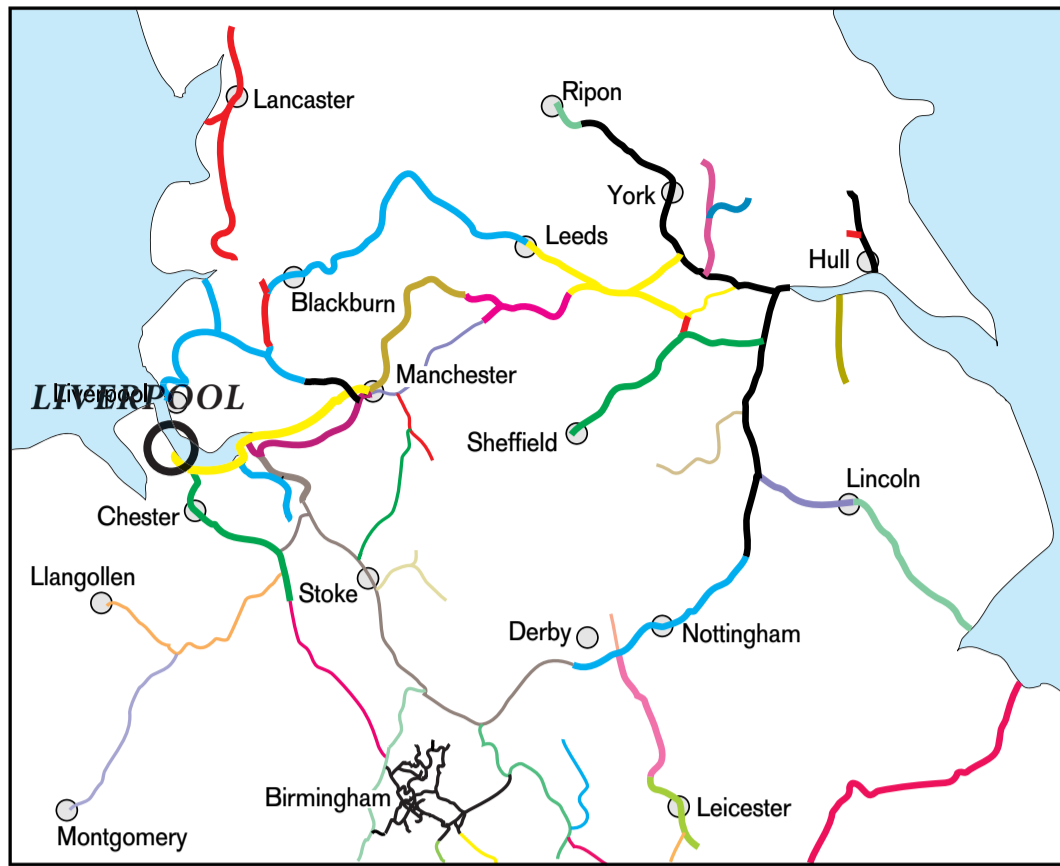


# LIVERPOOL

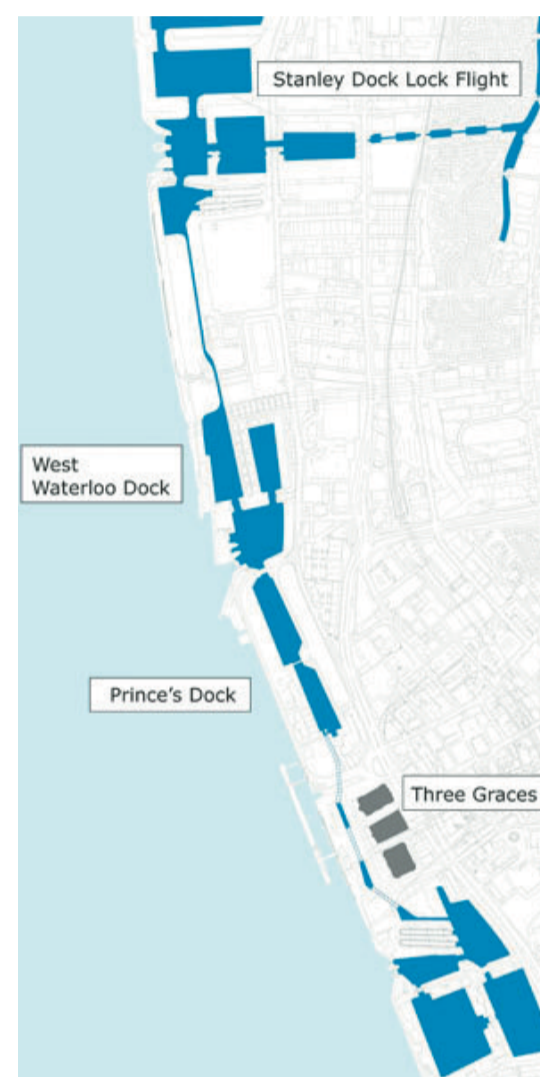
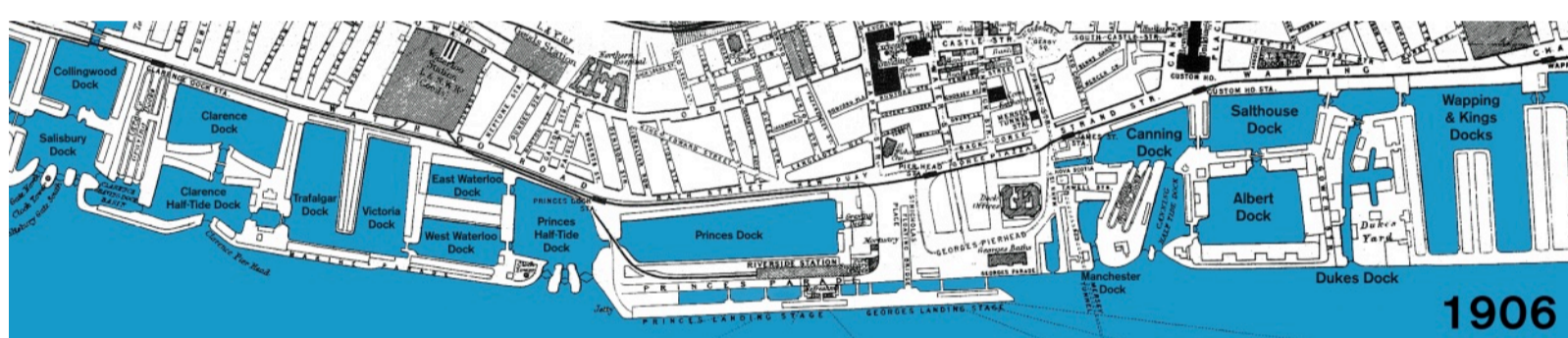
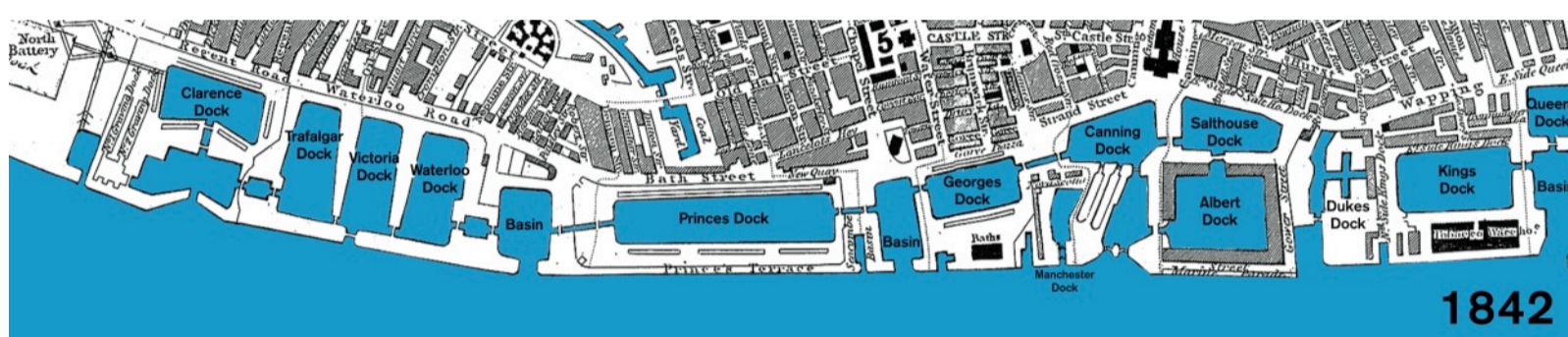
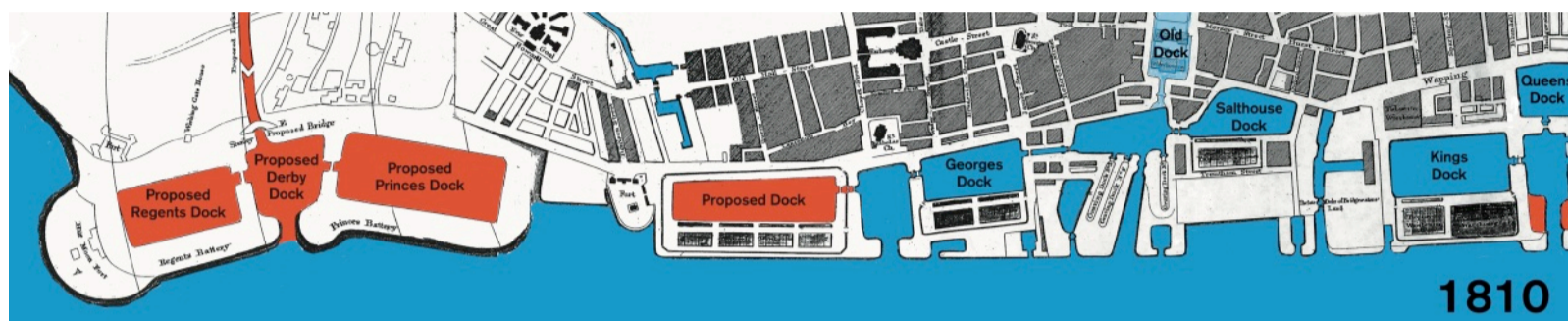


The city and port of Liverpool are testimony to the development of maritime mercantile culture in the 18<sup>th</sup> and 19<sup>th</sup> centuries, and played an important role in the growth of the British Empire. Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire.

Liverpool was one of the world's major trading centres, and a port for the mass movement of people: it was a centre for the slave trade until its abolition in 1807, and for emigration from northern Europe to America. Thousands of people from all over Europe passed through Liverpool when emigrating to the New World. The first ocean steamship left from Liverpool



The first boat to use the new canal approaching Pier Head and the lock out of the old Princes Dock section.



in 1840; from that date onwards the town became a major centre connecting Europe to America.

Liverpool's waterfront was once very different from that of today. Where the world-famous riverside now stands was where the tidal Mersey merged with the Pool from which the town drew its name. The Pool was the best mooring, though vulnerable to the weather. In its place the council built the first commercial wet dock in the world, which opened in 1715.

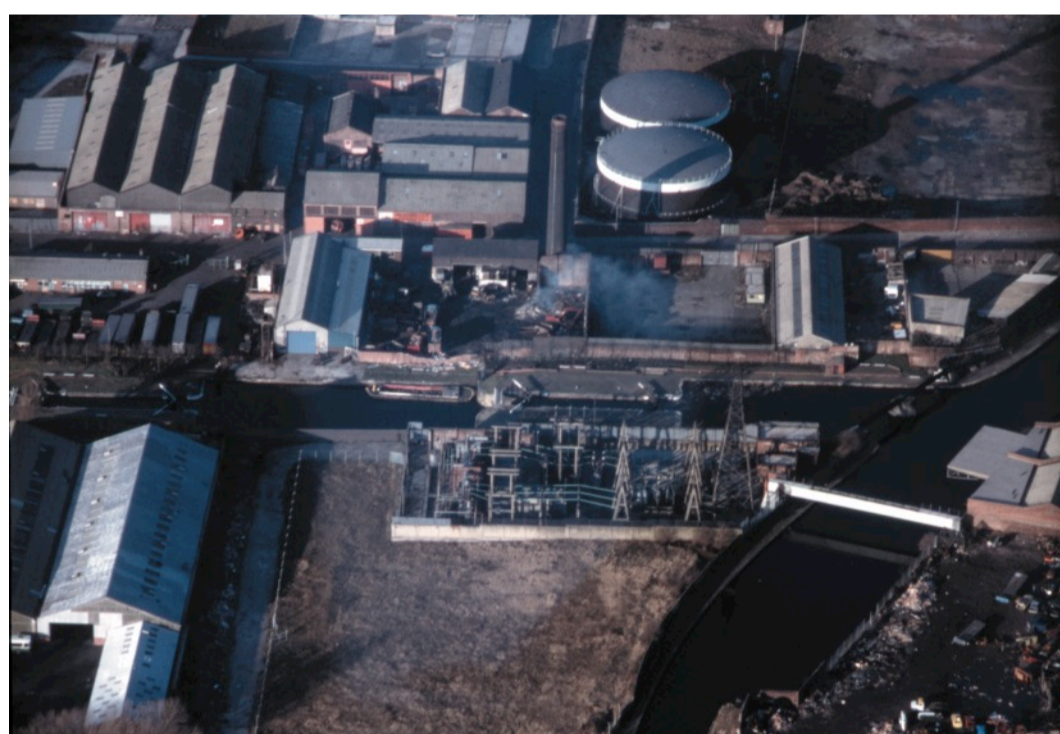
Development of shipping led to the expansion of associated trades, such as ship builders, sail-makers, blacksmiths, and riggers. Liverpool grew dramatically in the 19<sup>th</sup> century: the population went from 78,000 in 1801 to 685,000 by 1901. Liverpool gained city status in 1888, and by the early 20<sup>th</sup> century it was the 'Second City of the Empire'.

After the First World War, there was an economic downturn, yet the city council continued to make improvements, such as the Mersey Queensway Tunnel, which in its time was the longest underwater tunnel in the world. In the Second World War, Liverpool was bombed more heavily than any other provincial city in Europe.

Post-war rebuilding took place, and by the 1950s Liverpool was once again the second most important port in the empire in terms of the value of its imports and exports, and the most important in terms of its passenger figures. In the late 20<sup>th</sup> century, after a prolonged period of unemployment and decline, the revival of the fortunes of the city lay in the redevelopment of its dock system. The Albert and Wapping Docks were restored as visitor attractions and a retail centre, and the installation of new dock gates at Canning facilitated the Tall Ships and Mersey River Festival in the 1980s and 1990s. As part of this redevelopment, a new canal was built through the closed central dock system, to connect the existing Leeds & Liverpool Canal at Stanley Dock with the revived South Docks.

After the Stanley Dock branch opened in 1846, canal boats could pass from the Leeds & Liverpool Canal to the South Docks until the Liver Building was erected at Pier Head around 1900. These three maps show the changes to the dock system, and the original terminal of the canal on Old Hall Street, which closed around 1885.

On the right is a plan of the new canal link, which uses the line of the central docks, with the edge of some of the old docks retained as one bank of the new canal.



The junction of the Leeds & Liverpool Canal and the Stanley Dock branch in 1986. The industrial buildings have now disappeared, and houses line the locks.



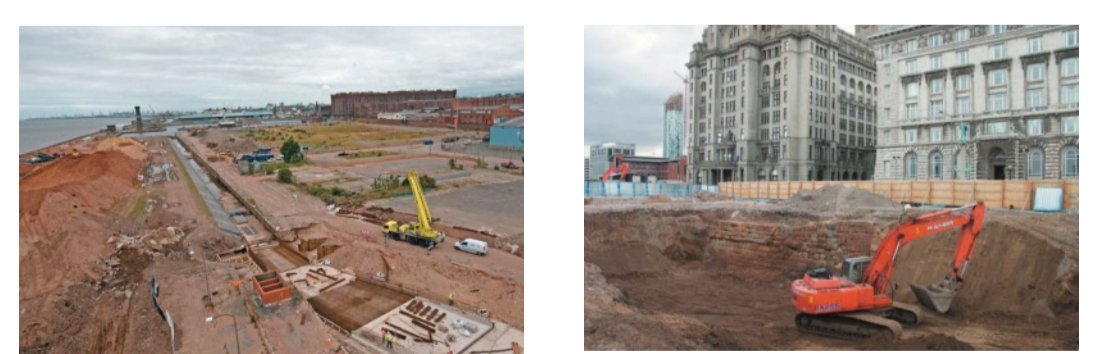
Stanley Dock warehouses, at the bottom of the locks down from the canal. In the foreground are the remains of the old barge lock which gave access into the River Mersey.



The new canal uses the line of the old central docks, seen here in 1989. Clarence Dock Power Station is in the background, with one of the bascule bridges which gave access to the river bank. The ship is the *Manxman*, in use as a club at the time.



Several views of the new canal under construction. Above and right is the route through the old central docks, with Salthouse Dock top right.



<http://whc.unesco.org/en/list/1150>  
<http://www.liverpoolworldheritage.com/>

## WORLD HERITAGE WATERWAY SITES