

1: Aden in the spotlight: war-torn port city tries to dust itself off | Cities | The Guardian

Several of the ports had existing trading links with the Americas - not only in the early days with Lisbon and Cadiz, but London, Liverpool, Bristol and Nantes all had begun trading in tropical goods, particularly sugar, before they became heavily involved in slaving.

With this monopoly, only ships owned by the Company could trade for gold, ivory, wood for dye, spices and slaves. Any other companies or merchants trading with Africa would have been acting illegally. With their international trade contacts, Bristol merchants were well-placed to enter the African trade. We do not know exactly when Bristol ships first entered the trade in African slaves, but evidence suggests that Bristol was illegally trading to Africa for slaves at least as early as the 1600s. It repeatedly asked the government to change the rules that allowed the Royal African Company to have control over trade. Local shipbuilding yards in Bristol, such as the one shown here, would have been involved in fitting out ships for the trade. This drawing shows the shipbuilding yards of Sidenham Teast in the docks at Bristol. Ships were built and refitted here by four generations of the Teast family, from about 1600 to 1700. In this drawing, there seems to be a black shipwright in the ship on the left. The captain purchased a number of enslaved Africans, and delivered them to the island of Jamaica, in the Caribbean. There they were sold and put to work on the plantations. Many ships followed, such as the Southwell frigate pictured here, which made two slave voyages from Bristol in 1700 and 1701. In 1701, the ship delivered enslaved Africans to the Caribbean islands of Jamaica and Antigua. It was reported that the ship died crossing the Atlantic Ocean, probably due to sickness because of the harsh conditions. In 1702, on a voyage to Angola, West Africa, the captain was instructed to buy slaves. It is not known how many he did buy, but only enslaved Africans were delivered to America. The transatlantic slave trade, so-called because of the route taken by the slave ships across the Atlantic Ocean from Africa to the Caribbean and North America, had an enormous effect on Bristol. Between 1700 and 1705, a known 2,000 ships left Bristol for Africa to exchange goods for enslaved Africans and take them to the Caribbean. Many other English and European ports of the time were also involved in the trade, such as London and Liverpool in Britain and Nantes in France. Bristol was a wealthy city and trading port before its involvement with the transatlantic slave trade. The profits from the trade made it wealthier. The next chapters in this section show how wide this impact really was on the city and on those who lived and worked in the surrounding areas.

2: Liverpool2 | Peel Ports

Introduction-- Impressment and the Law-- Resisting the Press gang: Trends, Patterns, Dynamics-- Spotlight on Two Ports: Bristol and Liverpool-- Manning the Navy in the Mid-century Atlantic-- The Navy and the Nation, Epilogue.

Introduction In this paper I want to look at the European ports which were involved in the transatlantic slave trade. I want to examine the characteristics of the trade, why particular ports became involved and what the consequences were for them. What made a so-called slave port? Why did some ports specialising in slaving? Did the nature of the slave trade encourage such specialisation? I shall be concentrating on the pre-nineteenth century period when slaving was still an officially countenanced activity whilst acknowledging that the trade continued for more than six decades after it was first made illegal and that nearly a quarter of all those Africans enslaved were transported in this later period. The main European ports involved in the slave trade So which ports were involved? The main slaving nations were the Western European powers with coasts on the Atlantic Ocean. They were the politically and economically dominant states of Western Europe in the early modern period, which crucially had colonies and economic interests in the Americas: In the first couple of centuries, the Iberian nations were not surprisingly the most active, servicing their developing American empires. But the demand particularly for sugar from the mid-seventeenth century onwards and the rapid colonisation of the Caribbean by the northern European powers, led by the British and French, saw the trade dominated by these same nations until the early nineteenth century. The Iberians then returned to the forefront during the period of the so-called illegal trade. Indeed, contrary to what is often said the Portuguese, not the English, were responsible for shipping the greatest number of Africans across the Atlantic. But what about the ports? The point is often made that virtually every port sent a ship into slaving. In England one can come up with a list including not only the obvious ones like Liverpool, London and Bristol but also Plymouth, Exeter, Bridport, and locally Chester and Poulton. And the process of domination seems to have accelerated at the end of the century with Liverpool not only outstripping its English rivals but the European competition. The same situation is true elsewhere. Again in France we can come up with a list of nearly 20 ports which were involved with the trade at some point but there were four principal slaving ports: In Spain, Seville was initially the port for all Indies trade including slaving but this was transferred to Cadiz in and after other ports were allowed to participate but few apart from Barcelona were much involved in slaving voyages. In Portugal the principal participant was Lisbon. A similar pattern of specialisation emerges in the Netherlands. This is not to argue that the slave trade was somehow a peripheral activity carried on at the margins, but to recognise that the organisation of the trade was concentrated in relatively few places. Geographical location So, what was important? Geographical location - most important slave ports had easy access to the Atlantic, they also had good port facilities for the deep sea vessels which were essential to cope with the weather conditions of the tropics and the Atlantic. Several of the ports had existing trading links with the Americas - not only in the early days with Lisbon and Cadiz, but London, Liverpool, Bristol and Nantes all had begun trading in tropical goods, particularly sugar, before they became heavily involved in slaving. Access to trade goods Access to trade goods was essential. A wide variety of goods was in demand on the West African coast including textiles, guns, alcohol, metal goods, beads and cowries. Some of these items were available locally from local manufacturers; others could be supplied from connections with a wider hinterland. Here geography was important - we forget just how important rivers and canals were for the transportation of goods in the eighteenth century. But a significant proportion of trade goods also came from further afield, in fact frequently from the other side of the world - such as the textiles from India and cowries from the Indian Ocean. If we look at Liverpool, it produced very little in the town itself but it had good connections, principally through rivers like the Mersey and Weaver and through the growing canal network to Manchester, Lancashire, and beyond to Yorkshire, and south to the growing industrial Midlands. Thus textiles came from Lancashire and Yorkshire, copper and brass goods from Warrington, North Cheshire and Staffordshire, guns and ammunition from Birmingham. Liverpool merchants had no direct access to Eastern markets because of the monopolistic position of the East India Company, which was not broken until after the slave trade had been abolished.

They, therefore, had to obtain such goods from London and sometimes Amsterdam. Another sought-after commodity was glass beads. Although Nantes was some 50 miles from the sea, its position at the confluence of the Loire and the Erdre rivers gave it access to an important hinterland, including Paris. But it was also the main import port for the French Indies Company which gave it easy access to Indian cloths. Good international trading connections were needed for other items - it got guns from England and beads and cowries came through Amsterdam. But Nantes had one significant advantage over Liverpool: These *indiennes*, produced from onwards, became an important local industry. By there were a dozen factories, employing 4, workers, all producing cloth almost exclusively for the trade to Africa. Nantes also produced alcohol - the local *eaux de vie* - as well as swords and knives. Mercantile initiative Another factor was mercantile initiative. Liverpool was a rapidly expanding port in eighteenth century with a new merchant class developing, often looking for new openings, quick profits and thus willing to take risks. Slaving was risky but it was also potentially very profitable. Few merchants, though, invested solely in slaving and the diversity of their portfolios could be an advantage, often one enterprise supporting another. Guillaume Grou bought a country property where he grew vines and then produced brandy, for the slave trade. But in some cases there appears to have been an element of necessity. Liverpool was slow compared with Bristol after the monopoly was lifted in entering the trade in a big way, only doing so in the s and 40s. There is some evidence that in the early eighteenth century, Liverpool was being pushed out of some trades - by Glasgow in tobacco, Bristol and London in sugar - and thus its merchants tried embracing the more risky slave trade as one way of establishing a niche. Similarly, many of the Lancaster merchants who took to the slave trade were ambitious young men who lacked openings in the traditional trades. Concentration of the slave trade in a few specialist ports There is no doubt that slaving became a specialist trade. A slave voyage was quite complex to organise and the balance of trade goods was crucial. Knowledge and experience were the keys to success. Merchants gave their captains detailed letters of instruction with very specific instructions. The range and relatively quantities of goods was also vitally important. The relationship between merchants in Europe and African traders was quite sophisticated and personal contacts developed and helped sustain it. Often ships carried quite small parcels of goods and sometimes there were specific requests. The return on that investment was also relatively slow not only because of the length of the voyages, but it frequently took months to obtain a cargo of enslaved Africans on the west African coast. This is partly why many vessels chose to return to Europe without waiting for a cargo in the Caribbean and came back with bills of exchange, which were negotiable. This experience paid off. Lancaster which briefly entered the slave trade, most actively in the period , found it was unable to compete successfully enough with Liverpool and its merchants moved back into their traditional trades. Nantes was also able to beat off competition from its most important French rival, Bordeaux. This was partly because of preferential tariff arrangements but also because Bordeaux was already very successful, dominating the direct Caribbean trade. Further, the specialisation of Nantes, resulting from its East Indian connections and *indiennes* cloth, gave it that all important edge in competing. The pattern seems to be that having established a dominant position, the major slave ports like Liverpool, Nantes and the Zeeland ports, tightened their grip towards the end of the eighteenth century. This concentration may have been helped by one or two other factors. Legislation in Britain and France was beginning to regulate the trade more than before and it must have been somewhat more irksome to organise. The campaigns of the abolitionists begun in earnest in the s may also have had some effect perhaps in dissuading some of the minor ports and potential new entrants who may have been more susceptible to the distasteful aspects of the trade and there may also have been a realisation that the abolitionist movement would ultimately succeed. Why not get out before you were forced out? The legacy of the slave trade in the architecture of the ports There are also certain similarities between the slave ports. Partly this results from their prosperity but some of it is also more specific. Although slaving was not the only trading activity for these ports, it was crucially important and brought them wealth and success. Several of the main slaving merchants had impressive town houses or had apartments in such buildings that were almost palatial inside. They were concentrated in the Ile de Feydeau and one can still see the eighteenth century grandeur when visiting today. That is perhaps less true of its British counterparts. But London still has its eighteenth century squares and if one rubs below the surface in say somewhere like Portman Square one

finds slaving and slavery without too much trouble. And we know from contemporary descriptions of Liverpool and Bristol, beginning with writers like Celia Fiennes and Daniel Defoe in the early eighteenth century, that both were fine towns architecturally and physically. One perceptive visitor was Francis La Rochfoucauld who was in Liverpool in 1697. Although only 19 he was well-travelled. In looking at this beautiful town, its port and its walk, I certainly saw all the signs of great wealth. However, they also invested in houses on the outskirts of the town or sometimes further afield. Thomas Leyland had several unexceptional houses in Liverpool during his lifetime but also acquired Walton Hall north of the city in fact not a stunning architectural building! The Ashtons bought Woolton Hall, which was in a different league, especially after it was remodelled by Robert Adam, the leading architect and interior decorator of the age. But the influences of slavery could be more specific. The Black population in slave trade ports Many of the ports have stories about the slave trade passed on by word of mouth and in popular histories. Liverpoolians are very familiar with the stories of tunnels under the city for transporting slaves between the docks and the town and the cellars where they are said to have been kept and shackled. But one can find similar tales of tunnels and cellars in Bristol and in Nantes. Although the nature of the trade was triangular and in general Africans were transported only as far as the Americas where their labour was needed, some Africans and people of African descent were brought back to Europe. Not surprisingly, all the slave ports had Black populations to varying degrees. In some cases, proximity and the existence of direct trade may have been the predominant factor. Lisbon is estimated to have had 10,000 Black slaves in and a continuing significant Black population. In England, the largest Black population was found in the capital London, probably numbering between 5,000 and 15,000 at the end of the eighteenth century. Many were domestic servants, but they were also employed in other trades and there was an unknown but significant number of sailors, both in the Navy and the mercant marine. There were also a noticeable number of free Blacks, who recognised allegiance to no-one. Elsewhere the numbers were smaller and it is even more difficult to be precise. Liverpool certainly had its Blacks - we know of sales in coffee houses and on the exchange, there were domestic servants, there are a few references in parish registers but there were also a noticeable number of Africans mainly sons of leaders and chiefs being educated in the town, numbering perhaps 50 in the last few years of the century. In terms of absolute numbers, they were probably always a small percentage of the population but they are no less significant for that.

3: Ship Arrivals / Departures, England

Introduction --Impressment and the law --Resisting the press gang: trends, patterns, dynamics --Spotlight on two ports: Bristol and Liverpool --Manning the navy in the mid-century Atlantic --The navy and the nation, --Epilogue.

The Reds ran wild with two goals from Harry Wilson in the first half, followed by five goals in the second half, in order, from James Milner from the spot, Daniel Sturridge, a Ryan Kent stunner, Danny Ings, then another goals from Sturridge to give Liverpool an 0-7 victory. Tranmere fired back with goals from Jonny Smith scoring a rebound after a hard free kick Loris Karius could not hold on to, then Amadou Soukouna tacked on a late second, but Liverpool held on and won 2-3. Sturridge, Ojo, and Dominic Solanke all had attempts cleared from the goal line. Virgil van Dijk opened scoring in the first half to give the Reds a 1-0 lead at halftime, but Dortmund stormed back with two goals from American Christian Pulisic and a late PK from Jacob Bruun Larsen to give Dortmund the 1-3 victory. Liverpool opened the scoring with goals from Roberto Firmino and Wijnaldum each scoring. Andrea Belotti answered with a header before the half, but Sturridge responded with another goal to a strong preseason to give Liverpool the 3-1 victory in their final preseason match. In the last few minutes, Sturridge came off the bench to score with his first touch of the game and just 24 seconds of playing. The 4-0 win put Liverpool in first position of the league table for the first time since November. The scoreline also meant that Liverpool became just the second club in Premier League history to score four or more goals in four consecutive games against a single opponent. Initially, the game was extremely close between the two sides, before a late penalty was given to Liverpool in the first half, following a foul by former player Mamadou Sakho on Salah. James Milner converted the penalty to give Liverpool the 0-1 lead at the half. Salah found the breakthrough for the Reds in the 23rd minute with a goal to put them ahead 1-0, and the lead would stay to the final whistle. The win saw Liverpool take maximum points from the first three league fixtures for the first time since the 14 season. This was followed by a howler from goalkeeper Alisson, attempting to dribble the ball only to lose it to Kelechi Iheanacho, with Rachid Ghezzal then scoring into the empty net. The Reds took the lead in the 39th minute, with Wijnaldum scoring his first Premier League away goal for Liverpool. Firmino scored his second goal of the season to put the Reds 2-0 up. The Reds took the lead through a header from Sturridge, followed by a penalty from Milner, before Thomas Meunier scored to slightly decrease the margin to 2-1 at half-time. A goal from Hazard once again gave Chelsea the lead at half-time, before Sturridge scored a magnificent late goal to share the points for both sides. Liverpool struggled throughout the game, particularly in attack where they failed to register a single shot on target for the first time since. Following the defeat, Klopp stated that the Reds "only had themselves to blame" for the loss. The highlight of the match was Riyad Mahrez missing a penalty in the last few minutes of the game after he was fouled by Van Dijk, with the Algerian skying the ball over the crossbar to mark a 0-0 draw. Huddersfield has several attempts but were unable to score, as Liverpool were able to hold on and win 1-0. Salah scored his second goal from the penalty spot, which was his 50th goal for the club in all competition. In a very close match, Milner scored his 50th Premier League goal to open a 1-0 lead for Liverpool in the 61st minute, following an error from goalkeeper Bernd Leno, though Alexander Lacazette scored a late equalizer after he had taken the ball away from Alisson, as the two sides shared a 1-1 draw. Following an unexpectedly close first-half, Salah scored just 14 seconds after Fulham scored a goal that was controversially considered offside. Shaqiri scored his second goal for the club in the second half, as the Reds won 2-0 and temporarily return to the top of the league table.

4: "19 Liverpool F.C. season - Wikipedia

Liverpool and Bristol developed plans for new container terminals to handle the biggest ships in service, but there the parallels between the two UK west coast ports ends. What happened, and which made the correct call.

Commodities at Liverpool Introduction We are one of the largest, busiest and most diverse ports in the UK, ideally located for transatlantic trade with berths spanning both sides of the River Mersey. The port at Liverpool and the Manchester Ship Canal are operated under a single management team, putting us at the heart of the most impressive shipping network in the UK. Our strength lies in the diversity of our capacity. Agribulks Every year, Port of Liverpool handles and stores millions of tonnes of Agribulks. Our location, systems, technology, PDI centres and state-of-the-art facilities will all combine to keep you in control, and make your supply chain as agile and efficient as possible. Here at Peel Ports Liverpool, which is one of the largest ports in the UK, plans are in place to further develop our rapidly growing automotive capacity, utilising our excellent multi-modal sea, rail and road network access plus the most convenient RoRo routes to Ireland. We are ideally positioned to serve the great density of nearby warehousing and manufacturing, and have excellent road, rail and sea transport connections. Find out more about Liverpool² here. Dry bulks Every year, Port of Liverpool handles and stores millions of tonnes of dry bulks from Biomass, to aggregates and chemicals. Our strategically positioned port has outstanding facilities, an excellent road, rail and sea network, and specialist, tailor-made solutions. We are close to major UK manufacturing bases and consumers, giving you lower transportation costs and a greener supply chain. Our expertise at Port of Liverpool can give you the storage facility you need or the space to tailor-make your own. At Port of Liverpool we are committed to helping power the nation. We work closely with energy companies and local authorities to construct and develop facilities tailor-made for their unique requirements. And we can do the same for you. The port-centric solution that gives you the best of both worlds. A perfect facility in your ideal location. One that makes your energy installation or fuel supply offering more powerful, more efficient and more cost-effective. We have expertise in handling and storing a diverse range of energy products and components and we have extensive port estates plus the land and property to support your business growth. Forest products Every year Port of Liverpool handles and stores around 1. From stevedoring to storage, reprocessing to dispatch, we can offer you a comprehensive range of services to improve efficiency and add value to your supply chain. Our multimodal connectivity gives us excellent links to motorway, rail and sea networks, and the Manchester Ship Canal maximising water transport and minimising use of roads. This will give both you and your customers a more efficient, cost-effective and environmentally-responsible way to deal with panels, paper and timber. Our wider group offer enables us to transfer our knowledge, expertise and capabilities across multiple port locations. Our port-centric, specialist handling facilities are flexible and solutions are always tailored to your specific needs. Whether you ship in bulk or containers, this leads to reductions in inland haulage and secondary transit, saving you time, effort, and money. Liquid bulks At Port of Liverpool we see ourselves as innovators in the bulk liquids sector. The Port of Liverpool and the Manchester Ship Canal combine to create a significant hub for bulk liquids, including petrochemical cargoes. We have over vessels loading and discharging liquid bulks in Port of Liverpool each year. At Peel Ports, we have the land footprint, the knowledge and the infrastructure, to help you design and build the perfect facilities on-site. With our help, you can store and process your bulk liquids expertly, safely, efficiently and cost-effectively. With our locations along the Manchester Ship Canal we are perfectly positioned to help you reach your customers easily wherever they are. Metals At Port of Liverpool metals come in many shapes and sizes. Our major steel terminal in Liverpool is adjacent to our container terminal as well as a deep water berth which caters for bulk shipments. Real time stock availability, precision coil selection and a vehicle booking system will give customers best value by minimising back office processing and paperwork, handling, and haulier turn-around time. The terminal also includes an automatic weighing facility and instant customer reporting means that customers will be able to track their order real-time from ship to door. Project cargo At Port of Liverpool, we handle cargo that varies from the normal to the abnormally large and excessively heavy. A service that handles

everything from power station transformers to large silos, even wind turbines. With Project cargo, we can completely tailor-make your handling and your journey. Port of Liverpool has a strategically located terminal and specialised facilities you need to help you benefit from our unique Irish Sea Hub ferry network. We take both accompanied and unaccompanied traffic. We also own and operate our own unique inland logistics hub - The Manchester Ship Canal. The fully automated AutoGate system uses state of the art identification technologies to manage gate operations, ensuring that all containers and trucks are automatically identified before entering or exiting the terminal. Advanced optical character recognition and line scan camera technology automatically detecting seal presence link with gate operating software and seamlessly integrates to Navis N4 and Customer Access Portal. Automotive logistics At Peel Ports Liverpool, one of the largest ports in the UK, plans are in place to further develop our rapidly growing automotive capacity, utilising our excellent multimodal sea, rail and road network access plus the most convenient RoRo routes to Ireland. Here are just some of the service benefits you can enjoy when you work with us: A wealth of experience handling automotive marques from global manufacturers. Unbeatable import and export dockyard facilities and on-site storage. Superior automotive market knowledge and understanding. Container depot services Port of Liverpool container depot services provides an efficient one stop shop for all depot services at Liverpool, offering a full range of depot services for dry, refrigerated and specialist equipment. We supply a full range of services including: Other services are available on request. They coordinate and manage the provision of key marine services to shipping operators. These include everything from tug services, marine pilotage and pilot transfer services to hydrographic surveying, maintenance dredging, navigation aid provision and mooring services. Multi-user warehousing At Port of Liverpool we pride ourselves in giving our customers the opportunity to warehouse their goods then get them to market in the most flexible, efficient and cost-effective way possible. If you want to simply store a few pallets or lease your own facility, our team of experts will be on hand to deliver your ideal solution. From food to furniture, our advanced port-centric warehousing facilities can accommodate most products and volumes. Whether your requirement is 1 or 40, pallets, we can provide flexible, scalable warehouse solutions. Giving your business the space to grow. Offshore solutions At Port of Liverpool we have a range of offshore fabrication and installation operations. We help you maximise your offshore opportunities as much as we help you maximise your onshore ones. One which offers specialist commercial, upgrade, conversion, fabrication, engineering and refit opportunities. Port security At Port of Liverpool we want the equipment and the goods we have on-site to be safe and well cared for. Property Our Property team at Port of Liverpool construct, refurbish and develop property to enhance your unique requirements. Our facility-rich range of sites gives you the ability and flexibility to deliver what you want, where you want, when you want. Storage, process or simply cross-dock for onward transport, all are deliverable within our extensive estate. For more information on the current available properties at Port of Liverpool please contact the Principal Surveyor for Port of Liverpool, Patrick Hughes. Sometimes we go a whole lot further. We want your whole cargo journey to be efficient, cost-effective, green and problem-free, not just part of it. At Port of Liverpool, we offer a range of solutions related to the onward transportation of goods. At Port of Liverpool we have a rail terminal, and we have plans to build more. We can take charge not only of the loading of freight trains, but also the unloading. Giving you a seamless service between rail and water. We have just launched a rail container service find out more [HERE](#). Stevedoring When it comes to stevedoring, at Port of Liverpool all our hands on docks are highly trained and extremely well equipped. Regardless of your cargo, unitised or non-unitised, they have the experience, expertise and machinery to safely, efficiently and speedily handle the loading and unloading of all vessels. Our stevedoring expertise and quality have to be not merely good, but consistently excellent. The care and safety of our people and your cargo both depend on it. We have access to the best equipment and the best-trained operators. Our approach is always the same. Plan a safe, efficient operation. Put the plan into action. Stay in touch with the vessel, the agent and the customers throughout the operation. With all containers converging on ports to be loaded on ships, terminals have been suggested as the most logical point in the supply chain to weigh boxes. Port of Liverpool has undertaken a lengthy consultation process with the Maritime Coastguard Agency MCA and its customers to develop a system that will help avoid potential export disruption for exporters. The Port of

SPOTLIGHT ON TWO PORTS : BRISTOL AND LIVERPOOL pdf

Liverpool will have the ability to weigh all containers as part of an in-process weighing scheme, which will not impact on productivity. Navis N4 has already been introduced at Port of Liverpool. Container shipping and logistics At Port of Liverpool, when it comes to containers, we tick all the right boxes for our customers. Of course we load, unload and store their goods in the safest, most efficient, most cost-effective way. The other half involves booking systems, flexibility, repair, reliability, management and added value. Whatever the boxâ€whatever the cargo. Marine information for Liverpool.

5: UK Major Ports - UK Ports

"Introduction -- Impressment and the law -- Resisting the press gang: trends, patterns, dynamics -- Spotlight on two ports: Bristol and Liverpool -- Manning the navy in the mid-century Atlantic -- The navy and the nation, -- Epilogue."@en.

England Methods of Travel The most important port for the emigration business was no doubt Liverpool. From to an estimated 4 million emigrants chose this indirect way of emigration. This way of travelling was quite an ordeal for the emigrants: The passengers had to stay aboard the vessels for a few days until they could continue their trip by rail. Initially, the male emigrants were allowed to leave the ship and walk around town. In later years this was not permitted anymore in order to prevent a possible outbreak of cholera in Hull. During the early s, the trains usually left Hull on Monday mornings for the seven hour train ride to Liverpool, the most common route of indirect emigration. Once they arrived in Liverpool, the emigrants often had to wait several days for the departure of the transatlantic vessel. They stayed in emigrant hotels and were always exposed to the danger of having their luggage or other possessions stolen. As the emigrants usually carried all their belongings and valuables with them, too often they were an easy target for crooks. By more than , emigrants had already sailed from Liverpool to North America. This was more than half of all emigrants who had left Europe thus far. During the year period from to an estimated nine million emigrants sailed from Liverpool bound for the United States, Canada and Australia. The port was well equipped to handle the steady streams of emigrants particularly from North Western Europe such as Scandinavians, Russians and Poles which would cross the North Sea to Hull and then continue by rail to Liverpool. Irish emigrants would cross to Liverpool by small feeder ships and particularly the Irish famine of caused for an increase of services out of Liverpool. By the mid s it had become the leading emigration port in Europe with five times more passengers sailing to North American than Le Havre on second place. Until the s, the majority of vessels were sailing ships. The Atlantic crossing from Liverpool to North America took about thirty five days. By , almost all emigrants went by steamship which reduced the travel time to an average of seven to ten days. By sailing ship the trip to Australia could take as long as three to four months. Another factor for this decline in importance was when many ship lines such as Cunard Line moved their main departure port to Southampton in the early 20th century. A small number of emigrants still continued to sail out of Liverpool until

6: BBC Bitesize - Higher History - Importance of the slave trade to the British economy - Revision 2

Hometown of the Beatles and once one of the premier ports of the British Empire, Liverpool was the scene of riots 10 years ago by jobless youths in an earlier economic recession. Recently, the spotlight was back on Liverpool when two children died after being struck by a stolen car in the run-down Toxteth neighborhood.

Spotlight shifts to disenchanting youths who joy ride in stolen cars. Hometown of the Beatles and once one of the premier ports of the British Empire, Liverpool was the scene of riots 10 years ago by jobless youths in an earlier economic recession. Recently, the spotlight was back on Liverpool when two children died after being struck by a stolen car in the run-down Toxteth neighborhood. It was being driven by joy riders--youths who race stolen cars--a crime that has become widespread this year across the country. Sociologists view joy riding as the new way alienated young British males react to poverty and unemployment. The tragedy embarrassed the Conservative government, forcing Home Secretary Kenneth Baker to pledge urgent action against joy riding. Despite government-led attempts to regenerate Liverpool after the violent scenes of , Toxteth is still derelict. Expanses of wasteland remain where homes were burned down during the riots. Empty houses are shuttered with corrugated tin, broken glass litters the streets and mounds of uncollected rubbish fester in tattered black garbage bags. More than half of the to year-olds in Toxteth, where there are many blacks, are unemployed, said Ken Roberts, a professor of sociology at Liverpool University. Nearby, rain-spattered, drooping bouquets tied to a school railing marked where year-old Adele Thompson was run over Oct. Daniel Davies, age 9, also struck by the car, died in a hospital six days later. Beaton said local youths joy ride because they have nothing else to do. Several youth clubs built after the riots have closed down because the City Council has no funds to run them. In other British cities, police attempts to crack down on joy riding have led to violent clashes this year. But Toxteth stayed quiet, partly because the close-knit community is wary of new destruction and police kept a low profile. Police say they rarely enter the impoverished Granby Estate, an area of run-down s City Council-owned houses where the riots and the Oct. But local youths said the police frequently stop and question them. Residents say a threat of violence persists. Many youths who took part in the riots are now parents. Youths from this area are less likely to have jobs than other Liverpoolians, said Gillian Morris, a welfare worker. She said an overstretched education service and the prejudices of local employers, who automatically reject applicants from Toxteth, add to the problem. So, young people think they have little to lose by running the risk of jail.

7: easyJet schedules new routes from the UK in W18 :: Routesonline

Liverpool2 will have the capacity to manage the unloading of two m vessels simultaneously. There will also be additional reefer points installed to allow the terminal to handle even greater quantities of refrigerated containers at the Port of Liverpool.

8: List of ports in England and Wales - Wikipedia

3rd - Aden's ranking in world ports during the British colonial period, after New York and Liverpool. - the last time Aden was a capital, prior to the unification of North and South.

9: Ports of the Transatlantic slave trade - International Slavery Museum, Liverpool museums

Peel Ports Liverpool sits on both banks of the River Mersey in a strategic vantage point within the North West of the United Kingdom. The port benefits from direct links to the M53, M57, M62 and M6 (M58) motorways.

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