-street; and turning up, we pass a ropery, where ropes, cables, and the various rigging of a ship, are made. To the left of the top of this street, in Bolton-street, were formerly fresh water baths, for ladies and gentlemen, distinctly, now converted into a school; and a cotton manufactory, now converted into shops and dwelling-houses.

Retracing our steps, we cross Ranelagh-place, and proceed up Mount Pleasant,* till we come

* In rising this street, the dome of St. Paul's, in a backward direction, appears to great advantage.

to Clarence-street, (so named after the present royal Duke) on the left, which leads to a spacious road that directs us farther up the hill to the Poor House; the front of which is chiefly applied to working and eating rooms, and the two extended back wings to dwelling apartments for the poor.

Continuing the direction, we perceive the buildings before, on the right, called Edge-hill. Ascending the summit of the rising ground, the road on the right leads to the very pleasant villages of Wavertree, Childwall, and Woolton.

Keeping upon the same summit of the hill to the left, we pass the remains of Vernon hall; not the less distinguished by the stately firs; and immediately cross the great south road at the village of Low-hill; which formerly was a fashionable, and the only, retreat of the town inhabitants for recreation. Crossing another road, in the same direction, at a pleasant villa, we approach the village of Everton; which passing through, we yet cross another road, and arrive finally at St. Domingo.—A house was built here, and the adjoining grounds purchased, with the product of a French prize ship from St. Domingo, in a former war, and hence so called. A new house has been lately erected, which for two years was honored as the residence of his Royal Highness Prince William

now Duke of Gloucester, the nephew of his Majesty, while Commander in Chief of the military forces in this district. It possesses much elegance, and ranks with the first buildings of the county.

As this situation terminates the ridge of the hill, it presents a fine extended prospect of the country before us, to the north and east. The sudden breaking in upon the sea, has a wonderful effect at high water. The whole line of the summit we have traced, affords good and varied views of the town, river and sea.

Performing a retrograde motion, at the first turn to the right, we descend towards the lower part of Everton. This descent offers a very charming display of the river and sea, with the town below; which would afford a subject for the pencil of an artist, in the manner of a Panorama, that could scarcely be exceeded in beauty, variety, and extension. A position, on the first turn to the left, facing a large stone coloured house, seems the most eligible station for the purpose. Passing several elegant houses, we arrive at the road which leads down toward the town, and where an advantageous view of its east side is obtained. Descending, we come to Richmond, where a woollen hall (of no great celebrity) is occasionally open. The back view to Everton, during this descent, is not unworthy of notice.

Such has been of late the spirit of laying out new streets, that the proprietors have been at a loss for names by which to distinguish them. Many of those before us, on the right, are called after the poets; but without proper discrimination, as, from the inferior situation and quality, where Homer, Milton, Pope, and others of rank are placed, they might have been suspected of being minor poets.

St. Ann's-street, facing St. Ann's Church, is a street of much elegance; which is not diminished by Trinity Church towards the south end. St. Ann's Church has a good effect from hence. The first turn on the right out of St. Ann's-street, leads to the Circus, where are commodious livery stables, and which is opened for equestrian exercises on the closing of the Theatre. The next turn to the left into Christian-street, discloses the cupola of Christ Church. A little farther, we discover, on the right, an uniform row of houses, called Islington;* facing which is the Infirmary, which, with its side colonades, has somewhat the form of the Queen's Palace. The next buildings on each side of the Infirmary, in front, are dwellings for the widows of seamen.

* The stranger will have discovered a tendency here to ape the London names of places; but which is to be feared will, on comparison, lessen in his estimation what he might otherwise have considered as neat or commodious.

Passing the front of the Infirmary, down Shaw's Brow; and turning into the Hay-market, from whence will be seen St. John's Church; we pass along White-chapel to the Hotel, at the bottom of Lord-street, where we commenced this latter part of our tour.

It will be perceived, that the street we last passed, with Paradise-street in the same continued direction, is nearly on a level, and lies low. It was in this direction, as mentioned before, that the tide formerly flowed round this side of the town from the original pool where the Old Dock now is; which added considerably to its defence, and rendered it only accessible at the north end—hence its obstinate resistance to Prince Rupert. A walk through Paradise-street, which will afford a view of an elegant Dissenting Chapel, will best explain the course of the pool. At the other end of Paradise-street (formerly Common-shore) on the left, is Hanover-street; the more straight direction is the bottom of Duke-street, formerly passed, and the turn on the right leads to the Old Dock. The common sewer runs under Paradise-street, White-chapel, and even higher up; so that in sudden and heavy rains, the inundation is such as to flood these streets; and to fill the cellars, to the great terror and distress of their inhabitants.

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ALPHABET

ALPHABET



ST. NICHOLAS OR THE OLD CHURCH

1800



SLUB

Wir führen Wissen.

Leibniz-Institut
für Länderkunde



PLACES OF PUBLIC WORSHIP.

IN Liverpool, there are at present sixteen places erected for public Worship, belonging to the Establishment—one of the Church of Scotland—four Baptist Chapels—three Independent Chapels—one Quakers' Meeting-house—six Methodist Chapels—two Presbyterian (or more properly Unitarian) Chapels—four Roman Catholic Chapels—and one Jew's Synagogue.

ST. NICHOLAS, or the OLD CHURCH,

Commonly so called from being the first erected, is of very ancient date; but there are no traces of its antiquity farther back than 1588; when it is recorded that the Earl of Derby coming to his residence (mentioned page 7), and waiting for a passage to the Isle of Man, the Corporation erected and adorned a sumptuous stall in the church for his reception. There formerly was a statue of St. Nicholas in the church-yard; to which the sailors presented offerings on their going to sea, to induce the saint to grant them a prosperous voyage.

This church was a parochial chapel under Walton, a neighbouring parish; till, by act of

Parliament in 1699, Liverpool became a distinct parish. The grave-stones of the Church-yard form a concise biographical history of the place. One of these records informs us, that

Here lyeth the Body of
TIMOTHY HORSFIELD,

First Parish Clark of Liverpool:

departed this life

ye 13th of October,

1709.

This church contains some monuments of ancient and modern sculpture, but not interesting enough to engage the stranger's particular attention:—a female figure inclining over an urn, is most worthy his notice. Here is a peal of six bells, whose welcome notes announce the arrival of our ships from foreign voyages, chiefly the West Indies. There is a good, but badly placed, organ here.—A spire was added to the tower in 1750; and the walls of the church were re-built a few years ago. It is intended to rebuild the pews and galleries. The church no doubt, originally, was sufficiently sequestered; yet from the present, perhaps unavoidable, thoroughfares, in every direction, through the church-yard, but ill accords with the primitive intention of

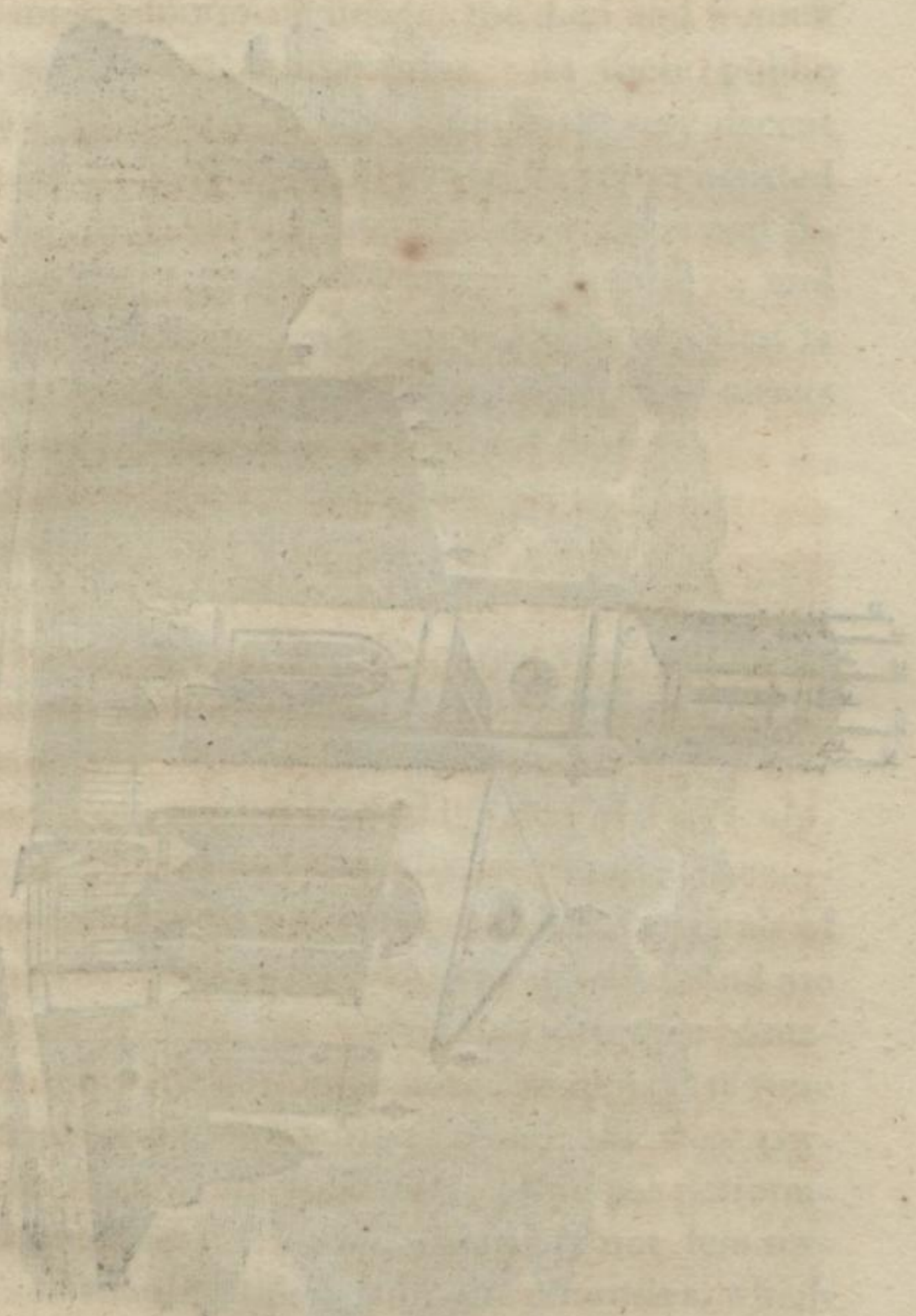
—The church-yard's lonely mound,
 Where melancholy with still silence reigns.

ST. BRIDGES CHURCH.

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СВЯТЫЙ ПЕТРЪ СЕВЕРЪ





ST. PETER'S CHURCH.

A considerable portion of the lower part of this church is set apart for the public ; and, as in most country churches, the men and women have different allotments. As these public seats are generally well filled with very decent and orderly persons, devotion is better assisted than where the whole is a glare of dress and fashion ; it induces a due sense of humility ; and properly reminds us of the indistinction that is soon to take place in that state which awaits us all.

ST. PETER'S CHURCH.

Was the next built, and finished in 1704.—This and St. Nicholas' are the parish churches, over which two rectors preside. It is plain within ; has a good organ ; and a peal of eight bells, of good tone, and well tuned. There are no sculpture or monuments worth particular notice.—The carvings of the altar and the pedestals of the galleries in oak, are much esteemed ; and are free from gildings and other improper ornaments. Regular oratorios, the first that were attempted in the north of England, were performed here, in 1766. The principal performers were from London, who were not less surprised than gratified with the chorusses, which were of this neighbourhood ;—the Lancashire chorus being still esteemed the best in the king-

dom. The public are accommodated as at St. Nicholas'.

ST. GEORGE'S CHURCH

Was consecrated in 1744. It will be found as elegant and well finished within as it is without. The altar, pulpit, organ-loft, and the front of the galleries are, characteristically enough, of mahogany; which, from time, has acquired a richness of shade that adds greatly to the solemnity of the whole, but which the partial gildings at the altar certainly detract from. It is the Mayor's chapel, where he attends every Sunday, and where pews are appropriated for the gentlemen, including strangers, who choose to accompany him. A very good organ. No monumental inscriptions. The church is completely vaulted, for the purpose of a cemetery. On each side of the church is a terrace, with recesses underneath for the convenience of the market people. The octangular buildings at each end of the church, are offices for the clerk of the market and the night watch. In the recesses on each of the octangular parts of the steeple, is the painting of a saint; but, as this unsheltered situation is so destructive to paintings, they may be said to be exposed to another martyrdom. The spire may be perceived to have a considerable bend, or inclination to the west, and yet is deemed sufficiently secure.

ST. THOMAS' CHURCH

Was consecrated in 1750; the whole of which, without and within, can no where, perhaps, be excelled in simple elegance. In its very confined situation, it cannot be advantageously viewed in any direction: the south end of the church-yard, and the bottom of Liver-street, afford the best views. Its beautiful and lofty spire, however, has a pleasing effect from every part of the town and the environs where it can be seen. The steeple and spire are 216 feet high, of which the spire forms the greater part. A good organ. No monuments. Among other improvements wanted in this town, if the buildings north of this church spire, were taken down, and the whole laid open to the Dock, it would have a most noble effect.

ST. PAUL'S CHURCH

Was built at the public expence, and consecrated in 1769. Its internal construction is so unfavorable to hearing, notwithstanding the attempts that have been made to render it less so, that it is but very thinly attended. The bottom of the church is appropriated to the public. No organ or monuments. The altar is plain and neat. The whole of the inside of the church is handsome; and it receives a de-

gree of grandeur from the large pillars that support the dome.

WELCH CHURCH,

For the accommodation of the lower order of the natives of North Wales, who are very numerous here, and who speak and understand English very imperfectly; the Corporation has very laudably given an additional salary of 60*l.* to the Rev. Mr. Pughe, a clergyman of the town, for performing the Church service in the Welch language; and which is done every Sunday evening in St. Paul's church, and the Sacrament administered once a month, under the sanction of the Bishop of the Diocese.— The Service is regularly attended by five or six hundred persons. It is the first instance of the kind that has occurred in England.

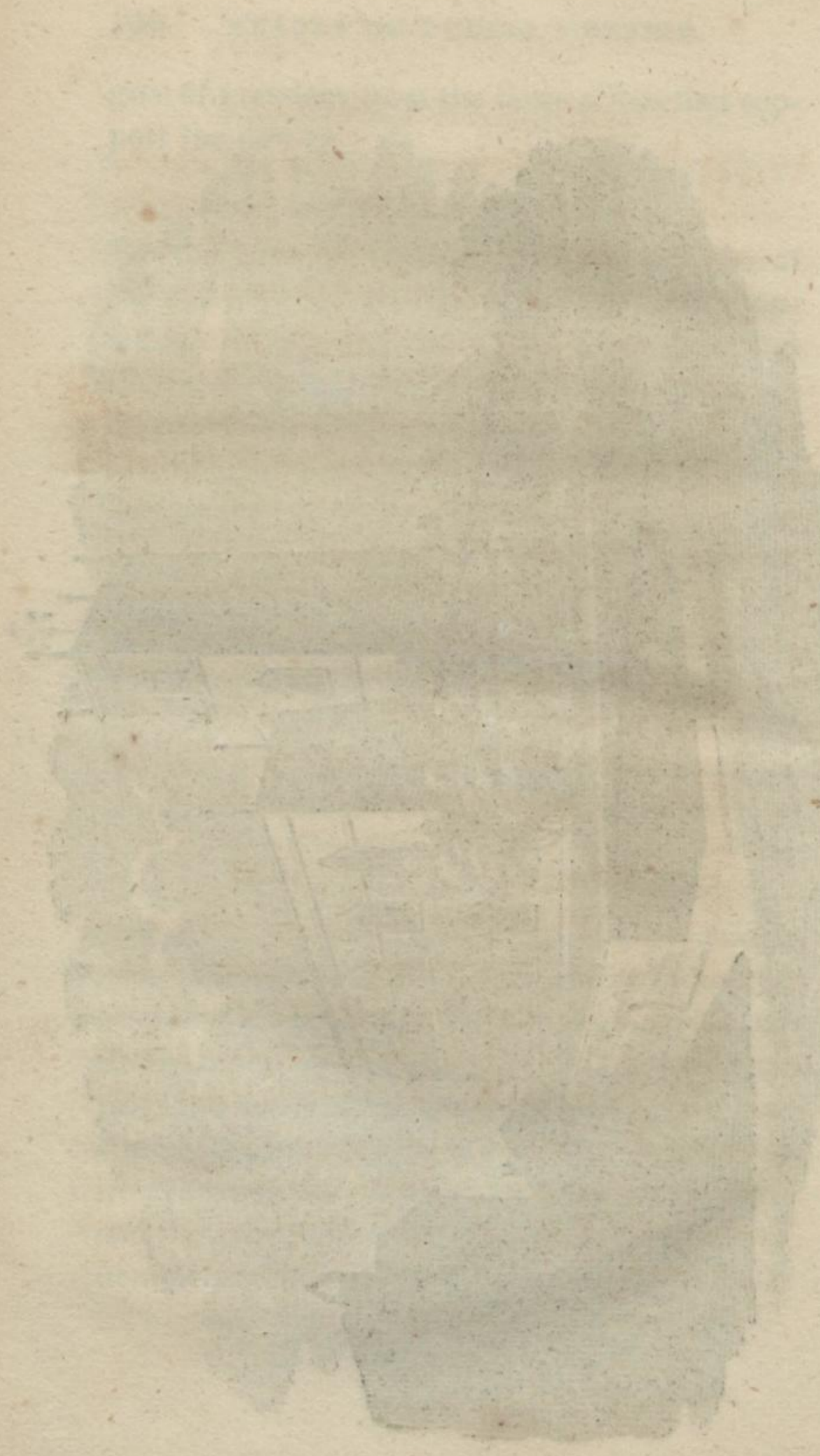
ST. ANN'S CHURCH,

Built in 1770 by two proprietors, is a neat, commodious church; has a painted window; is remarkable for being placed in a north and south direction; and is viewed to advantage from the north road, and also from St. Ann-street. No monuments nor organ. The slender iron pillars which support the galleries of this and the other churches since built, afford considerable accommodation.



ST ANN'S CHURCH.

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С. 70 ПИСЬМА СИБИРИ





ST. JOHN'S CHURCH.

ST. JOHN'S CHURCH,

Was finished at the public expence in 1784.—
It is plain within; and the lower part is laudably appropriated to the public. The church-yard is also a public burial-ground.

TRINITY CHURCH,

Can boast a peculiar neatness, both externally and internally; and is extremely commodious; the form and dimensions being such as are well adapted to an auditory.—An organ; but no monuments. It was consecrated in 1792; and built by private proprietors.

ST. JAMES'S CHURCH,

Not directly in the parish, was built in the year 1774; is neat, commodious, and retired. An organ; but no monuments. Was built by private proprietors.

St. CATHARINE'S, in Temple-court; St. STEPHEN'S, in Byrom-street; St. MATTHEW'S in Kaye-street; and St. ANDREW'S in Cockspur-street, were formerly dissenting Chapels.*—They have nothing to recommend them to the

* These chapels were, at different times, purchased (being freeholds) by private proprietors; on the refusal of the Corporation to grant freeholds in other parts of the town, where situation and elegance might have been better consulted.

attention of strangers, except neatness; but which surely must be a powerful recommendation to a congregation.

CHRIST CHURCH

In Hunter-street, is a handsome, spacious, commodious erection; singular in having two heights of galleries, and a double organ. Each of the parts of the instrument appears as a distinct complete organ, externally. They are in handsome mahogany cases, and are fourteen feet asunder; the whole extent of front being thirty feet: the intermediate space corresponds with the front of the upper gallery, on the level of which it is placed. The Organ is well toned, powerful, and of good compass. The Organist is placed in the centre, with his face towards the congregation, but without being seen: the Swell is behind him on the floor; and the movements go underneath his feet. This form was adopted to obtain light from the great south window (the church being placed in a north and south direction) to the upper gallery. This organ is the only one of the kind in England, and was wholly designed and constructed by an artist of the town, Mr. Collins. The church was built and endowed at an expence of about 15,000l. by a single proprietor, and was opened in 1798. It was not then consecrated,

although the service of the Church of England was performed in it, with such deviations from the prescribed forms, as the Proprietor conceived might contribute to its amendment. The attempt not succeeding, an act of Parliament was obtained to put it on the Establishment; and it was consecrated in 1800.

ST. MARK'S CHURCH,

Situate near the top of Duke-street, on the left, is a structure not undeserving the stranger's attention. It is a large, commodious, and elegant place—built by subscription, upon the plan, and under the inspection, of the late Mr. Thomas Jones. A. M. at the expence of £16,000—will seat 2500 hearers, and was finished in the year 1803. The pulpit, the organ, the communion table, &c. are executed, as indeed is the whole of the interior, in a stile which entitles it to be pointed out as a model for future structures of this description. The present Minister, Mr. R. Blacowe.

ALL-SAINTS CHURCH,

Near Scotland Road, was originally a tennis court, but falling into disuse, has been, successfully enough for the present incumbent, converted into a place of worship. It has not been consecrated, and of course is not upon the establishment, but the Liturgy of the Church of

England is regularly recited. It has an organ ; but possesses no decorations either external or internal. Mr. Robert Bannister, Minister.

THE SCOTCH CHURCH OR KIRK,
Is situated in Oldham-street, near the top of Renshaw-street, at the south end of the town. It has been built about a dozen years, and is a plain, neat and spacious place, with a gallery of considerable extent. The congregation, which is very respectable, consists almost wholly of merchants who have come from North Britain to take up their residence here, and their families. Mr. W. Kirkpatrick Minister.

INDEPENDENT CHAPELS.

The first erected of these is in Renshaw-street, a plain, neat, decent place, and of some considerable extent, being galleried on three sides. It has probably been built 20 or 25 years, during which time Mr. D. Bruce has been the Pastor.

A second chapel of this denomination has lately been erected at Islington, a little behind the school for the blind. The founders of it have thought proper to give it the name of BETHESDA, with what propriety it seems difficult to divine. It is a light, pleasant and airy place, galleried on three sides, and capable of holding 6 or 700 hearers. Present Minister, Mr. John Ralph.

UNITARIAN CHAPELS,

The first of them we shall notice, has probably been built half a century, and is situated in Benn's Garden, leading out of Redcross-street. It has but little claim for attention on the traveller's notice, being unfavorably constructed as to light. The pews, as is the case with most of the old chapels, are too deep, and the entrance to it, also, from the streets is unfavorable.—The congregation is of the genteeler sort and tolerably numerous. It formerly had two ministers, Mr. Joseph Smith and Mr. R. Lewin; but the former gentleman having, through indisposition, been obliged to decline public speaking, the latter gentleman is at present sole pastor. A charity school is supported by this congregation.

THE PARADISE-STREET CHAPEL, claims particular regard as a public edifice. It is certainly a very handsome structure of the octagonal form, and differs considerably from all the places we have yet mentioned, in regard to simplicity and neatness. The inlaid work round the galleries, in the manner of light cabinet work—the airy pulpit, with a double flight of steps—the organ, &c. will not fail to strike the attention of the traveller, as peculiarities in a place of this description. The pews are most conveniently disposed, and great attention is

paid to their cleanliness. Behind the Chapel is a Charity School, supported chiefly by the congregation. Present minister, Mr. John Yates.

THE SANDEMANIAN CHAPEL,

Was formerly a Jew's Synagogue, but has now been in the possession of its present occupants more than 30 years. It is but a small place, nor has there been much judgment displayed in the structure or disposition of the seats; but it has an advantage over many other of the dissenting chapels in point of quiet and retirement. The worshippers are neither disturbed by the noise of rattling carriages nor the clangor of bells, which, in the neighbourhood of some of the chapels, is a great nuisance. It is situated at the back of the Baptist Chapel at the foot of Matthew street.

BAPTIST CHAPELS.

The first erected Chapel belonging to this denomination of dissenters, is at the bottom of Matthew-street and Stanley-street. It was built nearly a century ago, and has little to recommend it except its central situation. It has no gallery, but would seem, from its height and double row of windows, to have been originally constructed with the design of having one. Present minister, Mr. Abraham Webster.

The second Baptist Chapel is in Byrom-street, and has been built about 20 years. It is a large, convenient and handsome place, capable of holding a thousand people, being gal-leried all round. Its site is raised above the level of the street, which gives it a great ad-vantage over the one before-mentioned in point of warmth and dryness. The congregation which assemble here, formerly met in what is now called St. Stephens, but that place, under the popular talents of the late Mr. S. Medley, becoming too small for them, the present house was erected. There is a burying ground ad-joining it, and a charity school supported chiefly by the members of it. Present minister, Mr. Richard Davies.

A third Baptist Chapel was erected about seven years ago in Comus-street, not far from St. Ann's Church. The congregation was for-merly under the pastoral care of Mr. John Johnson, a name not unknown in the religious world, by reason of the singularity of his senti-ments, which were of the *Supralapsarian* cast. He was the author of two volumes of Discourses and several smaller tracts, among which may be mentioned a little piece entitled "the Advan-tages and Disadvantages of the Married State," which has obtained a very extensive circulation. During the life of Mr. Johnson, this congrega-

tion met in the chapel at the bottom of Matthew-street, already mentioned. Their new place in Comus street is light, airy, retired and pleasant, and indeed may be considered as a model of neatness for dissenting places of worship. Present minister Mr. Stevenson.

The fourth and last erected chapel belonging to this class of dissenters, is in Lime-street, a little behind the Infirmary. It is considerably larger than the one in Comus-street, though less than that in Byrom-street, having a gallery on three sides and being capable of seating about 500 persons. It was built about five years ago, by a party that withdrew from the society in Byrom-street, and cost about £2500. Present Minister, Mr. James Lister.

METHODIST CHAPELS.

The first, or oldest of these, is in Mount Pleasant; a plain, decent place, with galleries, and capable of holding about 500 hearers. The second is a newly erected house in Leeds-street, near the canal, considerably larger than the former. The third in Pitt-street, a still more recent structure, and of increased dimensions, is said to be capable of holding from three to four thousand people. Besides these, there is a fourth called Zion Chapel behind the Theatre, Williamson-square, and one for the Welch Me-

thodists in Edmund-street, and another in Blundell-street. None of these, however, possess any decorations either external or internal, entitling them to particular notice.

BEDFORD-STREET CHAPEL,

In the neighbourhood of St. James's, is a newly-erected structure of considerable extent, capable of holding 6 or 700 people. The congregation which assembles here are denominated Welch Methodists, by which is meant the followers of Mr. Geo. Whitfield; and the worship is carried on in the language of the Principality. The building is of brick, and its interior is simple and unadorned.

THE FRIEND'S OR QUAKER'S MEETING,

A place of worship of this description was formerly on the west side of Hacken's-hey, but though it still exists, it has been made no use of for several years. Being found too small to accommodate the increased society, a new building has been erected on the north side of Hunter's-street. The stranger who is disposed to visit it, will find it correspond with the well-known peculiarities of the Sect. It will be in vain for him to look for the steeple, the bells, the Communion table, or even the pulpit and desk. All is correspondent to the primitive

simplicity of the body, even the accommodating pew is prohibited, and the serviceable bench or form is all it has to boast.—The place is roomy, and the congregation large and respectable.

ROMAN CATHOLIC CHAPELS.

The oldest of these is in Edmund-street. It was burnt down by the populace in 1746, but was immediately after rebuilt. Has two Incumbents, Mr. N. Fisher, and Mr. W. Tarleton.

The second is in Seel-street, and is considerably the largest. It was built in the year 1787, by the present Incumbent, Mr. Archibald M'Donald. Assistant Minister, Mr. W. Digby.

The third is in Sir Thomas's buildings, was built by Mr. Price, the present Minister, who is assisted by Mr. Orré, a French Emigrant Priest.

The fourth is a small, neat Chapel, lately erected, at St. Anthony's Place, Scotland Road. Minister's name, J. B. A. Gerardot, A. M.

THE JEW'S SYNAGOGUE

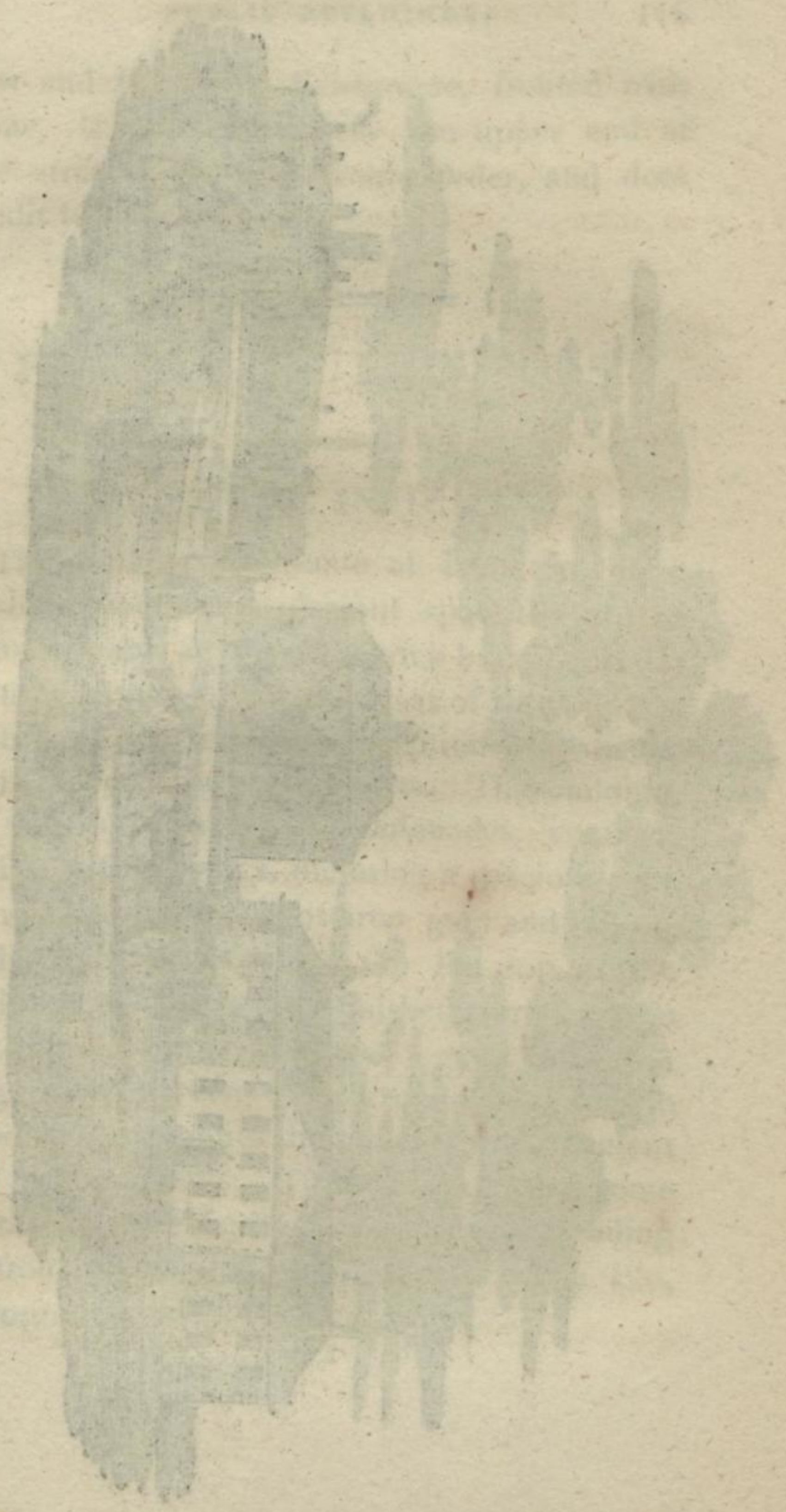
Was a small, obscure, upper room in Frederick-street; difficult of access, gloomy, and no ways remarkable for its cleanliness: this place formed a striking contrast to most of the Christian places of worship, not to say the grandeur which once adorned the Jewish Temple. A

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new and handsome Synagogue, fronted with stone, is now built, near the upper end of Seel-street: it is of the Ionic Order, and does credit to that Sect.

PUBLIC BUILDINGS.

THE PUBLIC INFIRMARY.

This building is situate at Islington, on a healthy, open, and pleasant spot, the top of Shaw's Brow: it is a neat, brick building, ornamented with stone, and consists of three stories, with large wards for the reception of patients, and other necessary apartments. This building, by means of handsome colonades, connects with two large wings, inclosing a spacious area, by means of an elegant iron gate and railing, with which they unite. On the top of the building is a large, well-finished turret, and in the middle of the pediment a good clock. A large useful garden, walled round, and kept in good order, supplies the patients with esculent and physical plants. The whole fabric has some pretensions to external magnificence, extending in front about 120 yards, and in depth 190, inclosing about 2280 square yards.

The design of this Infirmary was first formed in 1745, when a subscription was opened by the principal inhabitants of Liverpool, and some neighbouring gentlemen, for erecting a building for this purpose; and a well-situated field was given by the corporation for 999 years. The building was completed the latter end of the year 1748; and, on the 15th of March, 1749, the house was opened for the admission of patients. The first president was the Earl of Derby. The in-patients amounted to 122, the out-patients to 72, and the expenses for the first year to £519 15s 3½.

In the year 1806 there were 1045 in-patients, and 709 out-patients; but since the opening of the house in 1749, till the 1st of January 1807, there have been admitted,

In patients	36,856
Out ditto	35,009
	<hr/>
Total	71,865

The whole expense, during the year 1806, amounted to £5000 14s 4d; and the benefactions, added to a former balance in the treasurer's hands, to £9139 10s 11d.

This establishment not only extends to all proper objects in the town of Liverpool, but to all manner of persons whom sickness or misfortune may lead to apply for assistance, provid-

ed their cases be such as come within the nature and meaning of the Institution, and are recommended by a subscriber. It contains about 200 beds, and receives about 1500 patients yearly; in addition to which a great number of out patients are constantly relieved. It is supported by an annual subscription of the inhabitants of the town and neighbourhood. Subscribers of two guineas recommend patients.

SEAMEN'S HOSPITAL.

This Hospital forms part of the external appearance of the Infirmary, the two wings of which are applied to this purpose. The charity is intended for the maintenance of decayed seamen of the port of Liverpool, their wives and children. It is principally supported by a monthly allowance of sixpence, which every seaman, sailing from the port, is, by act of Parliament, to pay out of his wages.

The design of this Hospital was first formed in the year 1747, but not carried into execution till five years afterwards, when the commissioners agreed with the trustees of the Infirmary for the ground lying on the north side, on a lease for 999 years, at the yearly rent of 20 pounds; and built the present premises at the expense of about £1500. This Hospital is attached to the Infirmary by a handsome colo-

nade, whereby the two charities are united, and together compose a handsome building, which cannot fail to attract the notice of the traveller on his entrance into the town.

LUNATIC HOSPITAL.

This is behind, and contiguous to, the Infirmary. It is to be regretted that this, like other public institutions, is not a complete charity, to admit patients free of expense. This perhaps will no where be fully obtained, till an asylum is constructed upon a more extended plan, fixed in a central part of the country, and made an open general concern. As it is, the affluent are conducted to private asylums; the parish poor are sent hither at the parish expense; whilst many of the middle rank are deprived of proper assistance, in the most dreadful malady human nature can suffer under (and which admits of no domestic alleviation, however affectionately exerted) from an inability to purchase it. Have the objects of these institutions been properly considered?

BLUE-COAT HOSPITAL.

This Hospital is situate on the south side of St. Peter's church-yard, in an airy spot. It made its first appearance in the year 1709, under the name of a Charity School, for pro-

viding 40 boys and 10 girls with cloaths and learning: it was then a small building, erected by subscription, and now forms a part of the present Free School. The house is large and handsome, built of brick, ornamented with stone, enclosed with an iron gate and railing that unites with two large and deep wings—the whole forming a spacious area, which leads to the front, in the pediment of which is a good clock. On the entrance is a hall or vestibule, and a large stair-case, leading to a convenient room, which is used as a chapel, and sometimes for other purposes. The apartments, are numerous, convenient, and well-designed. Behind the building is a large, commodious yard.

There are in this School 79 orphan children, 143 fatherless children, and 58 whose parents are in indigent circumstances, making in the whole 280; of which number 230 are boys, and the remaining 50 are girls. They are completely clothed, lodged, and dieted. The boys are taught reading, writing, and arithmetic, and those intended for the sea are instructed in navigation: the girls are taught reading, writing, sewing, spinning, knitting, and housewifery. All the children are at school one half the day, and at work the other half; the boys are principally employed in making pins. Children are admitted to this Hospital at eight years of age, and

put out apprentices at fourteen. Fifty trustees are appointed to this charity, twelve of whom make a board. They meet every quarter, viz. the first Monday after Lady-day, Midsummer-day, Michaelmas-day, and Christmas-day.

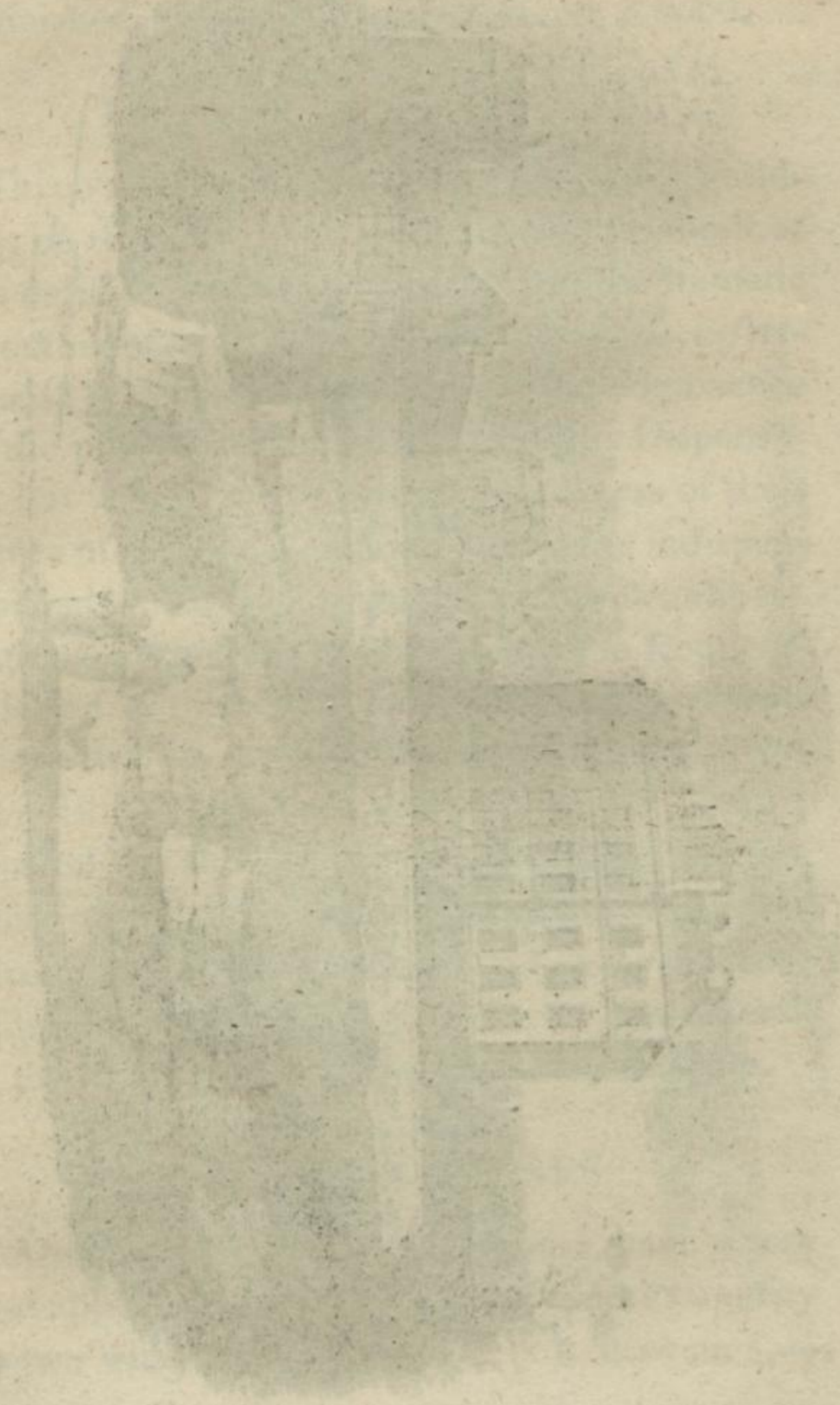
The expence of this Institution, during the year 1806, amounted to £2171. 17s. 5d. exclusive of the sum of £989. 13s. 7d. expended this year upon the repairs of the building, &c. &c.—and the benefactions, annual subscriptions, &c. only to £2177. 13s.

THE POOR-HOUSE,

Is a handsome edifice, but built in a plain stile, suitable to its use. The principal body of the building consists of four stories in the front; below is a hall, 90 feet long, and 24 wide, containing three ranges of tables, capable of dining 400 persons at one time. Over this are two heights of rooms for spinning and other kind of work. In the left wing is a spacious well-finished room for the committee, proper apartments for overseers, and other persons employed to superintend the affairs of the house. Behind, and a little detached from the main body of the building, are two large wings, consisting each of three covered ways, leading to 24 apartments, each of which has three rooms that conveniently hold eight persons; in addition

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FEVER HOSPITAL.

to which is a spacious area, which lies open to the west. The whole is neatly and conveniently finished, at the expense of about £8000.

THE RECOVERY WARD.

This is a newly erected, handsome stone building, on the east side of the Poor-house, built at the expence of the parish, and with the humane intention of receiving into it such persons, *infected with fever*, as may come under the cognizance of the physicians and surgeons of the Dispensary, but who, from the unfavourableness of their places of residence, are precluded the indispensable advantages of a pure air and cleanliness. Patients of this description are but too frequently found in the cellars, and other confined parts of the town; and for their relief the present establishment has been devised. It is admirably situated for the purpose, on a rising ground, unconnected with dwelling houses, where the purest air may be inhaled, and every succour afforded which the hand of charity can extend, or the indigent and friendless sufferer desire.

THE ALMS-HOUSES.

Almost adjoining the poor-house, have a very neat appearance, terminating at each extremity by two wings. In the front is a neat area.—

The whole is a very comfortable receptacle for such indigent persons whose condition of life may compel them to the necessity of partaking of its benefits.

These asylums of poverty and old age were formerly distributed in different parts of the town, but becoming in a state of decay, they were all pulled down, and these very commodious ones erected in their stead, where the poor inhabitants have the benefit of pure air.

THE DISPENSARY.

The building erected for this laudable purpose is in Church-street, and is a decent, eligible brick building, with a convenient circular portico. In the front is a small bas-relief of the good Samaritan, well executed, but placed too high to gratify the inspecting eye of the observer.

This charity is conducted by a president, two auditors, seven physicians, three surgeons, and one apothecary who officiates as secretary.—The proper objects of the Dispensary are such poor as are admitted on the recommendation of the magistrates, the clergy, the church-wardens, the parish committee, or on that of any subscriber.

The directors of this charity judiciously discriminate the objects recommended for relief,

and therefore never admit any person who is able to pay for medicines, nor are domestic servants visited at the houses of their masters or mistresses.

Two physicians attend every day, Sunday excepted, one at nine, and another at eleven; a surgeon also attends at ten in the morning.— One of these, or the apothecary, regularly visits such sick poor at their own dwellings as cannot come to the dispensary; and one of the surgeons occasionally assists the parish midwives when requested.

There is no charity in Liverpool that does greater honour to the feelings of the inhabitants, than the dispensary. There are 500 subscribers, whose annual contributions amount to about 700l.; in addition to which it receives the collections of several societies, and frequent benefactions and legacies, whereby it is enabled not only to support the necessary demands of the charity, but also to have a yearly balance in the hands of the treasurer.

The total expenditure of this institution, in the year 1806, was £.929. 7s. while the income by subscriptions, benefactions, legacies, &c. amounted to £1751. 2s. leaving a balance, in favor of this excellent institution, of £821 15s.

There cannot be a greater proof of the utility of this establishment to the town, and the relief

it has given, and still continues to give to the afflicted indigent, than the number which have been annually benefited since its institution in the year 1778, amounting, on an average, to nearly 10,000 diseased and afflicted objects every year. In the year 1806, the number of persons relieved of various diseases amounted to 10,242.

SCHOOL OF INDUSTRY

FOR

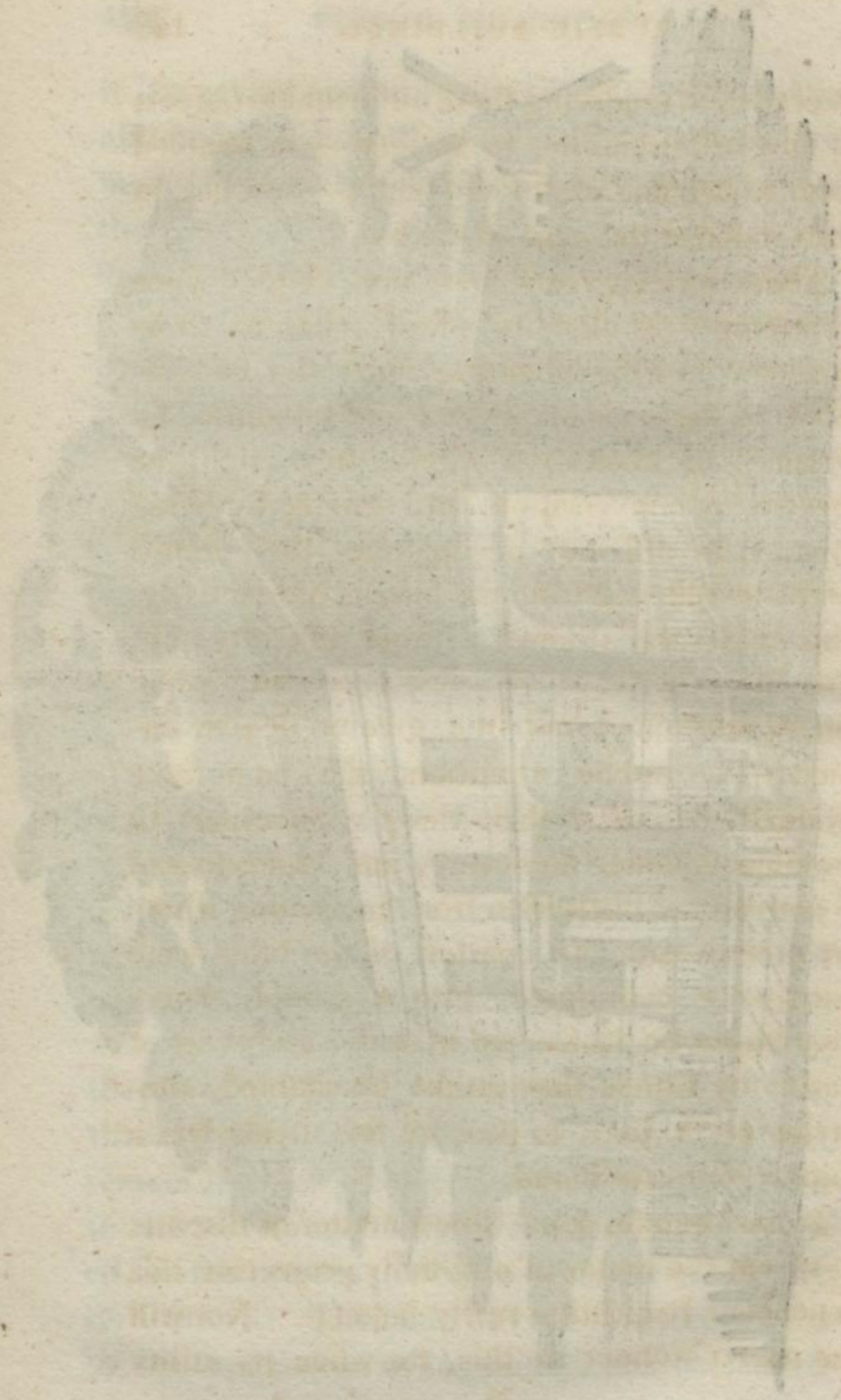
THE INDIGENT BLIND.

There is, perhaps, no class of human beings whose situation appears, at first view, more deplorable and irremediable than that of the Blind Poor. Cut off from every means of occupation and amusement, their faculties become torpid and inactive. Those with whom they are compelled to associate, are unable to supply their minds with sources either of information or comfort; and during that portion of their time which they are condemned to pass in solitude, they are left to dwell upon the reflection, that, through the whole of their existence, they must remain in their present helpless state—a burden to themselves and to their relations. It remained for the present period to discover a remedy for this evil. The hand of benevolence, guided by the suggestions of ingenuity, has at length

SCHOOL FOR THE BLIND.



SCHOOL FOR THE BLIND.



SCHOOL FOR THE BLIND.

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succeeded in rendering these unfortunate objects no longer burdensome to society—has enabled them to become useful and happy—and has, in short, opened the eyes of the blind.

About sixteen 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. This object was attained without difficulty; but after the experience of a few years, and when the establishment had in a greater degree engaged the public attention, the committee gradually extended their views with respect to the objects under their care, and endeavoured to convert the institution from an asylum, where the present ease and comfort of the blind were principally considered, into a school, where they might be instructed in some useful art or trade; by which they might be enabled, altogether or in part, to procure for themselves a comfortable livelihood.

It has been for some time a matter of dispute, to whom the honor of originally projecting this beneficent Institution really belongs. Nor will the reader wonder at this, for when its utility

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SCHOOL FOR THE BLIND.

is duly appreciated, what was the birth place of Homer, for which the seven cities of Greece contended in comparison of it? The question is, we believe, now at issue between two individuals, viz, Mr. Henry Dannett, a clergyman of the Episcopal Church, and Mr. John Christie, a music master. We have seen and considered the evidence on both sides this question, and are decidedly of opinion the claims of the latter are best supported. We shall, therefore, state the grounds on which they are founded.

Mr. John Christie, at the age of nineteen, had the misfortune to be totally deprived of his sight; a circumstance which obliged him to turn his attention to the study of music, of which he soon became an eminent teacher. Impressed with a due sense of the salutary advantages he himself derived from a profession, which enabled him to support, with comfort, the dreary hours of dark existence, he was induced to promulgate a plan he had devised for instructing those who laboured under the same melancholy circumstance. On the 22d September, 1790, he communicated his plan by letter, of which the following is a copy, addressed to Mr. Alanson, a gentleman not less celebrated for his surgical skill than for his active benevolence and urbanity.

Liverpool, 22d Sept. 1790.

SIR,

THE loss of sight, particularly to those who well remember its enjoyment, is perhaps the most severe calamity that can befall a human being! But if, to this calamity, be added pecuniary distress; and to both, the consciousness of being burdensome to parents, to relatives, or to friends: these, united, are such a load of woe as cannot be borne by an ingenuous mind, without those painful sensations of which words are inadequate to convey a competent idea. To alleviate those painful sensations, to lighten that burden under which, I am persuaded, many of my fellow unfortunates at this moment labour, has lately employed my attention; and, with all due deference to better judgment, I humbly imagine I have hit upon an expedient, which, by enabling the indigent blind to procure a comfortable maintenance by their own exertions, would, in a great measure, produce the above desirable effect.

The profession of music is almost the only one in which the blind have any tolerable probability of succeeding; but as penury is too often concomitant on blindness, it has happened, not unfrequently, that people, in this unfortunate situation, have been prevented from acquiring a knowledge of music by the inability of themselves or their connexions, to defray even the necessary expense of instruction. This, you know, was exactly our case,* till the kind hand of benevolence enabled us to proceed. To afford, therefore, a gratuitous instruction on the harpsichord, violin, &c. to the indigent blind of both sexes, in and about Liverpool, is, in a few words, the outline of my plan. Let a few leading gentlemen give a sanction to the undertaking, for, without that, I fear nothing can be done,—let a room be appropriated to this use in some of our public buildings,—let a small subscription be obtained for the purpose of procuring a few necessary instruments; and the blessings alluded to would in a great measure be effected.

Myself, my brother, and, I have no doubt, many more who follow the profession, would, with pleasure, attend at certain stated periods, in order to instruct

* Mr. Christie's brother was also deprived of sight.

those pupils only whom the voice of the subscribers should have regularly admitted.†.

Thus, Sir, at a moderate expense, the helpless and broken spirited would be enabled to struggle through a dark existence, with some degree of comfort to themselves, and with satisfaction to the benevolent. Liverpool is already remarkable for the number of its humane institutions; and as it is the intention of such institutions to assist, protect, and cheer the wretched, surely something of this nature might be established for an unfortunate description of people, who, with a will to be industrious, are, by bodily misfortunes, and the chilling hand of poverty, too often prevented from being so.

I am, with great respect,

JOHN CHRISTIE.

To Mr. Alanson, Surgeon, Everton.

The result of this letter was a consultation among a few gentlemen of benevolent dispositions, and, in a short time, a house was occupied for the purpose, in Commutation-row. Islington, where the design, which was progressively improved, was carried into effect. Besides the science of music, it was proposed that attempts should be made to instruct this unfortunate class of persons in various other arts and manufactures. In so novel an undertaking, however, it might naturally be expected, that a considerable period of time must elapse before the plan could arrive at maturity. Many unsuccessful experiments would necessarily be made, and both time and expense would, not improbably,

† Mr. Christie was mistaken in this instance, for all the musical teachers then in Liverpool refused their assistance.

be lost in the attempt to accomplish objects, which were after all found to be unattainable. Some manufactures that were conceived to be particularly adapted to the management of persons deprived of sight, were, upon trial, found to be less advantageous than was expected, and were at length abandoned. It also happened, in a few cases, that persons who have been admitted into the school, have, in consequence of bodily or mental incapacity, depending probably upon the same cause which produced their blindness, been unable to receive any useful instruction, and were under the necessity of returning to their friends. Notwithstanding, however, the occurrence of some circumstances of this nature, it may be confidently asserted, that the present state of the Institution is highly gratifying to the friends of humanity, and that it has produced more real service to those persons who have been the objects of its care, than could reasonably have been predicted.

The number of blind persons who have been received into the charity, since its institution in 1791, is 223; of which number only about one third have belonged to Liverpool. Of 75 pupils now in the school, 23 only belong to the parish of Liverpool; and of the remaining 52, 22 only belong to the county of Lancaster.

The success which attended this Institution,

even in its infancy, stimulated its friends to still greater exertions in the cause of humanity, and it was accordingly resolved to erect a new building, which has happily been accomplished. At the entrance into the town, on the road leading from Prescott, on the left, and a little to the east of the Infirmary, a piece of ground was purchased, and a handsome stone building erected, which obtained the name of **THE SCHOOL FOR THE BLIND**. Upon the ground floor, on the right hand of the entrance, is a shop or ware-room, where the articles manufactured by the pupils are stored and offered for sale, with apartments also for the master or steward. On the opposite side is a large room, in which the male pupils are instructed in the different articles of manufacture: over it is the apartment of the females, and adjoining to it a furnished room, in which is a handsome and well-toned organ, the gift of the Rev. John Yates to the Institution. Of the hapless inhabitants of this Institution, several, both male and female, possess considerable command of voice, and many a sympathetic tear is excited by the vocal chorusses which are daily performed, the effect of which is not a little heightened by the accompaniment of the organ. The following stanzas were composed by Mr. W. Smythe, a native of the town, and deserve a place in this publication.

Stranger, pause—for thee the day
Smiling pours its cheerful ray,
Spreads the lawn and rears the bower,
Lights the stream, and paints the flower.

Stranger, pause—with soften'd mind
Learn the sorrows of the blind;
Earth, and seas, and varying skies,
Visit not their cheerless eyes.

Not for them the bliss to trace
The chissel's animating grace;
Nor on the glowing canvas find
The poet's soul, the sage's mind.

Not for them the heart is seen
Speaking thro' th' expressive mien;
Not for them are pictur'd there
Friendship, pity, love sincere.

Helpless as they slowly stray,
Childhood points their cheerless way;
Or the wand exploring guides
Falt'ring steps, where fear presides.

Yet for them has genius kind
Humble pleasures here assign'd;
Here with unexpected ray,
Reach'd the soul that felt no day.

Lonely blindness here can meet
Kindred woes, and converse sweet;
Torpid once, can learn to smile
Proudly o'er its useful toil.

He who deign'd for man to die,
Op'd on day the darken'd eye;
Humbly copy—thou canst feel—
Give thine alms—thou canst not heal.

The reader, probably, will not be displeas'd at being here presented with the following simple and beautiful stanzas, which have been still more recently compos'd, by another of our townsmen, who took a lively interest in this Institution at its outset, and whose best wishes have always attend'd it. At the time they were written the author was personally labouring under the total loss of sight, a blessing of which he had been almost thirty years deprived; but which, with great pleasure we add, has been partly restored to him through the skilful operation of Mr. Gibson, of Manchester.

THE SORROWS OF BLINDNESS.

(By Mr. Edw. Rushton, bookseller.)

Ah, think, if June's delicious rays
 The eye of sorrow can illumine,
 Or wild December's beamless days,
 Can fling o'er all a transient gloom;
 Ah, think, if skies obscure or bright,
 Can thus depress or cheer the mind;
 Ah, think, mid clouds of utter night
 What mournful moments wait the blind.

And who can tell his cause for woe?
 To love the wife he ne'er must see—
 To be a sire yet not to know
 The silent babe that climbs his knee—
 To have his feelings daily torn,
 With pain the passing meal to find—
 To live distressed, and die forlorn,
 Are ills that oft await the blind.

If to the breezy uplands led,
 At noon, or blushing eve, or morn,
 He hears the red-breast o'er his head,
 While round him breathes the scented thorn;
 But, ah! instead of nature's face,
 Hills, dales, and woods, and streams combin'd,
 Instead of tints, and forms, and grace,
 Night's blackest mantle shrouds the blind.
 If rosy youth bereft of sight,
 Midst countless thousands pines unblest,
 As the gay flow'r withdrawn from light
 Bows to that earth where all must rest;
 Ah! think, when life's declining hours
 To chilling pen'ry are consign'd,
 And pain has palsied all his pow'rs,
 Ah! think, what woes await the blind!

The principal occupations of the pupils, at present, are spinning, hamper and basket making, the plaiting of sashline, the weaving of floor-cloth and sacking, the making of sacks and list shoes, the manufacturing 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 qualify the pupils for the office of organists, and they have so far succeeded, as to have already procured appointments of this kind for six of the young men who have been educated at the school. Four of these are fixed at different churches in Liverpool; one has been

appointed organist at Halsall, near Ormskirk, since the year 1797; and another, since the year 1798, at Garstang, in this county. One of the four above-mentioned was settled at Sedgefield, in Durham, but has since removed to Liverpool. The pupils are also instructed in the method of teaching music to others, and in tuning, quilling, and stringing musical instruments—by these means four young men, besides the six who are organists, are enabled to procure for themselves a comfortable livelihood, and have met with very considerable encouragement.

Hitherto the sole object of the governors has been to provide the pupils with a school, where they might spend a certain number of hours daily, and receive instruction in their several trades. A further extension of the scheme has, however, been some time in contemplation, and every year brings fresh proofs of the importance of carrying it into execution. The pupils are at present lodged in different houses near the school, and although every care is taken to provide them with suitable accommodations, yet it is found, on many accounts, desirable to have them more under the immediate inspection of the governors.—A plan has been accordingly formed for erecting additional buildings connected with the present school, in which those pupils whose friends do not reside in Liverpool

shall be lodged. The reasons for adopting this measure will, upon a little reflection, be sufficiently obvious; and it will be also evident, that the projected improvement is particularly desirable for the younger part of the scholars, who are in every respect the most eligible objects of the Institution.

At present, after the hours of working are concluded, the pupils leave the school, and, during the remainder of the evening, they are entirely removed from the inspection of the superintendant. Such a freedom from restraint must be dangerous to the morals of young persons, separated from their friends and natural connexions, and placed in the middle of a large and populous town. The friends of the Institution, indeed, have to regret that, in a few instances, they are but too well convinced of the evils which have arisen from the present imperfect system, and, on this account, feel particularly anxious that no time be lost in carrying into effect those measures which can alone prevent the repetition of such evils.

With the view of counteracting this evil, and of giving to so excellent an Institution all those salutary effects of which it is capable, a large lot of ground has been purchased contiguous to the present school, and additional buildings are now erecting and in a state of forwardness.

That the means are also ample

One wing, fronting Duncan-street, 172 feet in length, and two heights of flooring, besides the ground floor, are now nearly compleated. The whole is divided into separate apartments, suitable for the purposes of both working, eating, and sleeping, and are expected to be tenantable by the close of the present year. The building now erecting, however, is only a part of the plan which the friends of the Institution have in contemplation. An additional wing running from east to west, and fronting Great Nelson-street, will immediately succeed, which will be appropriated to purposes similar to the former, and the plan is to be completed by accommodations for a rope-walk on the west side of the square, over which will be erected warehouse rooms, &c. equal in extent to the wing fronting Duncan street. The centre of the whole will be an open area of considerable extent calculated to afford the pupils the means of exercise and health. When finished, the Institution will admit a much greater number of pupils than heretofore, which, as we have already said, has been limited to 75 in number. It is obvious, that buildings of this extent require ample funds to carry them into effect; but it must give pleasure to every benevolent mind to find from the following statement, which is copied from the printed report of the school, on the 31st Dec. 1806, that the means are also ample.

Before, however, we proceed to state the receipt and expenditure of this truly laudable institution, so honorable to its patrons and supporters, it may not be amiss to mention, as a circumstance highly creditable to our benevolent townsman, Mr. John Christie, the projector of the Charity, an admirable contrivance for instructing the Blind in the science of music. He has given it the name of a *Theograph*, by means of which they are enabled not only to read, but, if they have a taste for composition, to set their own music in tangible characters. In form it resembles a music-book, and is to the Blind what a book is to those who have sight. The first side consists of a cushion, on which the music is to be set. It is divided by eighteen parallel lines, each line being represented by two brass strings, between which the pin should pass when a note is to be placed on a line, to prevent mistakes, which would frequently happen if the lines were single. Some of these lines are plain, others twisted.—The second side represents a cushion, divided into sixteen squares, in which are placed the characters; six made of cork or leather, six of card-paper a little smaller, and four pins headed with sealing wax. The notes are represented by characters made of cork; the marks chiefly by wax-headed pins, and their combinations with corks; and the

terms by the card-paper characters, and their combinations with wax-headed pins.

To enter into a more particular description of this ingenious invention would exceed our present limits; but the reader who wishes a more detailed account of it, we beg leave to refer to the article *BLIND*, in the *Encyclopædia Londinensis*, where he will also find an engraving giving an exact representation of it, accompanied by an explanation furnished to that work by the inventor.

State of the School for the Blind, on the 31st December, 1806.

	£.	s.	d.
By Balance of Stock Account, - - -	652	2	5
Sundry Debtors for Goods delivered and owing for, - - - -	259	15	0 $\frac{3}{4}$
2000l. 3 per cent. consols—cost -	1178	14	0
Balance of Cash in the hands of Wm. Coupland, Esq. Treasurer, -	2247	7	11
Ditto ditto of Joseph Brand, Clerk,	155	10	11 $\frac{1}{2}$
	<u>£4493</u>	<u>10</u>	<u>4$\frac{1}{4}$</u>

The annual subscriptions for the year 1806 were—

	£.	s.	d.
In Liverpool,	596	14	6
the Country,	448	5	6
	<u>£1045</u>	<u>0</u>	<u>0</u>

To many readers the following article, which exhibits a view of the Stock account for the year 1806, will be interesting—

	L.	s.	D.	L.	s.	D.
To Balance of Stock, as by last Report,						
In Liverpool, - - -	330	15	6			
On Sale in the Country, - - -	5	9	6			
Of Adventures for disposal of Stock, - - -	211	2	6			
	<hr/>			547	7	6

Manufactured by the Blind.

Tarred bears, to the amount of -	226	0	5			
White bears, - - -	217	19	3 $\frac{1}{2}$			
Baskets, hampers, &c. - - -	227	8	8 $\frac{1}{2}$			
Points, gaskets, &c. - - -	27	1	1 $\frac{1}{2}$			
Untarred lobby-cloths, - - -	122	18	0			
Tarred ditto, - - -	64	4	7			
Window-sash and curtain-line, -	233	7	4			
Sacking and sacks, - - -	88	15	7 $\frac{1}{2}$			
List shoes, - - -	30	0	8			
Hearth rugs, tea rugs, rug-bears,	168	6	5			
	<hr/>			1412	2	2

Yarn spun in the school 480lbs.

£1959 9 8

By the following disposal of Stock: L. s. D. L. s. D.

Of that in Liverpool,

Tarred rope bears, to the amount of	219	11	11			
Baskets, hampers, &c. - - -	233	11	2 $\frac{1}{2}$			
Whips, - - -	6	4	0			
White rope bears, - - -	200	9	3 $\frac{1}{2}$			
Points, gaskets, &c. - - -	24	1	1 $\frac{1}{2}$			
Sheeting, - - -	9	3	6			
Huckaback, - - -	8	0	0			
Untarred lobby-cloths, - - -	83	15	7			
Tarred ditto - - -	62	11	9 $\frac{1}{2}$			
Window-sash and curtain-line, -	208	7	4			
Sacking and sacks, - - -	58	4	5			
List shoes, - - -	35	0	8			
Hearth rugs, tea rugs, rug bears	158	6	5			

£1307 7 3

Sold and paid for, - - -	1150	18	6 $\frac{1}{4}$			
Sold, but not paid for, - - -	156	8	8 $\frac{1}{4}$			

1307 7 3

Balance of Stock in Liverpool, -	435	10	5			
On sale in the country, - - -	5	9	6			
Of adventures for disposal,	211	2	6			

652 2 5

£1959 9 8

INSTITUTION

FOR

RESTORING DROWNED PERSONS.

Drowning is an accident so frequent here, as to render this Institution very necessary. Above 500 persons have become objects of it since its institution, in 1775; more than one half of whom have been restored. This extraordinary success has happened from the ready assistance which is always at hand about the docks and on the river. A guinea is given to those who take up a body, if it be afterwards restored to life; if not restored, half-a-guinea. It is at the Corporation's expence. Long poles, with hooks at the ends, are dispersed in different places about the docks, for the purpose of dragging for those persons who fall in.

THE LADIES' CHARITY.

This last, although not least valuable, of the public charities which adorn the town, was long in contemplation, but was only effected in 1796. Its intention is the delivery and relief of poor married women, in child-bed, at their own homes; a mode that proves to have many advantages over a public hospital. — Proper assistants, male and female, are appointed; the former affording their services without gratuity;

as also a matron, to provide every necessary of food, &c. that may be wanted; by which means the poor and their offspring are rescued from the injuries arising from improper treatment; and are restored and preserved, with comfort to themselves, to that society from which many in this trying situation, have been severed by ignorance and want. The charity is under the patronage and chief support of ladies of the first respectability, with a lady patroness at their head; and the accounts necessarily conducted by a committee of gentlemen. It is supported by annual subscription, and by other gratuitous benefactions and contributions; and its various comforts have already been sensibly felt.

In the year 1806, ending 31st December, 1025 poor women had been delivered and comfortably relieved, and their infant children partially clothed, at the expence of only £946 12s 5d; (in one instance only, in which the poor creature had been previously subjected to fits, professional knowledge and tender assiduity were exerted in vain,) which best explains the comforts and extent, independent of the benefit to society, with which the Institution is fraught; and far exceed that of any of the public charities in the kingdom, in proportion to the expence attending them; circumstances that gradually continue to add to its extension and support.

Most medical charities would admit of considerable curtailments in their expences, without a diminution of their benefits, were a proper regard to economy attended to; which, while it would relieve the public burden, would tend to embrace a greater number of objects; as is fully evinced in the present instance.

The following table exhibits a succinct view of the state of this Charity for eleven years past:

Year.	Amount of Annual Subscriptions.			Legacies and Benefactions.			Produce of Ladies Ball.			Number of Objects relieved.
	L.	S.	D.	L.	S.	D.	L.	S.	D.	
1796	205	5	6	209	0	0	—	—	—	126
1797	218	18	6	27	16	6	—	—	—	411
1798	256	14	6	48	10	0	—	—	—	483
1799	290	17	0	101	19	6	61	13	6	621
1800	385	17	6	537	10	0	230	4	6	954
1801	442	1	0	61	3	10	187	16	6	864
1802	508	14	6	132	9	0	238	16	6	1040
1803	520	5	6	145	1	0	186	16	6	996
1804	508	1	6	198	12	6	161	15	6	968
1805	540	4	6	80	17	6	141	9	6	952
1806	509	13	6	87	12	0	166	7	0	1025
Total	4386	13	6	1630	11	10	1374	19	6	8440

We perceive, with regret, from the last printed annual report of this invaluable Institution, that its funds are by no means in so flourishing a state as could be wished, and shall be happy if this notice tends, in any small degree, to improve them.

THE EXCHANGE, OR TOWN-HALL.

This large and elegant pile of building is situated at the head of Castle-street, on an elevated and convenient part of the town, and is insulated by wide handsome streets on the south, east, and west points, and by a spacious quadrangle, forming the Exchange buildings, on the north.

It was erected by the Corporation of Liverpool, about the year 1750, from designs of the late Mr. Wood, of Bath, in a rich style of architecture. The ground floor was intended as an Exchange, for the accommodation of the merchants, with insurance offices adjoining, but was not used for this purpose, the merchants preferring to meet in the open street opposite the building; the principal story contained a Sessions Room, Rotation Office, and a suite of small Assembly Rooms.

A considerable addition was made to this building, on the north side, some years ago, and great progress was made in extending and improving the rooms and offices within the building, when the whole of the interior was destroyed by fire in the year 1795.

In consequence of this destructive accident, the Corporation determined to rebuild the interior upon a new and extended plan, and to appropriate the whole of the building to the

purpose of judicial and other offices for the police of the town, for a mansion for the Mayor, a suite of public Assembly Rooms, and for offices for the general Corporation business.—All the offices, rooms, and passages, on the basement and ground stories are arched with brick, as a security against any future fire, and the whole is now nearly finished.

The Basement contains a spacious kitchen, with every other requisite and appropriate office—the ground story, on the south side, consists of a handsome entrance hall leading to a noble flight of stairs, a Committee room, and a private room for the Mayor, on the east side, a vestibule, rooms for the magistrates and juries, and the town-clerk's offices—on the south side, an entrance hall, leading to the Town-Hall, or general Sessions room and to the Rotation office, and on the east side the Treasurer's and Surveyor's offices, &c.

The principal story contains a grand suite of rooms communicating with each other, and consists of a Saloon, 30 feet by 26—a drawing room 33 feet by 26—a ball room 90 feet by 42—a second ball room 66 feet by 30—a card room 32 feet by 26, a tea room 35 by 22—and eating room 50 by 30.—All of these rooms are of proportional heights, and are now finishing in the highest style of elegance.



LIVERPOOL NEW EXCHANGE BUILDINGS.

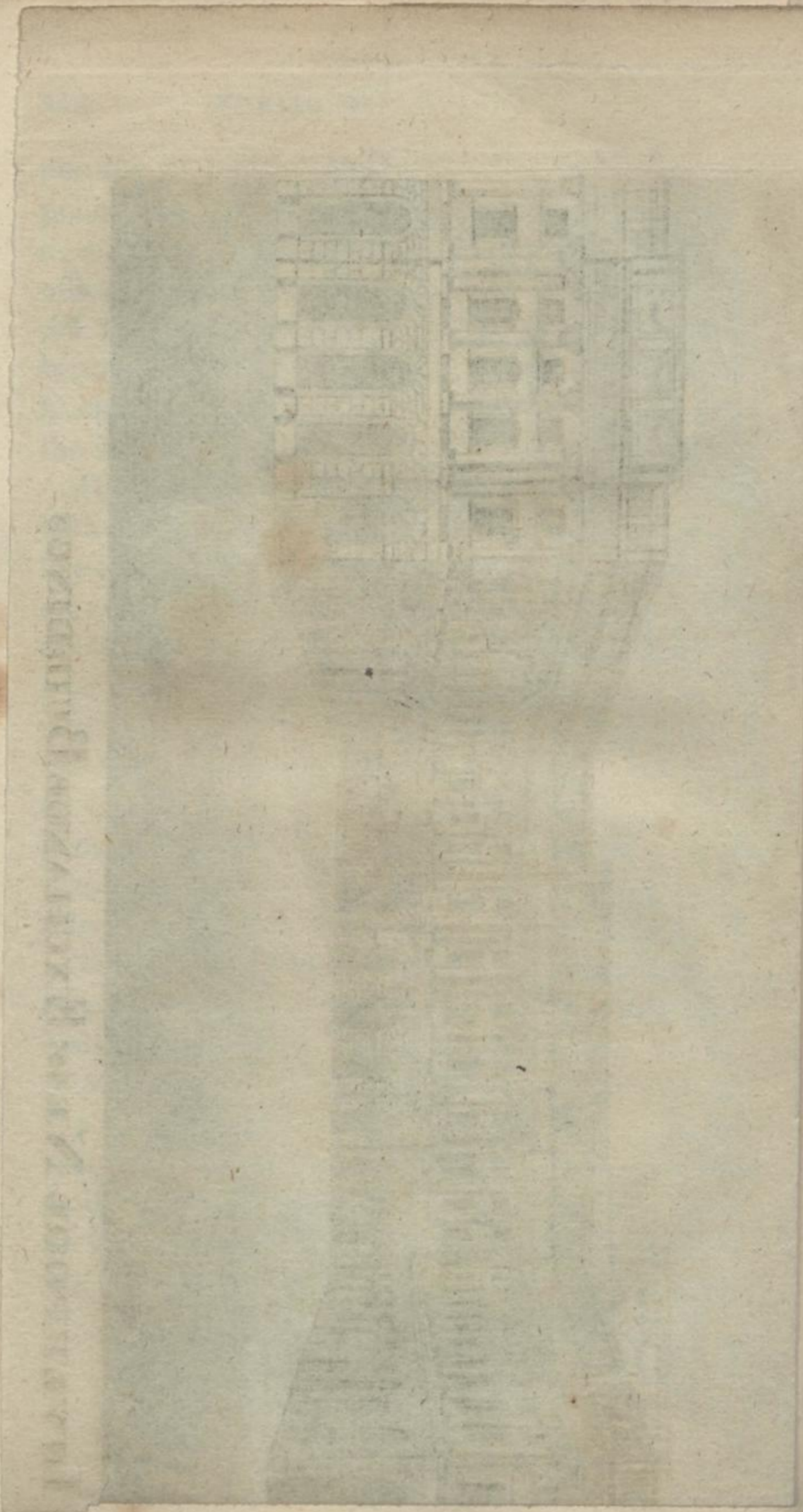


SLUB

Wir führen Wissen.

Leibniz-Institut
für Länderkunde





Handwritten text, likely a title or description, written vertically in a cursive script. The text is very faint and difficult to read, but appears to be a single column of writing.

EXCHANGE BUILDINGS.

This extensive range of buildings, erected by subscription, under the authority of an act of Parliament obtained for the purpose, forms three sides of a quadrangle 194 feet by 180 in the clear space, with Arcades or Piazzas in front, and is in a style of architecture, corresponding with the north front of the Town Hall, which forms the fourth side of the square.—The east side of these buildings on the ground floor contains a Coffee room 94 feet by 52, with appropriate rooms and offices for the keeper, &c. On the second story over the Coffee room is intended a room for the Underwriters (upon the principle of Lloyd's in London) 72 feet by 36—a second room 69 feet by 29, with several other rooms attached to them. The north and west sides of these buildings were intended for Brokers and Merchant's offices and Accompting houses. The subscription shares to these buildings were 800 of 100 pounds each. No subscriber being allowed to have more than ten shares in one name. The elegant magnificence of these buildings will be allowed by every beholder to be very creditable to the town, and corresponding with its opulence and commercial importance.

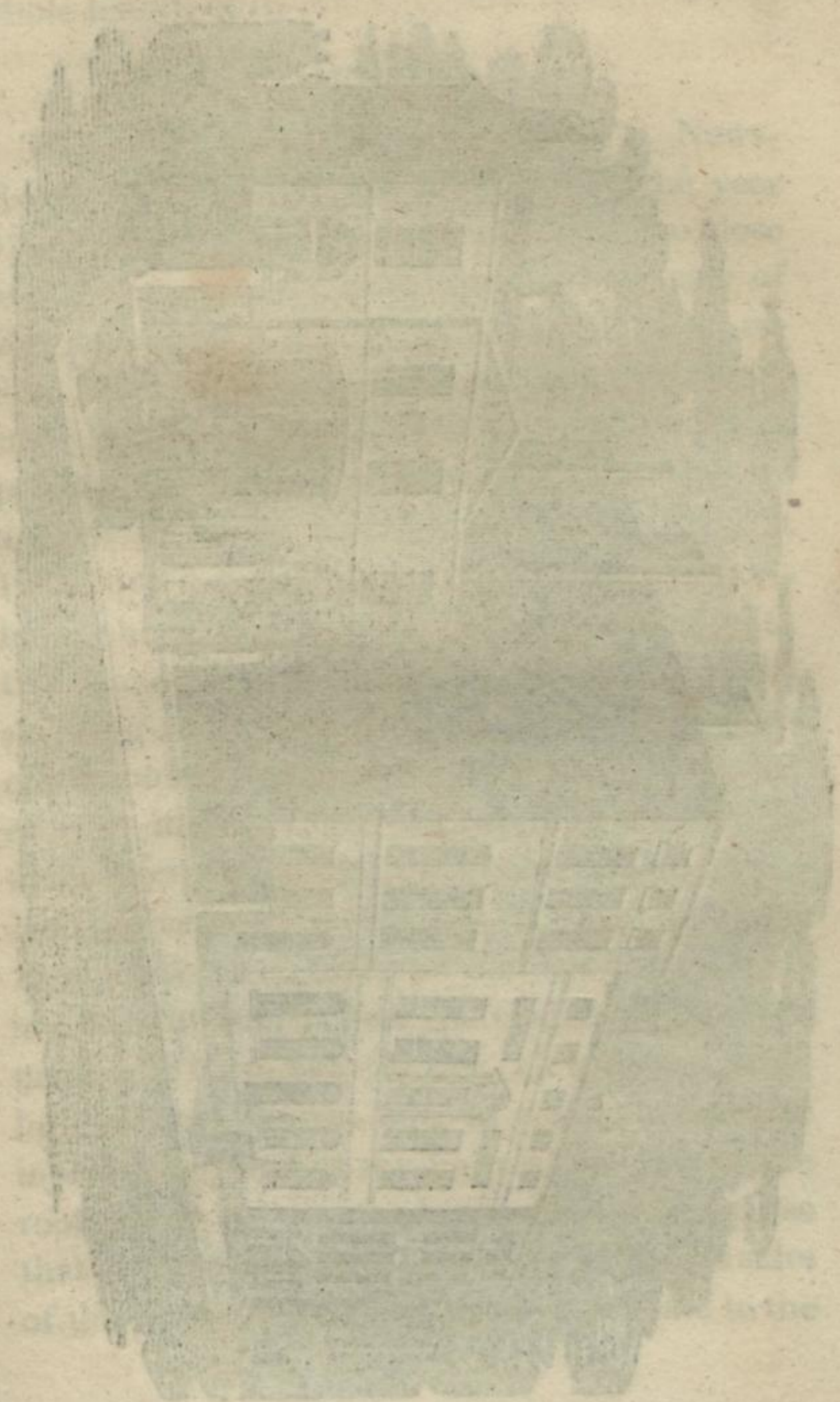
It has been regretted by many, that the Old Exchange was not taken down immediately

after the late Fire, and that a New Exchange and Buildings were not built on one side of the main street near the present scite, or perhaps better on the scite of the Old Dock, being a much more central situation for the whole town. From the great extent of this town southwardly, and the many large streets terminating in the Old Dock, which occasions a very circuitous intercourse to foot passengers, and great interruption to Commerce by Carting; &c. added to the many accidents happening by drowning, &c. and above all, the annoyance of bad air caused by so much stagnant and filthy water lying in the very centre of the town; so highly prejudicial to the inhabitants in general and particularly so to them inhabiting the vicinity,—it has been represented by the Physicians to the Body Corporate, and they have it in contemplation, and it is said to be determined upon that, as soon as they have enlarged and widened the Kings' and Queens' Dock, now in hand, so as to obtain sufficient accommodation for shipping; this Old Dock shall be filled up and laid open for Market places and other public accommodations. On this plan a grand street of 60 to 100 feet wide, and two miles long could be run the whole length of the town from north to south nearly in a straight line, which would greatly add to the beauty and also contribute to the health of the inha-

MUSEUM

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WILHELM





ATHENÆUM.

bitants, by promoting a ventilation through the whole length of it.

ATHENÆUM.

This institution, which comprises a News-Room and Library, was projected in the year 1798, and the building finished before the close of the year. It is situated on the south side of Church-street, a few yards above the Post-office and the Dispensary, and is a handsome stone building. The Coffee Room which comprises the ground floor to which you ascend by a flight of about half a dozen steps, is about 1200 square feet in extent. Here the subscribers, about 450 in number, are supplied with the London and Provincial newspapers, the shipping and trade lists, and the various periodical publications. The room is also furnished with maps, charts, &c. &c. for the convenient reference of the merchants. The Coffee Room was first opened on the first January, 1799, and the Library on the first July following. This latter is over the Coffee Room, of a narrower base but greater elevation. It is lighted from above, but, as some think, very injudiciously.—The sky-light is raised above the roof of the building and covered at the top, so that the light, which is admitted only at the sides of the windows, is by no means adequate to the

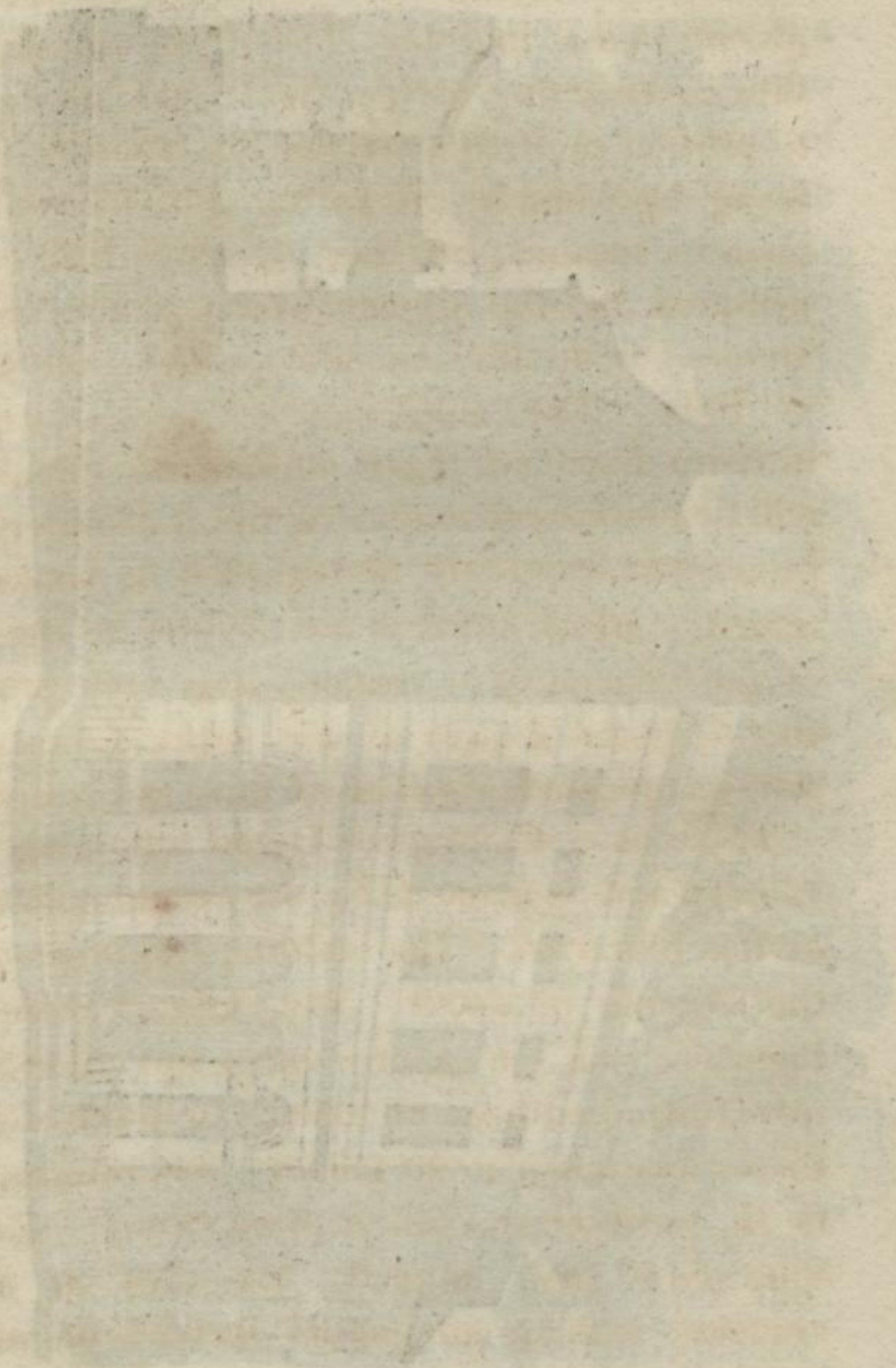
size of the rooms, and necessarily occasions a gloom even at mid-day. The object intended in thus constructing the sky-light, was, no doubt, to prevent the frequenters of the Library from being disturbed by the battering of hail or rain upon its summit, but this advantage is ill compensated by the gloom which is necessarily imposed upon the reader's spirits by the want of light. The collection of books, which hitherto have not been allowed to circulate, will be found very extensive, but a considerable proportion can only be regarded as books of reference which, though not adapted to the use of the generality of readers, it is very proper should make a part of one public Library in such an opulent and extensive town as Liverpool.

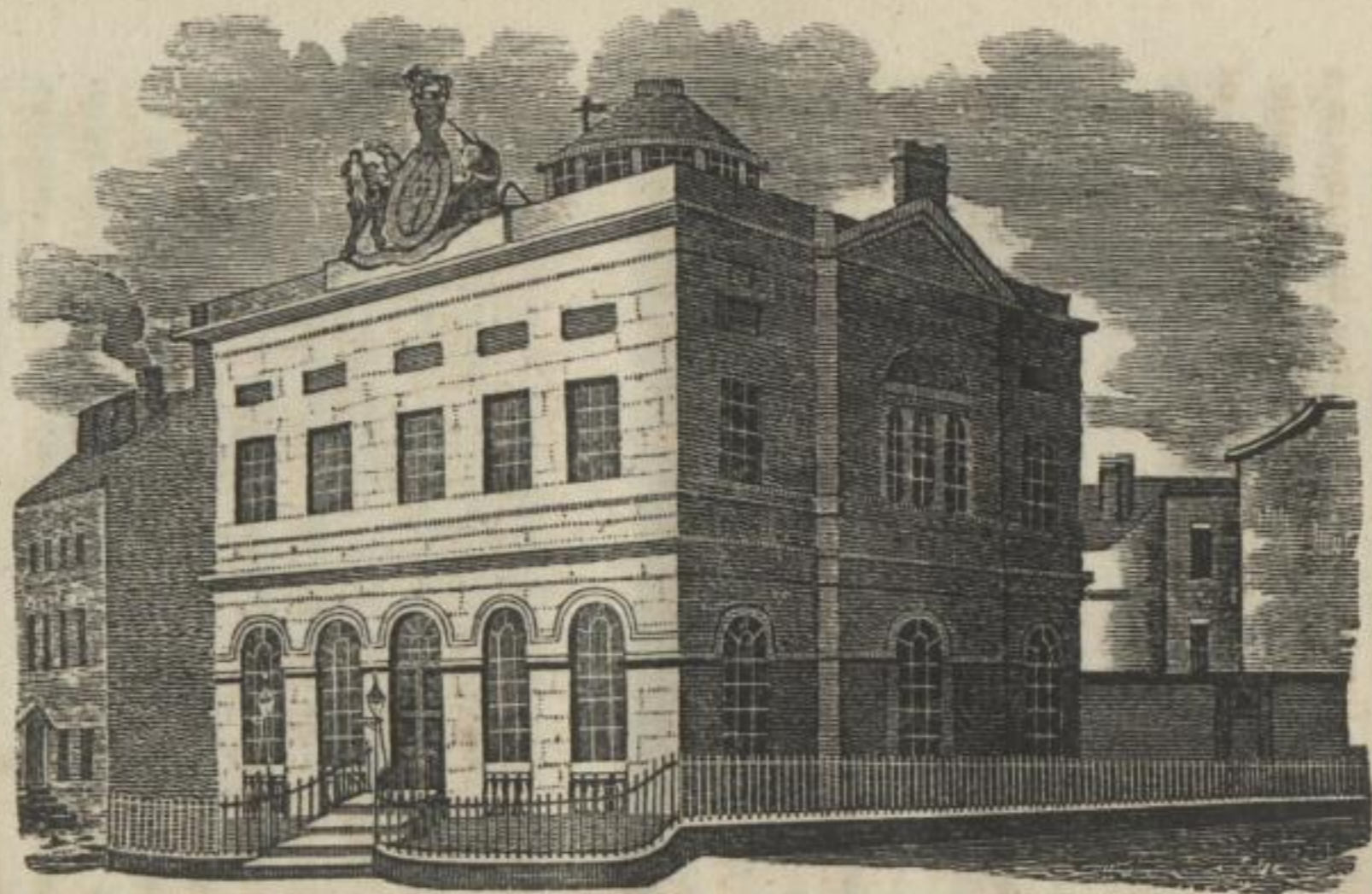
There is a Committee Room adjoining the Library and apartments for the accommodation of the Librarian. The building was erected at the expense of 4400*l*. The original price of the shares was ten guineas each, but after 300 subscribers had been obtained, the price of the shares was raised to 20 guineas, and afterwards to 30, at which the subscription closed. Each subscriber pays annually the sum of two guineas, making an annual income of nine hundred guineas.

Every subscriber is allowed the privilege of introducing his friend, provided he be a non-

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UNION NEARS BOON





UNION NEWS ROOM.

resident of the town, on entering his name in a book which is kept for that purpose, and gentlemen may be accommodated by the master of the room with coffee and tea, or soup in the winter season.

THE UNION NEWS ROOM.

So named from its being instituted on the 1st of January, 1801, the day on which the union of the two kingdoms of England and Ireland took place, was built by public subscription, at an expence of between five and six thousand pounds.

It is situated about the middle of Duke-street, on the east side, is a neat, plain, stone building, and consists of a coffee-room 46 feet wide by 49 feet deep, including the two recesses, which are 17 feet square, and from floor to ceiling it is 18 feet high; at the front of each recess are two large columns and two pilasters, with the entablature of the Ionic order. These columns have a very grand appearance from the front entrance, opposite to which, and betwixt the recesses, is a neat front to the bar, correspondent with the columns on each side; over the entrance in the bar, in a segment arch, is placed an excellent picture executed in chiaro scuro by Henry Fuseli, Esq. R. A. Professor of painting to the Royal Academy; this piece, which

fronts the entrance into the room, is an allegorical representation of the union of these kingdoms, in which England appears at the altar of union, extending her arms and receiving Scotland and Ireland into her embrace; in the foreground, the composition is enriched by emblematical figures of the Thames and Shannon; and in the distance on the right, the goddess of wisdom is seen putting to flight the demons of envy and discord. In the distance on the left is a representation of fame sounding a trumpet. From the great merit of the design and execution, and the advantageous situation in which this picture is placed, it produces, on entering the rooms, a grand and striking effect. At each end of the room, there is a very handsome black chimney piece of British marble, procured near Kendal in Westmoreland, and executed by Mr. Webster of that place.

All the London and provincial papers of any note, as well as commercial lists, magazines, reviews and other publications relative to commerce and literature are taken here; there is also a capital collection of maps and charts, the expence of which is defrayed by 258 proprietors, at an annual subscription of two guineas each.

Above stairs is a large and commodious room of the dimensions of the coffee-room below,

occupied as a circulating library for the use of the proprietors only, with a committee-room, and other offices adjoining.

The library, at present, is but in its infancy; but the books are selected with taste and judgment, and are bound in a style of uniformity and elegance greatly superior to any other public library that we have hitherto seen.

This room is lighted by a circular dome of about 16 feet diameter, so constructed that the rays of light fall in an oblique direction, and by that means enlighten every part of the room alike.

On the front at the top is placed the Union Arms, finely executed in stone, perhaps on a scale rather too large for the size of the place. On the back part of the building it is in contemplation to erect an Observatory, which from its commanding a full view of Bidston Lighthouse and signals, as well as the country around, and a considerable distance at sea, will be a most advantageous acquisition to this Institution, and must be highly gratifying to its mercantile proprietors.

THE LYCEUM,

At the bottom of Bold-street, another instance of the munificence and public spirit of Liverpool, was built from the designs of Mr. Harrison, architect, of Chester, by Mr. William Slater, under the superintendance of a committee of the proprietors, at the expense of upwards of 11,000*l*.

This building consists of a coffee-room, 68 feet long and 48 broad, with a coved ceiling 31 feet high from the room floor, fitted up in a manner correspondent to the magnificence of the structure; and furnished with a great variety of London, provincial, continental, and other foreign papers; besides reviews, magazines, and an excellent collection of maps.

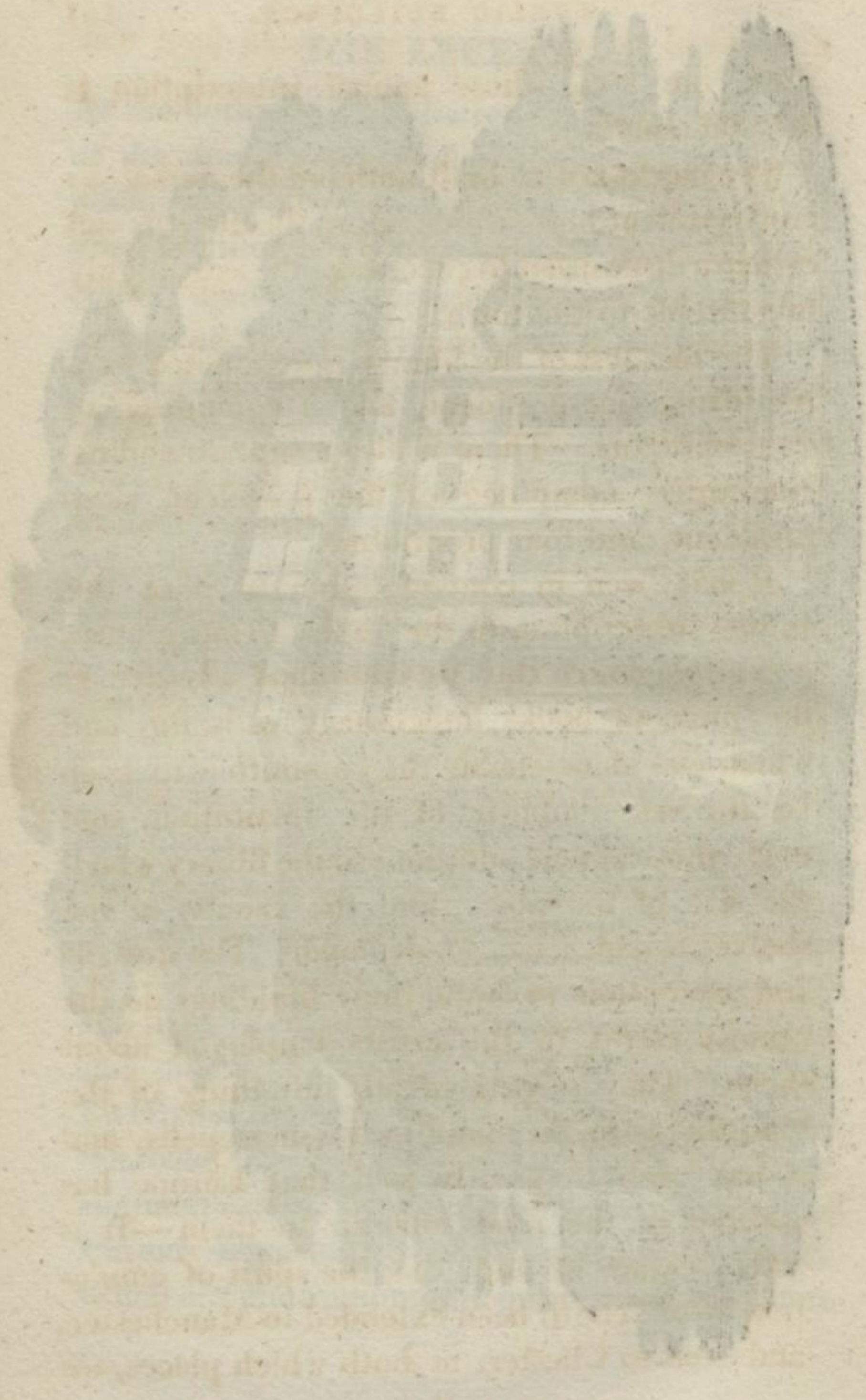
The income of this establishment arises from the annual subscription of one guinea each, by 800 proprietors.

There is also a very handsome circular library, of 135 feet in circumference, lighted from the top by a dome-light, with convenient reading and committee-rooms.—The books from the Liverpool library, in Lord street, have been removed to this, and are constantly receiving augmentations, by publications of merit in the various departments of literature and science, which circulate among the proprietors, of whom



LYCEUM.

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1711

there are 893, whose annual subscription is 10s. 6d. each.

We ought not to omit noticing the numerous and excellent busts which adorn the library, and evince a disposition to encourage the arts, highly honourable to the town.

The business of the library is conducted by a president, vice-president, and a committee of 24 proprietors. There is also a superintending committee, composed of the president, vice-president, and four proprietors.

It has been in contemplation to raise the annual subscription to the library to one guinea, a measure which the late enormous advance in the price of books imperiously calls for, and which can alone enable the committee to keep up the respectability of the Institution, and make those annual additions to the library which the size of the place, and the vacuity of the shelves would seem to demand. The designs and execution of both these buildings do the utmost credit to the artists employed about them. They surpass greatly any thing of the kind that is to be found in the metropolis, and it has been frequently said that Europe has nothing of the kind superior to them—It is with pleasure we add, that the spirit of emulation has at length been extended to Manchester, and even to Chester, at both which places, *sed*

non pari passu, similar institutions have been set on foot.

THE COMMERCIAL NEWS-ROOM

Is situated in Statham's buildings, Lord-street. The Institution is upon a plan somewhat akin to the preceding, but upon a much inferior scale. The London and provincial papers are provided for the accommodation of about 100 subscribers, who pay annually one guinea. It was instituted in 1803.

THE MINERVA NEWS-ROOMS,

In Upper Dawson-street, Williamson's-square, was founded in 1776, upon the plan of the foregoing, and terms nearly alike.

THE MERCHANT'S COFFEE-HOUSE,

In the Old Church-yard, is much smaller than the other; and its accommodations are proportionate. Commanding a view of the river and signal poles, it is conveniently situated for attending to the movements of the shipping.

THE UNDERWRITER'S ROOM,

In Exchange-Alley, on the west side of the Exchange, is chiefly, though not exclusively, appropriated to the use of gentlemen concerned in the business of the insurance of ships. It is a very neat, airy, and comfortable room.—Underwriters pay an annual subscription of five guineas, and others of two. A correspondence is held by the master of the rooms with all the sea port towns in the empire, from whence articles of naval intelligence are regularly received, and books kept for registering them for the use of the subscribers. The newspapers are taken as in the other coffee-rooms.

THE PANORAMA,

In Bold-street, adjoining the Lyceum, is a newly-erected brick-building, of a circular form, adapted solely to the purpose of exhibiting a succession of interesting paintings of this description. The one now showing is a View of CONSTANTINOPLE; which will be followed at proper intervals by various others—admittance, one shilling.

THE WELCH CHARITY SCHOOL,

Is a newly erected edifice, situate in Russell-street, leading from Brownlow-hill to St. Ann's-street. It was built by subscriptions and voluntary contributions, chiefly from gentlemen who are natives of the principality, and has for its object the gratuitous education (in English) of the children of such poor Welsh families as have taken up their residence in Liverpool, of whom the number is very considerable, and annually increasing. The school is spacious, being capable of holding 600 children, and cost the sum of 1,200l. besides 456l. paid for the purchase of the land. The proprietors have it in contemplation to erect an additional school-room for 150 female children, which, it is estimated, will cost 500l.; but the building already erected, and other expences, having exceeded the funds in the treasurer's hands upwards of 500l. this part of the plan is necessarily suspended for the present. The system of education adopted at this seminary is that of the celebrated LANCASTER'S, which is now sufficiently understood to preclude the necessity of explaining. The number of pupils hitherto admitted has not exceeded 200, and the expences attending the institution for the year 1806, about 150l. The friends of the charity calculate that it will be in their power to educate 700 children for 250l. per annum.

THE CATHOLIC CHARITY SCHOOL.

Situate upon Elliott Hill (or as it is sometimes called, Copperas Hill) is at a short distance only from the Welch Charity School. The building is recently erected, and, as an edifice, is very creditable to the Religious Denomination, at whose expence it was raised. It consists of a very spacious school-room upon the ground floor, in which are educated generally about 300 boys, with a room of equal dimensions over it, adapted to the purpose of female instruction, and of which sex the present number is about 200.—A flight of stone steps leads up to the latter school, and the regulations both for order, air, and cleanliness are very judicious. The boys and girls enter to their respective apartments at opposite sides of the building, and have no intercourse with each other. We are of opinion that the plan on which this school is built, is superior to most others in the town, and not undeserving the attention of those who may be engaged in establishing similar institutions. The size of the building is 75 feet long by 27 feet broad. It cost about two thousand pounds, and is supported by annual and voluntary donations. Some objections have been raised against this Charity, on the ground that it is restricted to the education of the chil-

of the town, and not undeserving the attention of those who may be engaged in establishing similar institutions.

dren of Roman Catholic Parents; and, as such made subservient to party purposes. We wish it were the only establishment among us which was liable to this imputation. The principle is certainly pernicious, but a new order of things must arise before we can reasonably hope to see it abandoned.

THE BENEVOLENT SOCIETY OF ST. PATRICK.

FROM the number of Irish poor in this town, and their incessant increase, combined with the local disabilities under which all strangers are unavoidably doomed to suffer, the establishment of a School, for the instruction of the children of the indigent Irish, has long been looked to, as an object of pressing exigence, and of extensive utility.

A numerous and respectable meeting of Irish Gentlemen having been summoned to celebrate the anniversary of their patron Saint on the 17th of March, 1807, and a motion having been made, that the said meeting should form itself into a body, under the title of "The Benevolent Society of St. Patrick," and that donations and subscriptions should be collected for the purpose of establishing a School, at which the children of the poor and distressed Irish might be gratuitously instructed, the motion was se-

conded, and carried without one dissenting voice.

It was at the same time resolved, that a future meeting should be fixed upon, to which the whole of the Irish gentlemen, and those connected with Ireland, residing in and about this town, should be summoned, in order that their association with this benevolent society might be solicited, and their assistance obtained. In obedience to this summons, a meeting was held on the 3d of April, at the Royal Hotel, when the object of the institution was declared to be,—The instruction, in reading, writing, and Arithmetic; the cloathing and apprenticing of poor children descended from Irish parents, or according to the 13th article of the code of resolutions then adopted,—That the blessings of this institution shall be dispensed, without any regard to the religious tenets or the mode of worship, which may be preferred by the objects of the Charity, or by their connexions.

We have the pleasure to add, that this respectable institution is most liberally supported. Mr. Grattan and Mr. Roscoe applied, in behalf of the committee, to Lord Fitzwilliam to become the patron, an honor which his lordship accepted in the most handsome manner, and has since presented the charity with the munificent donation of 200l.

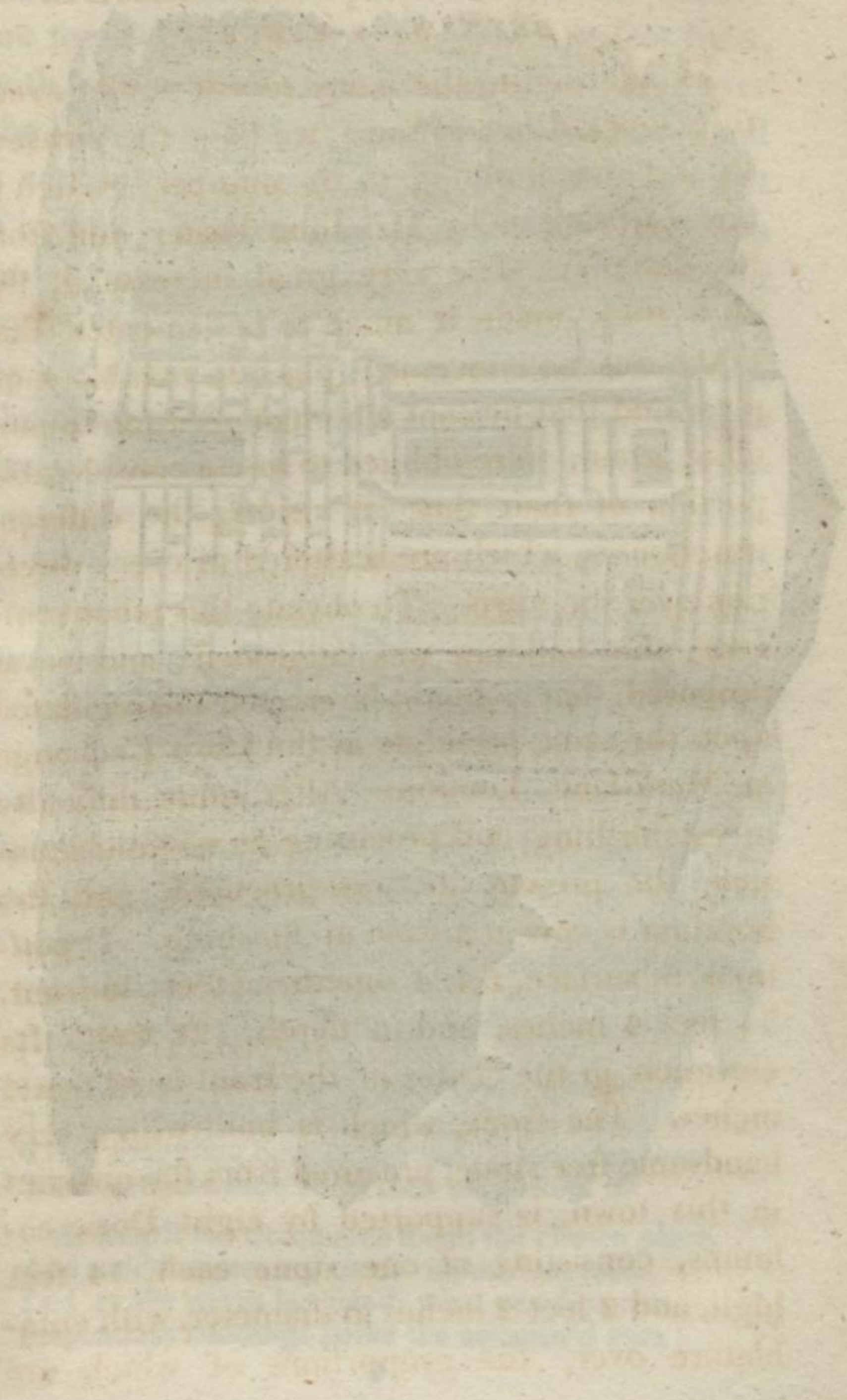
THE NEW CORN EXCHANGE,
BRUNSWICK-STREET.

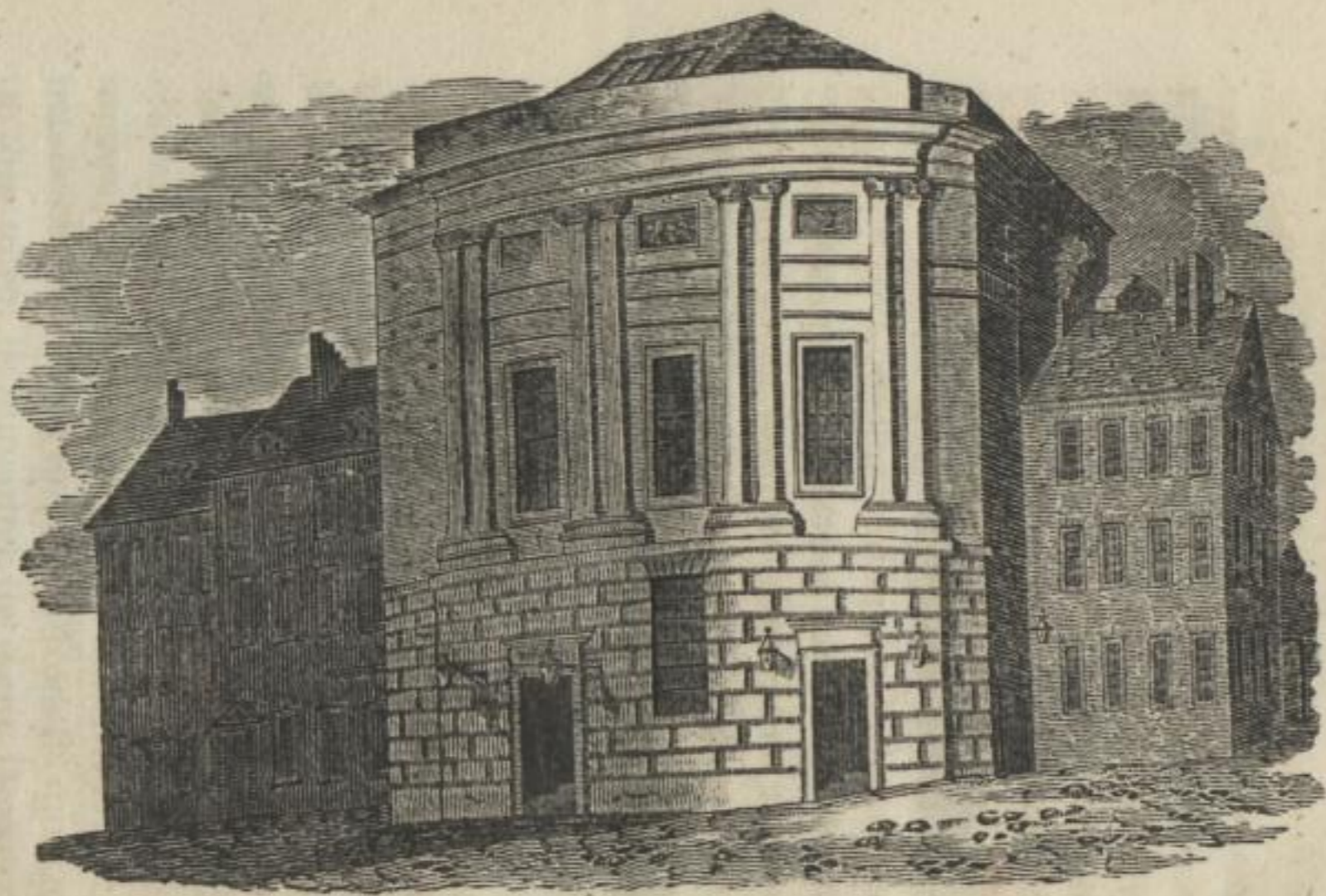
IN addition to the many recent public structures erected in this town, we have the pleasure to add this building to the number, (which is now carrying on by Mr. John Foster, and from his designs). The very great increase of the corn trade made it much to be lamented that there was no convenient place to exhibit samples, and that persons who had occasion to purchase grain, were obliged to lose a considerable portion of their time in visiting the different warehouses, which are scattered in every direction over the town. To obviate this inconvenience, this building was suggested; and it was proposed, that it should be erected and regulated upon the same principle as the Corn Exchange in Mark-lane, London. After some difficulty in establishing and procuring an eligible situation, the present site was procured, and the building is now in a state of finishing. It contains, in surface, 8,134 superficial feet; in front, 74 feet 4 inches, and in depth, 121 feet. Its elevation in the center of the front is 39 feet 4 inches. The front, which is built with a very handsome free stone, procured from the quarries in this town, is supported by eight Doric columns, consisting of one stone each, 14 feet high, and 2 feet 2 inches in diameter, with entablature over, the proportions of which are

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JHEVJLE KOAVI





THEATRE ROYAL.

taken from the Doric portico at Athens. Above are four neat architrave windows, 10 feet by 5, with pediments. There is a large room over the front part 50 feet long by 24 feet wide, and a committee-room adjoining, 15 feet by 11 feet 3 inches. The roof is supported by fourteen iron columns with a lanthorn light 62 feet long by 16 feet 6 inches wide, and the sides lighted by six round sky-lights. It is certainly among the neatest of our public buildings, and reflects great credit on the gentleman under whose correct taste and judgment it has been executed.— It was built by subscription, consisting of 100 shares of £100 each, and the cost of the whole, including land and building, was about £9,000.

THE THEATRE.

THE present house was opened in 1772, and the following prologue, written by Dr. Aikin, was spoken on the occasion.

Where Mersey's stream long winding o'er the plain,
Pours his full tribute to the circling main,
A band of fishers chose their humble seat;
Contented labour bless'd the far retreat:
Inur'd to hardship, patient, bold, and rude,
They brav'd the billows for precarious food:
Their straggling huts were ranged along the shore,
Their nets and little boats their only store.

At length fair Commerce found the chosen place,
And smil'd approving on th' industrious race.
Lo! as she waves her hand, what wonders rise,
Stupendous buildings strike the astonish'd eyes:

P

The hollow'd rock receives the briny tide,
 And the huge ships secure from Neptune ride ;
 With busy toil the crouded streets resound,
 And wealth, and arts, and plenty spread around.

The Muses next a willing visit paid ;
 They came to pleasure's and to virtue's aid ;
 A grateful ease and polish to impart,
 Refine the taste and humanize the heart.
 Their fair attempts obtain'd a kind applause,
 And brightest forms appear'd to grace their cause,
 In whom each charming lesson shone confest,
 The polished manners and the feeling breast.

This night the Muses' messenger I come,
 To bid you welcome to their new-rais'd dome :
 Well pleas'd the stately building they survey,
 And here their annual summer visit pay ;
 Where art, where knowledge reign, they love the soil ;
 And the free spirit of commercial toil ;
 Where the quick sense of graceful, just and fit,
 Awakes the chastened smile of decent wit ;
 Where soft urbanity the breast inspires,
 And soothing pity lights her social fires.

O kindly cherish still their generous arts,
 And shew their noblest praises in your hearts.

The house is spacious and commodious, much more so than any theatre was, at that time, out of London, as it had a greater width of stage than Covent-Garden house. Liverpool formerly boasted the first set of performers out of London ; which it obtained by the great encouragement to theatrical performances that it always afforded. The house was open only in the summer months, when the London theatres were shut, and the best of the performers were selected for the season ; when no performer, of

whatever rank, could be admitted to perform, without being engaged for the *whole* of the season! during which regulation the performances were supported by a regular succession of the first performers of the London stages. Of late, however, from the increase of theatrical rage, the number of provincial theatres have so much increased as to divide the London performers; nay, they are mostly turned strollers; exhibiting themselves for a few nights, separately, in all parts of the united kingdom. The house still regularly opens about the close of the London theatres in May, and shuts about the middle of March.

The town made a successful resistance to the first introduction of provincial performers in the summer season, of whom Mrs. Siddons and Mr. John Kemble formed a part. The latter was hissed off the stage; and Mrs. Siddons, who had played here in former winter seasons, and was favourably received in both the walks of tragedy and comedy, was, fortunately for herself, as it has since turned out, compelled to quit the town. So versatile is public opinion, that, on her first re-appearance here, after having received the stamp of approbation from a London audience, they who had been so desirous to banish her from the theatre, were now so eager to see her perform, that many injuries, both of body and

dress, were sustained, so great was the pressure of the crowd to get admittance into the play-house. Since that time the group has become more motley—"a thing of shreds and patches." The house was built by thirty proprietors, at the expence of 6000l. but was considerably enlarged, and its external appearance very much improved about four years ago, in consequence of the front of it being rebuilt with handsome stone, in a semi-circular form, and brought several yards more into the square.

An incident, not less singular than solemn, occurred here. In the summer of 1798, as Mr. John Palmer, of the Drury-lane Theatre, was performing in Kotzebue's play of *The Stranger*; after repeating the words, "There is another and a better world," he sunk down, and immediately expired upon the stage, apparently without a struggle. The King of Terrors, so often invoked, and whose powers had been long and variably counterfeited here, now, scarce half-bidden, obtrudes his viewless and mystic presence; and, assuming his prerogative, becomes a real and prominent character of the drama. Happy for its object and the feelings of the spectators, that his shaft was of the more mild and gentle kind.

The audience, at the time, were generally unconscious of the fatal catastrophe; as, from

the play being new, they were uninformed of the plot, and considered the circumstance as fictitious and incidental to the performance; under which delusion they remained some time and until after removing the body off the stage, and some attempts to restore animation, they were informed of the event, when they immediately separated, under lively sensations of distress and dismay. He was buried at Walton, in the neighbourhood, near to the grave of Mr. Gibson, the father of the Liverpool theatre.

A benefit play was given for Mr. Palmer's orphan family, the amount of which was greater than had ever been received at this theatre on any occasion. After defraying the funeral expences the sum remitted was 412l.

THE MUSIC HALL

Is in Bold-street, and was opened in 1785. It is large, and finished with great elegance; qualities which it is said to possess, superior to any other room, merely as a concert-room, in the kingdom. The seats below and in the gallery are well disposed for a number of auditors; yet the amphitheatre form is, no doubt, better adapted for a concert-room; not only for hearing the music, but for viewing the company. It seems, the present form, of a large secluded gallery, was adopted to gain room for the accom-

modation of the musical festival, which was intended to take place once in three years. It will admit 1300 persons. The orchestra is well formed and arranged. The organ is more powerful than fine toned, and has a great effect in chorusses and full pieces. Some gentlemen perform in the instrumental parts on public nights; but the principals are all supported by professional men of merit, who take frequent opportunities of displaying their several abilities in solos, duos and other obligated parts. The vocal department is not less ably filled by professional performers: so that the concerts, which are miscellaneous, would go well off, if the vocal accompaniments of what should be only the auditory, would be more generally *tacet*, or even *piano*.

The concerts are supported by annual subscriptions of two guineas each which admit three persons to each performance, by tickets in the name of a gentleman subscriber, transferable to ladies, and to the younger sons of subscribers; but a resident gentleman cannot be admitted unless he be a subscriber. Strangers are admitted by tickets at 5s. each, sanctioned by a subscriber. A lady who is a stranger will be admitted by the ticket of a subscriber; or by a purchased ticket, sanctioned as above. These precautions are observed, to exclude, as much

as possible, improper company. The number of annual concerts is twelve; and of subscribers, about 300.

ASSEMBLY ROOMS.

THE Assembly Room adjoining the Town Hall, having been burnt down, a large room, belonging to the Royal Hotel at the bottom of Lord-street, was for several years adopted as a substitute. This, however, has now given place to a handsome, spacious room, lately finished, at the back of Mr. Lillyman's, the Liverpool Arms Hotel in Castle-street, at which the Assemblies are now held. The new room adjoining the Town Hall, intended for this purpose is, also, in a state of considerable forwardness. The Assemblies commence in October, and terminate on the King's birth-day. They are supported by subscription, and strangers are admitted by ticket. A lady and a gentleman preside, as is customary on these occasions, over the decorum of the room.

THE BATHS.

Although this subject has already been glanced at (see page 87) we shall here resume it for the sake of a few additional remarks. A little below the Old Church-yard, and almost contiguous to the Fort, are erected a set of

elegant and commodious Sea Baths, divided into separate baths and rooms for the use of both sexes, each bath supplied with water from the centre. On the outside are steps for the convenience of swimmers who chuse to launch into the open river, and who may be frequently seen plunging among the waves of a boisterous tide. Independently of these baths, however, which are very much frequented, Liverpool is become, during the summer months, a place of great resort for the lower class of people from many miles up the country, and even as far as the manufacturing districts to the very extremity of the county, who make an annual visit for the purpose of washing away, as they imagine, all the collected impurities of the year. Unable to make a long stay or to avail themselves of artificial conveniences, they employ two or three days in strolling along shore and dabbling in the salt-water for hours at each tide, covering the shore with their promiscuous numbers, and not much embarrassing themselves about appearances. As the practice, however, seems conducive to health and pleasure it is perhaps not to be wished that rigid notions of delicacy should interfere with this only mode which the poor have of enjoying it.

could be the first and last of the world
to be a better one than the first of the world

W. BULLOCK'S MUSEUM

In Church-street, is an object that should be seen by every stranger of taste who visits the town. It consists of four apartments, fitted up for the purpose; the first contains a beautiful assemblage of model sculpture, carvings in ivory, paintings, &c. which must claim the admiration of every friend to the fine arts.

The second and third rooms are filled with objects of natural history; birds, beasts, fishes, reptiles, insects, shells, &c. from every part of the known world; which, in point of preservation, are perhaps unequalled by any collection in Europe.

The Gothic room, or Armoury, it is impossible to enter, without being struck with the remembrance of *times long past*, and the military achievements and glorious exploits of our ancestors. It contains suits of armour and warlike weapons, in use in our armies from the Norman conquest to the present day; among which it boasts, the famous Hauberks, or coats of chain mail, figured and described by the late F. Grose, Esq. in his work on ancient armour, and believed to have been brought into this country by the army of William the Conqueror, and to be the only ones that have reached our days.

Nor must the progressive improvement of fire arms, from their first invention, pass unnoticed, as they so evidently shew, that completion in every work of human art is only to be attained by degrees, and through different stages of elaborate pursuit.

The exotic dresses of the savage nations too, with their domestic and military implements, are objects which reflection loves to dwell on; and the man whose favourite study is cosmology, and whose chief ambition is to explore the world, may in this museum find many things to gratify his inclination, and contribute to the enlargement of his ideas, by setting before him such productions of art and nature as are rarely to be met with in a place where a trifling sum commands admission.

The spirited proprietor has just finished a new room, 60 feet long, superbly fitted up in the Egyptian manner, and filled with various decorative articles, on sale, of the most elaborate and exquisite workmanship; consisting of the most rich and costly porcelain, marble tables, and consoles, glasses and mirrors, statues and busts from the antique, and of celebrated living characters, in bronze and marble. The various fashionable articles for supporting lights, &c. are here manufactured on the premises; and with the magnificent and costly articles dis-

played in the shop, in the silversmith and jewellery branch, form such an assemblage of the works of nature and art, as is not to be excelled, if equalled, in the metropolis.

In a Picture of Liverpool it would be unpardonable not to notice, with commendation, the splendid

SHEW ROOMS OF Mr. G. BULLOCK,

Sculptor and Modeller, No 13, Bold-street.— Here the admirers of the fine arts will receive much gratification. Visitors are gratuitously admitted to a suite of rooms, in which a variety of the most fashionable and elegant furniture, in a stile of exquisite taste, is constantly displayed, as well as an extensive collection of statues, figures, monuments, tripods, candelabras, antique lamps, sphinxes, griffins, &c. &c. in marble, bronze, or artificial stone; Egyptian, Grecian, and modern chimney-pieces, in the various species of marble, in bronze, &c.; and a number of curious mosaic, inlaid, and marble tables, comprising fine specimens of porphyry, verd antique, and Egyptian green. Mr. G. Bullock has also a great collection of ancient and modern busts;—among the latter are many portraits of the most distinguished characters in Liverpool and its neighbourhood, modelled by

himself, and exhibited at the Royal Academy during the three last seasons.

It may not be improper to add, that this establishment is wholly distinct from the Museum of Mr. W. Bullock, already mentioned.

POST OFFICE.

A new and commodious building has lately been erected for this purpose, in a central situation, in Church-street, a little above the church. A mail coach has lately been established between Liverpool and Carlisle, by means of which, the commercial intercourse between this town and North Britain is greatly facilitated.— This mail is dispatched every afternoon at five o'clock, and reaches Carlisle in time to fall in with the London mail coach, to Scotland. In consequence of this regulation, the letters for Edinburgh and Glasgow, which heretofore had been sixty hours on the road, are now delivered in forty. The south mail with a coach, comes in every morning, except Tuesday, about three o'clock (the office opens at seven), and goes out, as above, every night, except Friday, and is 32 hours on the road each way to and from London. The York mail coach, through Manchester, goes out every morning early and comes in every evening at seven.

The mails for Chester, North Wales, and Ireland, cross the river to Tranmere ferry, whence they are conveyed to Chester by a mail coach. The office for these mails shuts every evening at five o'clock, from the 5th April till 10th October; and at three o'clock from 10th October till 10th February; and at four o'clock from the 10th February till 5th April.

The foreign mails are dispatched for Italy, Germany, and the north of Europe, every Sunday and Wednesday. For Spain and Portugal, by way of Lisbon, every Monday. For the Leeward Islands, the first and third Tuesday in the month—no postage required. For Jamaica, the first Tuesday in the month—no postage required. For North America, the first Wednesday in the month.

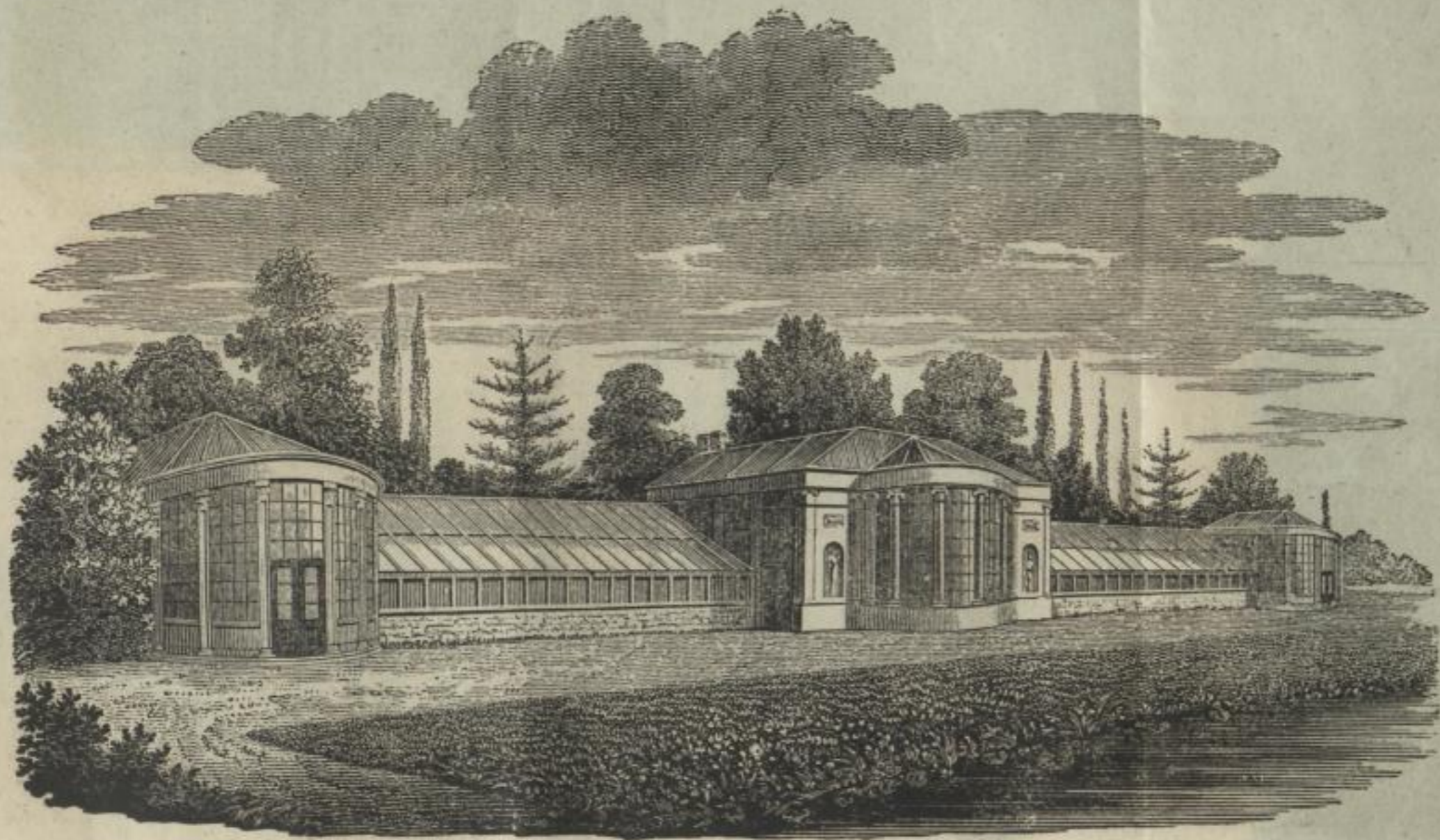
THE FREE MASON'S HALL,

Near the top of Bold-street, on the east side, was built for the purpose of accommodating **THE BROTHERHOOD**, at their stated and occasional meetings. There is upon the upper story a handsome, commodious and extensive room, decorated with the *Insignia* of the society, which is often occupied as a Lecture room by Philosophers and others, and for which it is not ill adapted.

In the structure and decorations of the building, it will be presumed that the utmost efforts of ingenuity have been exerted to attain perfection, and that whatever is excellent in masonry and architecture is, for the honour of the fraternity, here concentrated.

THE BOTANIC GARDEN,

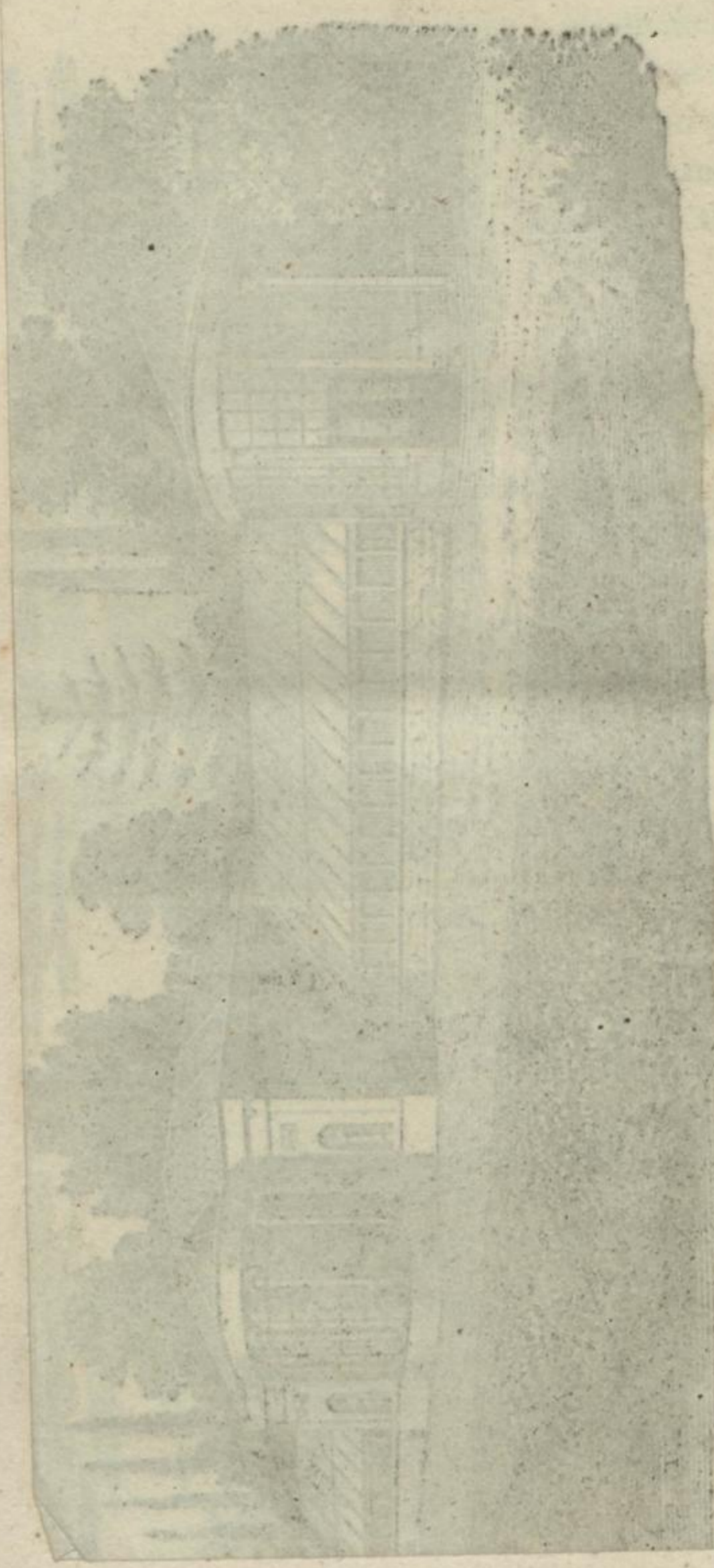
Though not within the limits of the town, is an institution of too much importance to be wholly omitted in a work of this nature. It is situated on the south east side of the town, near Edge-Hill, and consists of about five acres of ground enclosed by a stone wall. It is supported by 375 proprietors, who, besides an original deposit, pay annually a subscription of two guineas. The garden is well stocked with plants and shrubs, and has in the centre of it a glass house of very considerable extent, probably not inferior to any thing of the kind in Europe.—Donations have been made to it, of rare and choice plants, from the East and West Indies, and from the Cape of Good Hope. The institution is highly creditable to the taste of the town, and must, in a few years, furnish a luxurious retreat to the lovers of Botany. It may be visited by strangers, on obtaining a note from any of the proprietors.



CONSERVATORY OF THE BOTANIC GARDEN.

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CONSERVATORY OF THE BOTANIC GARDEN

 BANKERS.

Messrs. Arthur Heywood, Sons, and Co. Brunswick-street—Messrs. Roscoe, Clarke, and Roscoe, Dale-street, Corner of Castle street—Messrs. Leyland and Bullen, York-street—and Mr. Joseph Hadwen, Jun. Church-street. The Banks are open from nine till three every day, except Friday, when they are shut at one o'clock.

 NEWSPAPERS.

FIVE weekly newspapers are published, on different days, viz. Monday, *Billinge's Liverpool Advertiser*—Wednesday, *the Liverpool Chronicle*—published by Jones and Wright, Swift's Court, Castle-street—Thursday, *Gore's General Advertiser*—and on Saturday, *The Liverpool Herald*, a paper without Advertisements, and devoted entirely to political and literary discussion, is published at the same office as the *Liverpool Chronicle*.—There is also on this day, the *Liverpool Saturday's Advertiser*.

THE silversmiths and jewellers' shops in Castle-street, Lord-street, &c. contain china, trinkets, and valuable curiosities, both natural and

artificial. There are two music shops in Church-street, one in Castle-street, and one in Lord-street. Booksellers, linen, and woollen drapers, and most of the best shops for wearing apparel, are to be found in Castle-street, Pool-lane, Lord-street, Church-street, and Paradise-street.

INNS AND TAVERNS.

THESE are numerous, and equally variable in their accommodations, adapted to all ranks and descriptions of travellers.

The LIVERPOOL ARMS HOTEL, kept by Mr. Lillyman, in point of size and situation, deserves, probably, to be placed at the head of the list of houses of this description, which the town affords. It stands almost in the centre of Castle-street, on the east side of it, and affords very ample and comfortable accommodations for travellers of all descriptions. The whole of the extensive range of premises is newly built, and the house is, in all respects, suitably furnished.

RIDDIOUGH'S ROYAL HOTEL, at the bottom of Lord-street, where are accommodations for families of the first rank, their retinues, carriages, and horses; as also every other description of travellers who wish to be well accommodated. There is a public ordinary. This situation is

deemed the most central in the town; it is also the lowest with respect to elevation.

The next, in point of magnitude, is the KING'S ARMS, in Water-street, near the Exchange. It furnishes accommodations nearly as extensive as the former, either for parties, families, or single travellers, An ordinary. It was formerly the successive residence of some of the most distinguished merchants in Liverpool. Considerable improvements have been lately made in this house by the addition of nearly a dozen bed-chambers, and the complete repair of the premises throughout, which cannot fail to render it in all respects a most eligible house.—A daily coach sets off from hence, by Tranmere Ferry, for Parkgate, Chester, Shrewsbury, Holyhead, &c., at eight every morning, and returns about six every afternoon.

Immediately adjoining the King's Arms is the TALBOT HOTEL and LONDON TAVERN, which is very similar, in accommodation, to the former. The mail and other London coaches put up here. It is much frequented by travellers to and from Dublin. A public ordinary.

The CROWN INN, Redcross street; a commodious house. London, Carlise, and other stage coaches go from hence daily.

The AMERICAN HOTEL, at Wapping, contiguous to the King's and Queen's docks, is a

very large and handsome building, originally intended for, and chiefly frequented by the masters of ships in the American trade. There is a good coffee-room, supplied with newspapers, &c. and good accommodations for strangers.

The **GEORGE**, top of Dale-street, a new and commodious inn. London, Carlisle, and Manchester coaches from hence.

The **GOLDEN LION**, top of Dale-street, was formerly the largest and best inn in the town, consequently has many accommodations for travellers. Some of the Warrington, Manchester, &c. stage coaches go from hence daily. A public ordinary.

The **ANGEL INN**, a little lower down in Dale-street; a commodious travellers' inn. Stage coaches for Warrington, Manchester, &c. likewise go from this house daily. A public ordinary.

There are other travellers' and carriers' inns in Dale-street, High-street, Tythebarn-street, &c.

The **STAR and GARTER**, Paradise-street, a tavern, not an inn. Genteel accommodations for parties, for eating or lodging, upon the plan of a regular tavern.

The **GLOBE TAVERN**, John-street, similar to the Star and Garter. A public ordinary.

The YORK TAVERN, Williamson-square, is a comfortable house.

Houses, on the plan of taverns, are become very frequent, and too numerous to be all inserted.

Private lodgings may always be had, and frequently ready furnished houses, by application at the inns and taverns.

STAGE COACHES & WAGGONS.

THESE are very numerous to all parts of the kingdom. They sometimes vary their stations, times, and fares; so that every information respecting them, will be best obtained at the several inns.

IRISH PACKETS, &c.

There are several packets to Dublin, for the express purpose of conveying passengers, horses, carriages, and luggage only; all of which are very commodious, and sail almost daily, when the wind permits. For particulars, the stranger will be conducted to the different packet offices for information. There are a number of trading vessels to Dublin and all parts of Ireland, particularly to the northern ports.

There are a few packets to the isle of Man, of similar construction and convenience with those to Dublin.

FERRY BOATS.

The ferry-houses on the opposite shore in Cheshire, are (beginning with the lowest down the river, northward, and continuing in succession southward up the river) Seacomb, Woodside, Tranmere ferry, Rock-house, New-Ferry, Eastham, Ellesmere or Chester canal, and Runcorn. The first five are navigated by boats, of different sizes, for the conveyance of passengers, horses, carriages, cattle, &c.—All, except the first and seventh, communicate with Chester by good roads, post chaises, &c. The first has a chaise to the hotel at Hoylake; and the last but one communicates with Chester by an elegant packet on the canal. Two boats go daily about three hours before high water, up to the Ellesmere canal; one from George's Dock Bason, and one from the Queen's Dock Bason. Beside post chaises, there is a large double stage coach from Eastham to Chester. Passengers to Eastham and the Chester Canal are conveyed daily, two or three hours before high water, in large covered boats, which are very commodious, as they each contain two distinct cabins, and do

not carry horses. Two commodious covered boats to Runcorn have lately been established, as a ferry for passengers, which go daily.—The fare in the first cabin is 2s. in the second 1s. Runcorn communicates with Warrington and Manchester, by two packets on the two different canals and river. There are also two coaches which run from Tranmere ferry to Chester, one every evening, viz. one at five o'clock in summer and four in winter, and one every morning at eight o'clock.

The fare from hence to Eastham and Chester in the first apartment is 3s.—in the second 2s.; without any other expence. From hence to Chester by the canal, in the first cabin, 2s. 6d.—in the second, 1s. 6d. The distance to Chester, by Tranmere Ferry, is 15 miles; from the rest 15 to 20 miles. These conveyances by water are rendered so safe, that a serious accident is scarcely on record. One of these (Tranmere Ferry) conveys the Irish mail, and runs through Neston, which is not more than a mile from Parkgate. Great improvements have been lately made at this ferry, in the construction of a quay down to low-water mark, for landing the passengers, &c. and there is no doubt, but the numerous advantages which this ferry possesses, will render it henceforward a much frequented medium of intercourse with Cheshire. The

fare, boat and coach included, to Chester, is 4s. 6d. and 3s. 6d.

The fare to the first five ferries is 3d. for market people and common passengers—6d. is generally expected from the upper order of passengers. A boat for one person across the river is commonly 1s.; and two or more may often be conveyed for the same price. A party of more than two may hire a boat for 2s. 6d. to take them over and bring them back at any time they please, that the wind and weather permit; being careful to make an agreement before-hand, otherwise imposition will be the certain consequence. The smaller boats, with one mast each, are to be preferred, in moderate weather, to the larger with two; as they are handier, can land in shallow water, are capable of being rowed in calms or contrary winds, and are equally safe.

For Ormskirk, Wigan, &c. a daily Packet Boat sets out from the Canal Bason, north end of the town, every morning at eight of the clock; and one starts from Wigan to Liverpool every morning at the same hour.

HACKNEY COACHES.

Hackney Coaches are numerous, and may be had at any time, to any part of the town and

country. The fares and regulations, very similar to those in London, are as follow:—

	<i>s.</i>	<i>D.</i>
For carrying four passengers not exceeding a mile	1	0
For carrying four passengers above a mile, and not exceeding a mile and a half,	1	6
And in like proportion for a greater distance.		
If required to go out of the direct way to set down any person, the further sum of	0	6
And if required to take in other passengers before the end of the fare (the whole not exceeding four), for each such detention the further sum of	0	6
For a coach and pair carrying four passengers per day	12	6
For the same per hour, the first	1	6
Each successive one	0	3

NOTE.—It shall be at the coachman's option to go by time or distance.

If he go by distance and be required to stop and wait, he is to have, for every quarter of an hour's waiting 0 6

When called from home after twelve at night, double fare, except on assembly, play, or public concert nights, when double fare shall not be paid till one in the morning.

Distances to be measured the nearest carriage way from the place the person is taken up at.

RULES FOR THE REGULATIONS OF COACHMEN.

1.—Every coach shall be numbered and entered at the town clerk's office.—Penalty 10s.

2.—No coachman shall demand more than the rates before allowed, or refuse or delay to drive a fare for the same when called, by day or night, fair or foul weather.—Penalty 10s.

3.—No coachman shall refuse the first fare that offers, unless really pre-engaged.—Penalty 10s.

4.—Every coachman shall have a check-string from the inside of his carriage, fastened round his hand or arm, when driving a fare.—Penalty 5s.

5.—No coachman shall leave his carriage, or suffer it to stand in any street or thoroughfare by night.—Penalty 10s.

6.—No coachman shall drive his carriage upon the foot way in any street or high-road.—Penalty 10s.

7.—Every person calling a coach, and not employing it according to the call, shall pay the coachman half (and if kept waiting fifteen minutes or more, the whole) of the intended fare.—Penalty 10s.

8. No person shall blot out, deface, or alter the number of any coach.—Penalty 10s.

HACKNEY CHAIRMEN.

THE rates and fares of the hackney chairmen are 6d. for 800 yards, and 1s. for any distance

more than that within the town. The regulations as to entering chairs, taking out a licence, refusing to take a fare, demanding more than the above rates, misbehaviour, &c. are similar to those of the hackney coachmen, except that the fines are only 5s. for every offence.

To prevent, as much as possible, improper behaviour in hackney coachmen and chairmen, it is ordered, that every one, when on duty, shall have a copy of the rules and regulations, and produce the same to any passenger requiring it, under the penalty of 10s. for every offence.

Complaints are to be preferred to the Mayor, or other Magistrates of the town, within six days. The fines to be divided between the informer and the poor.

MARKETS.

THE Liverpool, like the London, markets, are supplied from a very extended circuit. Northward, as far as Scotland, furnishes cattle and sheep; of the latter to the amount of 3000 weekly; Ireland a great quantity of cattle and pigs; and the Isle of Man and Wales, poultry, eggs, &c. The fertile Cheshire neighbourhood

affords great quantities of vegetables and provisions of all kinds, which are brought over the river daily, in the different ferry-boats, particularly on the principal market-days, which are Wednesday and Saturday. The debarkation and embarkation of the different articles, at St. George's dock slip, often present a busy and entertaining spectacle. The great extent of the sea-coast pours in various articles of consumption, particularly fish. Salmon is brought fresh from Scotland and Ireland; but that taken in the adjoining river, Dee, is most esteemed, and is here called Cheshire salmon.

The fish-market is occasionally pretty well supplied, in the different seasons, with salmon, cod, and flat fish (except turbot); crabs, shrimps, prawns, oysters, and other shell fish (except lobsters, which are always scarce and dear) very plentifully; smelts, mackarel, and fresh water are scarce, but herrings are mostly abundant. This market, which is near the west end of St. George's church, is very commodious. Turtle, on the arrival of West India ships, may generally be purchased. It is commonly dressed at the inns for distant conveyance.

COMMERCE.



COMMERCE.

AN extended detail of Commerce would exceed the intention of this publication. The trade of the port extends to every trading part of the world, the East Indies excepted; particularly to the West Indies, Africa, the Baltic, America, Spain, Portugal, the ports of the Mediterranean, and the north and south whale fisheries.

In the year 1792, an effort was made by the merchants to obtain a share of the East India trade, by an application to Parliament. The situation of this country, with France, becoming more critical, and the derangement which soon took place in the commercial part of the

kingdom, and of which Liverpool fully participated, suppressed the attempt.

The numerous advantages which the port possesses, originally conspired to the promotion of its commerce, and will always support and extend it. The staple commodities of coal and salt, lead, cheese, Lancashire and Yorkshire manufactories, Staffordshire earthen-ware, &c. &c. are great inducements for ships of all nations to prefer a freight to Liverpool, as another is secured in return, (partly or wholly, as other wares may offer) of these articles, so valuable and acceptable in every part of the world. The unrivalled cotton manufactures of this country, and the earthen-ware of Staffordshire, can no where be shipped abroad to so great advantage as from hence. The same may be said of the hardwares of Sheffield. America takes off large quantities of all the above articles, and which are chiefly paid for with the money received for goods disposed of in the different parts of Europe. The ready communication with Dublin and the different coasts of Ireland, must always ensure a considerable source of trade. The corn trade is very extensive; to which many of the largest and loftiest warehouses are chiefly appropriated, which renders Liverpool the granary of the interior country.

The town records state, that, in 1565, no more than 12 vessels belonged to this port, the whole of which amounted only to 175 tons, and manned by 75 men; the largest not exceeding 40 tons. The number of ships has always been in an annual progressive increase; so that in 1793 the number had increased to 606, of 96,694 tons.

It appears that on the 24th June, 1797, 4528 vessels had arrived in the course of the preceding twelve months; of which 680 were never here before; and the number continues regularly increasing.

In the levy of seamen for the navy, the numbers were fixed upon the tonnage of the shipping in the different ports of the kingdom, and were as follows:

London, - -	5,725	Sunderland, -	696
Liverpool, -	1,711	Bristol, - - -	666
Newcastle, -	1,240	Whitby, - - -	573
Hull, - - - -	731	Yarmouth, - -	500
Whitehaven,	700		

By estimates which have been made, assisted by Edward's History of the Colonies, and Chalmer's estimate of the comparative strength of Great Britain, it pretty conclusively appears, that Liverpool navigates one twelfth part of all the shipping of Great Britain: that it has one fourth part of the foreign trade of Great Bri-

tain: that it has one half of the trade of the city of London: and that it has one sixth part of the general commerce of Great Britain.

The commercial spirit of the town may be estimated, by a comparison of the number of armed ships that have obtained licences to sail without convoy, from the different ports of the kingdom. From July 1789. till the 31st December 1799, 396 ships of that description, sailed from Liverpool: 32 from London: 50 from Lancaster: and 196 from all other ports; exclusive of vessels to the Baltic and the other northern ports; leaving Liverpool a balance, of more than one third, over the whole of the kingdom. It cannot be passed unnoticed, that the Liverpool ships have in this, as well as in former wars, been distinguished by skill and bravery in defending themselves against their enemies. It is farther to be remarked, that to this spirit of enterprize, the town is chiefly indebted for its present prosperity. At and toward the close of the American war, the merchants here, from the circumstances of the times, were reduced to the utmost distress; when on the commencement of the war with France, the armed ships of the port captured the enemy's ships, from the East and West Indies, in such numbers, and of such immense value, as enabled them not only to restore their

credit and commerce, but farthermore to trade upon real capital; which had not been so generally the case before. Considerable acquisitions have been made in the same manner, in the present war: so that Liverpool, from being a place of artificial credit in its commerce, now possesses substantial property, without producing any abatement of the spirit of commercial enterprize—hence its rapidly flourishing state.

The African slave trade had too long constituted a very considerable part of the commerce of Liverpool, but the “WRONGS OF AFRICA” are at length redressed. Through the virtuous efforts of an administration (alas! too short lived for the interests of our country) which could boast the names of FOX, GRENVILLE, HOWICK, and ERSKINE, that inhuman traffic is now abolished, and the town of Liverpool exonerated from the reproach of subsisting by the tears and blood of the injured and oppressed Africans. What effect the abolition may have upon the commercial importance of the place is a matter of conjecture, and different persons will no doubt form very different conclusions concerning it. Deeply it is to be regretted that a trade, so repugnant to every principle of humanity, should have been permitted, not only to exist, but to encrease and ramify—to employ a capital of such extent and magnitude as to

occasion its becoming an object of such national concern, as to render its abolition a question of state policy. Had our national affairs been directed by wisdom, this evil would have been checked in its infancy. But its continuance, even against the general voice of the country so plainly and loudly expressed, will remain to future generations a memorial of the duplicity and impolicy of the Son of the great Chatham. That Liverpool will, for a while, feel the effects of this abolition is obvious; but were the consequences of the measure to be much more calamitous to the town than they are likely to be, it would argue nothing against its wisdom and propriety. That which is *morally* wrong can never be *politically* right, and though a few individuals or even the whole town of Liverpool should suffer, millions will have cause to rejoice. We, however, are not of the number of those who are disposed to join in the clamorous cry of ruin to the place, merely because it is deprived of a branch of commerce *which ought never to have existed*. We know too well the enterprising spirit of the merchants of this port to despond. We look forwards with confidence to the time, and are persuaded it is not far distant, when the port of Liverpool will participate, not only in the East India trade, but also in that to Hudson's Bay and the Levant—branches

of commerce which have hitherto been unfairly monopolized by the port of London,

INLAND NAVIGATION.

This is a subject of considerable importance and intimately connected with the commerce of the town. The rivers *Mersey* and *Irwell* connect the two great towns, Liverpool and Manchester, by a conveyance so easy, expeditious and cheap, as to subserve the interests of both, in an incalculable degree. The river *Weaver* connects the trade of the town with the heart of Cheshire, particularly with the salt works of Northwich, Middlewich, Winsford, &c. The tonnage on this single article, at 1s. per ton, amounts to 16,000l. per annum.—*The Sankey Canal* facilitates the conveyance of coal from Ravenhead, &c &c.—*The Duke of Bridgewater's Canal*, communicates with the Birmingham, Worcester, Staffordshire, and grand trunk to London. *The Leeds Canal* not only unites Liverpool with Hull, but opens a communication between the Atlantic and German Oceans, through the manufacturing county of Yorkshire.—*The Rochdale Canal*, lately completed, connects Hull, Leeds, Wakefield, Manchester, and Liverpool, and opens an intercourse between Liverpool

and the German Ocean.—*The Ellesmere Canal* has not only opened a communication with the *Dee*, but will also, in a very little time, do the same with the *Severn*. These hints are sufficient to suggest to the intelligent reader, the incalculable advantages which this town derives by means of its inland navigation.

The following lines originally appeared in the *LIVERPOOL CHRONICLE* of the 24th August, 1803. Their own merit, and the connection of the subject with the contents of this little volume, have induced the compiler to add them to it. They may be considered an epitome of the foregoing pages, as well as a compliment to the town:—

LIVERPOOL,

A POEM.

On Mersey's banks, where thro' the cultur'd plain
He rolls his stream contiguous to the main,
See LIVERPOOL, with spiry grandeur crown'd,
Rise from the wave, and spread her structures round.

How different from the scene of former days!
What pleasing wonder rises as we gaze!
Were some few years recall'd—some few short years,
A straggling village to the eye appears;
No sculptur'd domes the rock lined margin grace,
No blooming landscape brightens round the place,

No vessels crowd the unfrequented port,
 Here only a few fishermen resort;
 Here only a few huts, that scarce repell'd
 The wintry storm, the shiv'ring tenants held.

How alter'd now, what different scenes arise!
 A new creation charms our wond'ring eyes.
 Where Mersey late o'erspread his barren sands—
 The pier projects, the tow'ring warehouse stands;
 The skilful artist scoops the massy rock,
 Along the shore extends the spacious dock,
 Fast spread the rising domes on either hand,
 A glitt'ring city shines along the strand.

Remembrance ling'ring still delights to trace
 Each various change that marks the alter'd place;
 Here, where the team now drags the lab'ring wheel,
 Smooth o'er the current skimm'd the gliding keel;
 There, where the garden bloom'd, the ash tree grew,
 Thick crowding mansions brighten to the view;
 Where the deep pool with idle cresses spread,
 'The sailing gull or screeching curlew fed,
 Runs the long street, where thro' the crowded mart,
 With deaf'ning thunder, rolls the pond'rous cart;
 The frowning fort erects its awful pride,
 And points its deathful engines o'er the tide;
 Where'er the eye amid the prospect strays,
 Some gay disguise the once known spot displays.

Nor yet the town alone the change confines,
 With new-born charms the neighb'ring landscape shines;
 Increasing wealth a wider sway extends,
 Amid the lawn the rural dome ascends;
 The grove, the garden, deck the gay domain,
 The smiling hedgerow intersects the plain,
 The cultur'd meads disclose a livelier green,
 And every rural grace adorns the scene.

Propitious commerce hail ! thy offspring these,
 Thine each gay charm the eye delighted sees ;
 From thee the town in all its splendour rose ;
 From thee the plain with new-born lustre glows.
 Those tap'ring spires that glitter from the fane,
 Those branching oaks that intersperse the plain,
 Those leafy arbours waving in the breeze,
 Those splendid mansions shining thro' the trees,
 Yon peasant's cot that lends an humble charm,
 The waving mill, the cultivated farm,
 The slowly gliding bark, the long canal—
 Thine, Commerce, thine the gay creation all ;
 'Twas thou that cloth'd with domes the barren strand,
 And shed luxuriance round the smiling land.

Allur'd by thee, a bosom-cheering train,
 The peaceful arts here fix'd their genial reign ;
 Thy fost'ring care their useful labours crown'd,
 And riches came, and plenty bloom'd around.
 In vain the earth her embryo treasures bore,
 In vain the cavern teem'd with richest ore ;
 'Till thy demands the wish'd-for market brought,
 No plastic art the rude materials wrought.
 'Till thy rewards enhanc'd the peasant's toil,
 Scant and unsure the produce of the soil ;
 Flocks, herds, and forests drain'd the sallow plain,
 Desponding labour sought employ in vain ;
 In theft experienc'd or in rapine bold,
 Wretched and poor the idle vagrants stroll'd :
 But into action rous'd at thy command,
 See busy life all motion round the land ;—
 Rejoicing peasants tend their teeming farms,
 The peopled town with warping myriads swarms ;
 Industrious toil lays bare the pregnant mine,
 Lash'd into form the polish'd metals shine.

To foreign shores the labour'd products fly,
 Those foreign shores the wish'd exchange supply;
 Some kind return the homeward vessel brings,
 And mutual wealth from mutual traffic springs.

Hence social life her polish'd manners drew,
 Hence every art and every science grew;
 For science still on cultur'd life attends,
 And art improves where opulence befriends.
 Each want removed, each busy care at rest,
 Now other wishes stimulate the breast;
 The thirst of knowledge thirst of wealth succeeds,
 Reposing ease to contemplation leads;
 Surrounding objects seize the vacant mind,—
 Earth how created, for what end design'd;
 Of matter what the essence or the cause,
 How nature works, her principles and laws;
 What hidden powers the known effect perform;
 How swells the tide, or what awakes the storm;
 Whence rolls the thunder, whence descends the show'r;
 How vegetation feeds each plant or flower,
 Or what gives all creation to the sight;
 What the mysterious qualities of light;
 How objects through the eye a passage find,
 And carry in their likenesses to the mind.
 A bolder effort next the student tries,
 And aims to trace the science of the skies;
 Thro' space sublime with daring Newton soars,
 The vast expanse, the boundless plan explores;
 Marks by what laws the complex system rolls,
 What mystic force the circling orb controls.
 Or turns, perhaps, his studies to his kind,
 And scans the darker mazes of the mind;
 With Locke unfolds the intellectual plan,
 The human soul, the mystery of man.

APPENDIX

S

The human mind is a vast and intricate system, capable of receiving and processing information from the external world. It is through this process that we gain knowledge and understanding of our surroundings. The mind is not a passive receiver, but an active participant in the process of perception. It filters and interprets the raw data of the senses, creating a coherent picture of the world as we know it.

This process of perception is not linear, but rather a complex web of interconnected thoughts and feelings. It is influenced by our past experiences, our current state of mind, and our expectations. The mind is constantly at work, even when we are not aware of it. It is this constant activity that allows us to navigate the world with ease and grace.

The human mind is a remarkable achievement of nature, a testament to the power of evolution. It is a tool that has allowed us to survive and thrive in a world full of challenges and opportunities. It is a tool that has allowed us to create art, science, and culture. It is a tool that has allowed us to reach the stars and explore the depths of the ocean.

The human mind is a mystery, a puzzle that has captivated the imaginations of philosophers, scientists, and artists alike. It is a mystery that we are still trying to solve. We know that the mind is capable of incredible feats of intelligence and creativity, but we do not yet fully understand how it works. We know that the mind is a complex system, but we do not yet know what the individual components are.

The human mind is a gift, a treasure that we must cherish and protect. It is a gift that we must use wisely and responsibly. We must use our minds to create a better world, a world that is more just, more equitable, and more beautiful. We must use our minds to solve the problems of the world, to bring peace and harmony to a world that is full of conflict and strife.

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GOREE WAREHOUSES
for several years been the admiration of all Eu-
rope; and at that time were scarcely to be
matched in the world.
This is a complete
and accurate
GOREE WAREHOUSES.

APPENDIX.

GOREE WAREHOUSES.

THERE are few of the inhabitants of this coun-
try who have not heard of the great fire which
happened on the Goree, on the quay of George's
Dock, on the 14th of September, 1802. This
conflagration was by far the most tremendous
in its appearance, and the most extensive in its
devastation, which Liverpool had ever known;
and in respect to waste of property, one of the
most destructive which had happened in the
British dominions since the great fire of London
in 1666.

The scite of these extensive piles of building,
after the fire had ceased, presented to the eye a
huge and shapeless mass of ruins, which seemed
almost to exclude the hope or possibility of re-
pairing the mischief, at least in any moderate
number of years. Every stranger who visited
Liverpool soon after this event, seemed convin-
ced that the prosperity of the town had received
a blow from which it could not, but at a very
distant period, be expected to recover. The im-
mense piles of warehouses then destroyed, had

for several years been the admiration of all Europe; and at that time were scarcely to be matched in the whole world.

This extensive ruin is now not only completely repaired, but the whole of these ranges of building have risen from their ashes with improved magnificence, and greatly augmented extent. The whole of this task has been completed in less than four years; and of all the various proofs which have been held forth to the world, of the spirit and resources of the town of Liverpool, we consider this as one of the most decisive and unequivocal.

At the time of the conflagration, the stone basement of the whole of that beautiful range which fronts George's Dock, had been erected, but the superincumbent warehouses had only been built on that division which reaches from the bottom of Brunswick street to Water street, and on about one fourth part of the other division. The whole of this, except the small part last mentioned, was entirely demolished. But the entire range from Water street to Brunswick street, and from Brunswick street to Moore street, is now completed, and for elegance, convenience, and situation, there certainly is not such another range of warehouses in Europe. The enormous piles which have been lately erected on the West India and

Wapping Docks, in London, are indeed vastly superior in size and extent, but in beauty and convenience they are not to be compared. The new row on the Goree is, including two divisions, in length nearly two hundred yards, of a proportionable depth, and in height six stories, exclusive of the cellars and garrets. It is built with exact uniformity, on a rustic basement, which incloses to the front a fine flagged arcade of 13 feet in width, very convenient as a promenade for the merchants in wet weather. This piazza is formed by alternate great and small arches, the former ten feet nine inches in breadth; the latter five feet eight inches. This intermixture has a pleasing appearance to the eye, and detracts much from the heaviness of that species of architecture. The whole pile has the convenience of being open to a wide pavement both in front and rear; and the front rooms of the lower story are used as counting-houses by the merchants who occupy the warehouses.

The noble range of buildings belonging to Mr. France, Mr. Dawson, and others, which stood behind the pile we have just described, was also entirely consumed, and the whole of this ground, except a few yards, has likewise been completely rebuilt. The new buildings, it is true, do not reach the enormous elevation.

which in the old was so much admired, but this deficiency may justly be reckoned an improvement. The extreme height of the former warehouses was not only beyond the bounds of just proportion, but occasioned a variety of inconveniences; and particularly rendered the danger and mischiefs of a fire much more alarming and imminent.

On the whole, we cannot but repeat that we consider these buildings as a most extraordinary monument of the opulence and enterprize of the town of Liverpool, and entitled to the highest attention, both as a public ornament and a commercial establishment.

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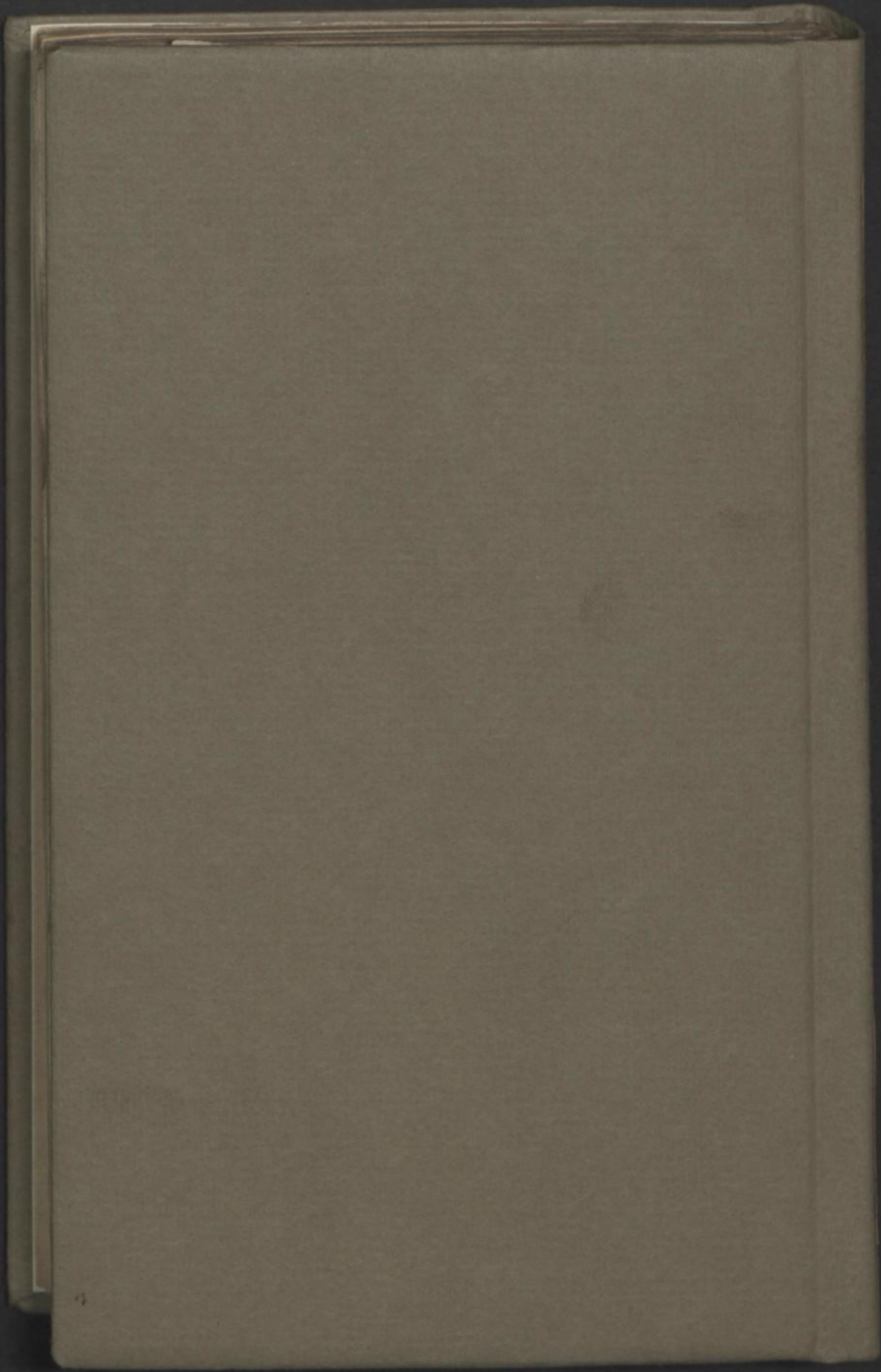
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