

history of

from the middle age to the present

liverpool



- 1172 Liverpool seems to have been a place of embarkment for the conquest of Ireland by Henry II. Henry granted John, his son, the lordship of Ireland. From this time on John appears to have realised the significance of Liverpool in relation to keeping control of Ireland.
- 1207 John brings Liverpool back under crown control giving lands in exchange to Warin de Lancaster to obtain it. Five days later, 28 August 1207, John's Charter creates the Borough of Liverpool. The Charter made "all who have taken burgage houses at Lyrpul shall have all the liberties and free customs of the town of Lyrpul which any free borough on sea has in our territories." It would appear that John's Charter created 168 burgesses, some of whom took the opportunity of moving from the West Derby manor to become freemen in Liverpool. Liverpool geographical area consisted of seven streets, Dale Street, Bank Street, Castle Street, Moore Street, Mill Street, Chapel Street and Juggler Street. Around these streets the burgesses had their strips of land for growing food. To the south of the Pool was the waste where the townsmen dug for peat. Only access to the waste was via a ferry over the Pool.
- 1235 William de Ferrers, the Earl of Derby, given royal assent to build Liverpool castle. This makes him de facto Lord of Liverpool.
- 1237 Liverpool Castle built on the site that today houses the Queen Victoria Monument in Castle Street/Derby Square. The actual date when the castle was built is open to conjecture with other historians offering alternatives to the events described here.
- 1266 William de Ferrer deposed for treason. The king placed Liverpool under the Earl of Lancaster's jurisdiction, a situation that lasted until 1399 when Henry Bolingbroke, the Lord of Liverpool and Earl of Lancaster, took the throne from Richard II, thereby bringing Liverpool back under royal control.
- 1331 First reference to Liverpool on a map of Britain. Moreover, from this time onwards there are frequent references to Liverpool as a naval base and this probably explains why it began to appear on cartographers maps.
- 1335 William de Werdale provided war ships for Edward III, they were based in "Lyverpole"
- 1351 William de Liverpool became first Mayor of Liverpool. This was an important step forward for the burgesses from whose ranks the Mayor was chosen. The Mayor was usually appointed annually on St. Luke's Day (18 October). The calling of the "Portmoot", a medieval type of assembly, followed this a few days later. At the time of the Mayor's appointment the burgesses also chose the bailiff.
- 1361 Edward III ordered the Navy to speed to "Lytherpool" and Chester in order to prepare for an attack upon Ireland.
- 1400 During the 15th century, as a result of the Wars of the Roses and the effects of the 100 years war with France, the English monarchs were forced to loosen their hold over Ireland. This had an adverse effect upon Liverpool's economic prosperity.

- 1406 Stanley granted permission by the crown to fortify his house at the foot of Water Street, this became the tower. The Tower stood for over 400 years before the council of the day demolished it, severing the town's last links with its historical past. The Tower building now occupies the site.
- 1425 During the baronial battles that dominated England in the 15th century Liverpool's two most powerful families, the Molyneux's and the Stanley's were often at loggerheads. In 1425 they lined up in battle against each other only for the sheriff of Lancaster to intervene and avert open warfare.
- 1507 The Tudor monarchy ushered in a period of stability during which Liverpool's prosperity increased. The Tudors re-established control over Ireland which quickly revived trade for the Liverpool merchants. Moreover, trade between Europe and America also helped to revive Liverpool.
- 1561 Ancient haven destroyed by a great storm in November.
- 1565 Liverpool had 138 householders and cottages, with a population of about 690. The port consisted of ten barques and two boats with a total tonnage of 223 tons and employed 75 men. Ireland, Wales, the Isle of Man and Liverpool. There is also some indication that Liverpool was expanding its trading links as far as Breton and Bordeaux.
- 1570 Liverpool men were attempting to control salt supplies from Cheshire rather have to rely on supplies from Breton. This trade had its own dynamic as Liverpool ships, by the time of Elizabeth I, began to export coal, iron, copper, hops, Yorkshire cloth, alum, soap and in return would import such diverse commodities as sheepskins, tallow, linen, flax, frieze and mantles, wool, salt herrings and salt beef.
- 1592 About this time the ancient park of Toxteth was broken up and divided into farms for Puritans. In the 19th century part of the old Park became Sefton Park.
- 1600 Population of Liverpool estimated at 2,000.
- 1626 Charles I granted Liverpool a Charter, which re-stated that Liverpool would be a free borough forever. The Charter notes, That Liverpool is an ancient and populous town, and the only port of the County Palatine of Lancaster. Alas, Charles had money problems, which forced him to sell the royal estates in Liverpool to the Corporation of London (1628/9) for £120,000. Also included in the deal was the sale of the ferry and the market tolls. Subsequently, London sold all its rights in Liverpool to Lord Molyneux for £450. No wonder Charles lost his head!
- 1642 Civil War in England. Moore supported the Roundheads, as did the majority of burgesses who were overwhelmingly of Puritan stock, while the nobles and the gentry supported the Cavaliers. The Cavaliers had a strong power base in that they had possession of the castle and tower at the commencement of military operations. Initially, Liverpool was in royalist hands with the Mayor, John Walker supporting the king. Edward Norris was governor.

- 1650 Parliamentarians take control of the town. Royalist cause throughout Lancashire collapsed. John Moore became governor of Liverpool.
- 1651 Prince Rupert with an army of 10,000 retook Liverpool although the parliamentarians put up a stout defence. Rupert lost over 1,500 troops. Meanwhile, Moore escaped. The Roundheads recaptured the town six months later. There was a lot of damage to the castle and it remained in poor condition until its demoliton.
- 1647 Liverpool becomes a free port, no longer under the rule of Chester.
- 1648 The Mayor of Chester's account to the Privy Council noted that Liverpool was a "little Creek" compared to the "wide and extended port of Chester." In fact Liverpool had 24 vessels, with a total tonnage of 462 tons compared to Chester's 15 vessels weighing a total of 383 tons. William Williamson, the Mayor of Liverpool attempted to have Liverpool recognised as the superior port but was overruled by the Privy Council. First reported cargo to arrive from America.
- The ship was called Friendship; its cargo was mainly tobacco.
- 1668 Lord Molyneux laid out Lord Street. When he erected a bridge over the Pool he came into conflict with the burgesses which culminated in Liverpool gaining civic independence.
- 1672 Liverpool gets its town back! Following a dispute with Molyneux over building a bridge over the Pool, which Molyneux had built to give access to the waste. The Common Council promptly knocked down the bridge. The dispute was resolved when Molyneux granted the fee farm lease to the burgesses on a one thousand year lease. In return the burgesses allowed Molyneux to build a bridge on payment of an annual rent of 2d. Later the burgesses were able to secure the fee farm lease outright. This gave the burgesses complete control of their courts and their markets and also brought an end to a struggle for the lease that had lasted since medieval times.
- 1673 Trade from the West Indies begins to pass through Liverpool. Its potential was noted as early as 1650 by Sir Edward Moore, who noted that if a sugarhouse was built it would bring "a traid of at least forty thousand pounds a year from ye Barbadoes, which formerly this town never new."
- 1698 Liverpool now had 24 streets and a population of about 5-6,000.
- 1700 Liverpool acquires its own Customs House giving Liverpool control over its own trading affairs. This was a fundamental step into becoming a major port; the development of a dock system was soon to follow. Liverpool is now completely separated from Chester.

Liverpool exists because of the River Mersey. The original "Pool" of Liverpool provided a sheltered inlet next to high ground on which Liverpool Castle was built. The town grew north-westerly around the spine of Castle Street, forming the significant part of Liverpool's historic urban structure.

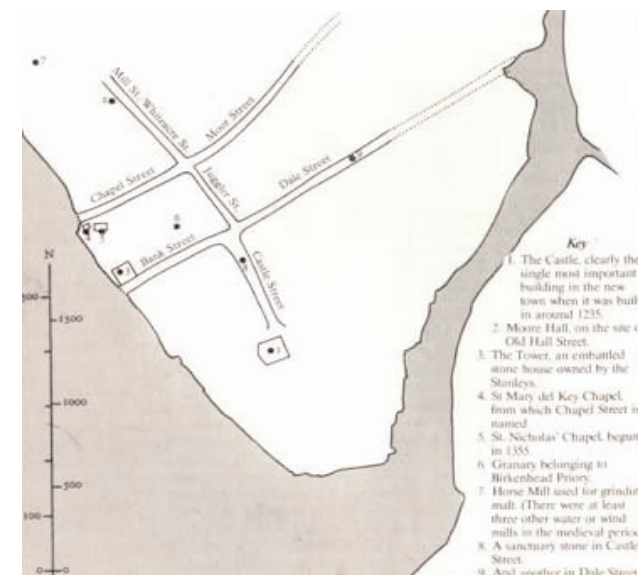
Two important events effected the further expansion of Liverpool. In 1668 Lord Moluneux laid out Lord Street, effectively spanning the pool with a bridge, linking the eastern suburbs. Secondly, the engineer and architect Thomas Steers put forward proposals to close the Pool and create one of the first enclosed docks in the world - "The Old Dock".

The world's first commercial wet dock was built 1712 in the mouth of the Pool, it could accommodate between 80 and 100 ships. The upper reaches of the Pool were drained and new streets, Whitechapel and Paradise Street were built upon the reclaimed land. Liverpool's trade began to expand rapidly.

Customs House removed from Water Street to a new building near to the first dock. Industries close to dock included: Blackburne's salt works, sugar refineries, iron foundry, a copper works as well as numerous metal workshops.



the old dock

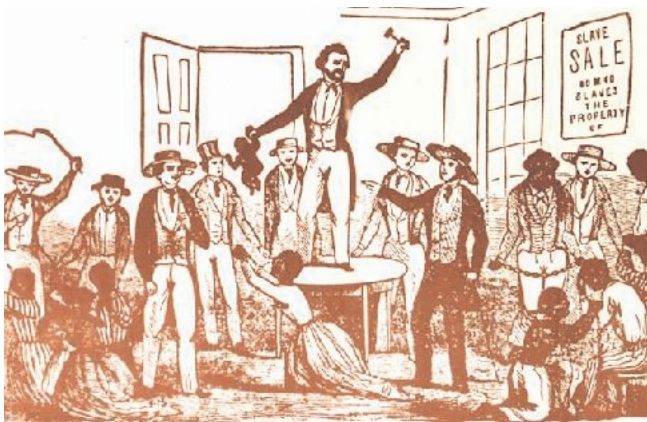


Liverpool in the middle age

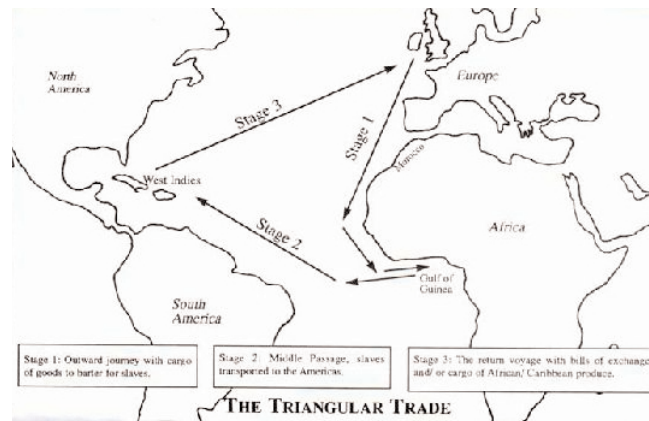


Liverpool in 1668

It is no exaggeration to say that the grand buildings which grace Liverpool's waterfront and inner heart were built with the blood money of slavery. From 1700, when the slave trade was embraced by the city's merchants, Liverpool was transformed from a modest trading village into a major mercantile capital, prospering on the back of the infamous "triangular trading" of slaves for raw materials. Cotton goods and hardware were transported to West Africa to be exchanged for slaves, who were in turn carried to the West Indies and to Virginia to be exchanged for sugar, rum, tobacco and raw cotton.



slave trade in the 18th century



the triangular trade

Liverpool's prosperity grew dramatically through the 18th and 19th century, with the port supplying the new world with the manufactured goods of the northern mainland and importing raw materials to fuel the industrial revolution. Its population had grown from 20,000 to 80,000. In 1707 about 102 ships were using the port this had grown to nearly 5,000 by 1806. Moreover, tonnage had increased from a meagre 9,000 tons to over 450,000 tons in the same period.

Architecturally, Liverpool as the Empire's second city, pioneered the vision of emulating the beauty and splendour of ancient Greece, but had the added influence of its American sisters across the Atlantic trade route which set her apart from other English cities.

In 1725 the Liverpool Castle was demolished.

The road between Liverpool and Prescot improved following the establishment of a turnpike trust. This gave Liverpool improved communications with its back areas. An essential ingredient for Liverpool's trade expansion.

In 1729 Liverpool and Manchester connected following work to make the Rivers Irwell and Mersey navigable. At this time Liverpool was the third mercantile port of Britain behind London and Bristol.

The Parliament decided 1755 to build the Sankey Canal. Once built it connected Liverpool with the coalfields

around St. Helens. The Sankey Canal was the first canal to be built in Britain. In 1766 the Duke of Bridgewater's canal also was built between Runcorn and Manchester. And in 1777 Brindleys Grand Trunk Canal, 92 miles long, connecting the Trent with Mersey was completed.

The abhorrent trade was abolished in 1807, and people-moving of a different kind became the port city's major industry. In 1813 the East India Company's monopoly was abolished of trade with India. This aided Liverpool's trade with the far east. This position was further strengthened when the East India Company's monopoly with China was abolished. Between 1830 and 1930, nine million hopefuls - English, Scottish, Irish, Swedes, Norwegians and Russian

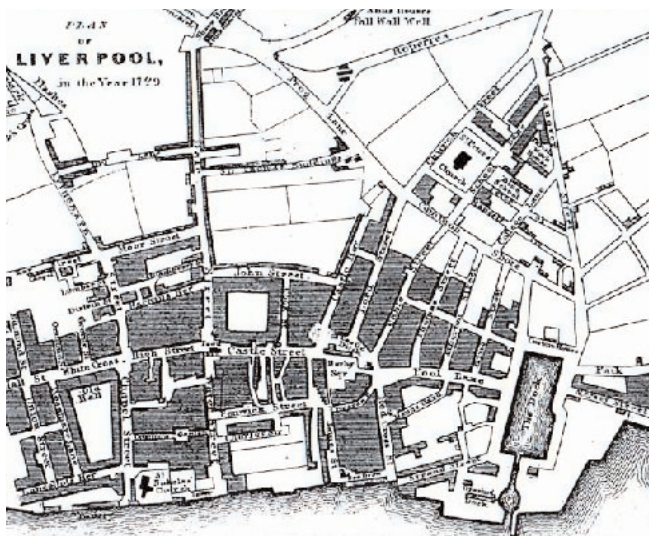
Jews - set sail from the Mersey's docks to find a better life in Australia and the USA. Liverpool was also the port of entry for migrants from Britain's far-flung colonies, and the resulting Caribbean, Indian and Chinese communities that developed made it one of Britain's first multicultural cities.

Four times between 1830 and 1866 Cholera outbreak in Liverpool and kills almost 15,000 people. The total number of cases estimated at 25,000.

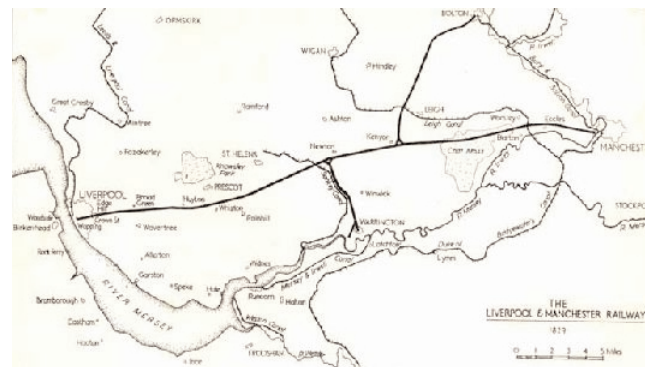
During the early 1900's, Liverpool was well served by public transport: rail linked to every part of the country to serve the booming commercial liner industry, a comprehensive tram network linked the outlying suburbs to the

city core and a unique overhead railway threaded along the docks. Sadly, through changing political and economic climates, both the tram system and overhead railway were removed, leaving wide expansive corridors of varying quality quite unusual to British cities.

The 1920's and 30's witnessed significant changes to the face of Liverpool. Many large projects were started. St Johns Gardens and the Old Haymarket changed dramatically with the building of the Mersey Tunnel, providing an improved link across the River Mersey. Work also began on the impressive Roman Catholic Cathedral, to rival St. Peters in Rome, but tragically the war interrupted work and Lutyens original plan was never realised.



Liverpool in 1729



Railway Liverpool-Manchester 1829



late 19th century

Liverpool's cosmopolitan nature was reinforced by the second World War influx of American GIs and the city's role as the western gateway for transatlantic supplies - which was also one of the reasons it was heavily bombed during the war. Liverpool also accommodated the Combined Headquarters of the Western Approaches, which coordinated the transatlantic convoys and the battle against German U-Boats.

The Second World War had an enormous impact on the urban pattern of Liverpool - whole streets disappeared along with many fine buildings,

homes, churches and schools. Between 8 and 15 May 1941 Liverpool was hit by the Blitz. During the week the "Luftwaffe" dropped 2,315 bombs, 119 land mines and countless incendiaries. In the Merseyside area almost 4,000 people were killed, some 3,500 were seriously injured and over 70,000 were made homeless. Many of Liverpool's historic buildings were either destroyed or badly damaged. Specifically in the City Centre, bombing raids during May 1941 devastated the area between Church Street, Lord Street, South Castle Street and Hanover Street.



Captured U-Boat entering Gladstone Dock 1941



drury lane in 1941

Spirits and civic pride received a well-needed boost when Liverpool stormed the entertainment world in 1963-64 with its Merseybeat sound. No city has spawned a group as popular as the Beatles, and they all remained reasonably true to their Scouse roots.

But during the 1960's, dramatic changes took place in Liverpool. Not only did a significant portion of the shipping trade move to the south east of England, but the nature and operation of seaports altered with the introduction of containerization. Liverpool lost its political status and the economic benefits of being a major trade port disappeared: Liverpool had to adapt. The City's last significant development followed the riots of 1981. The Government set up the Merseyside Development Corporation (MDC). MDC went about restoring areas of the south docks, including Albert Dock.

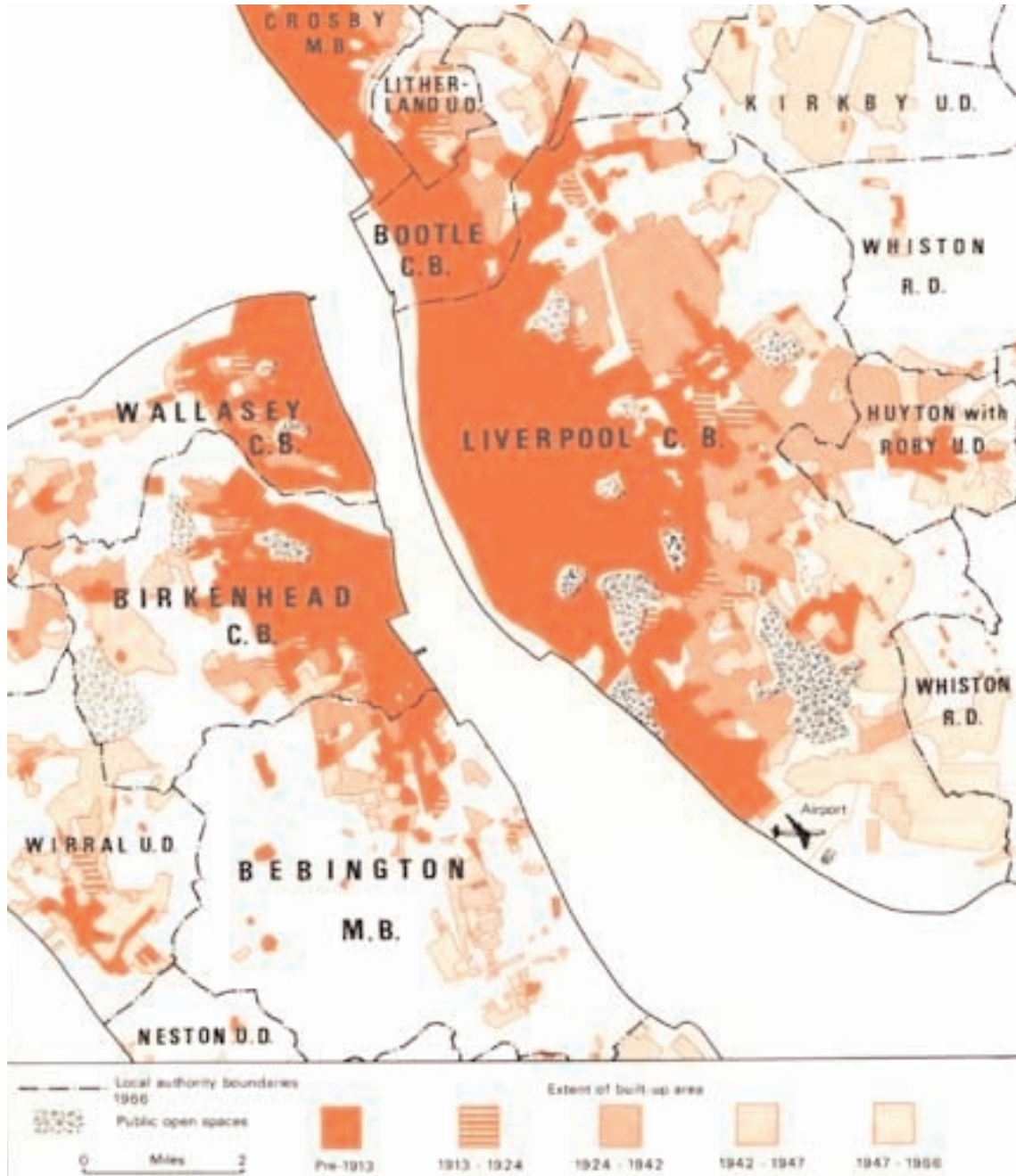
The city famed for its Mersey beat, Scouse wit and rivalry with all things Mancunian continues to receive its fair share of visitors, and is a strong contender to win the highly soughtafter tag of 2008 European Capital of Culture.

Toward the end of the Second World War, a Post-War Redevelopment Committee was formed to oversee the planning and rebuilding of Liverpool City Centre. The first 1947 Plan proposed an inner ring road around the commercial centre, which was to be extensively rebuilt, eliminating narrow streets with more spacious lines. The Shankland plans of the 1960's proposed a vast network of traffic routes using multilevel flyovers with mass capacity car parks linking a continuous segregated pedestrian walkway to shopping precincts, literally streets in the sky. This vision was never fully realised and has left the City with a legacy of discontinuous sections of elevated walkway and first floor entrances, particularly in the commercial district.

It is acknowledged that Liverpool once was the centre of trade and commerce for the North-West region although since the Second World War there has been a progressive decline of Liverpool's retailing position.



Model in 1947



reference:

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www.liverpoolvision.co.uk/som01.htm

built up area, 1913-1966