



LIVERPOOL'S "DOCKLAND" IN 1795.

(From the Plan of Liverpool published by J. Stockdale).

Showing (L. to R.): George's Dock and Basin (made by Berry); Dry Basin, later Canning Dock (by Steers); Graving Docks, riverwards of Dry Basin (prob. by Berry); Old Duke, beyond Dry Basin (by Steers); Salthouse Dock (begun by Steers, completed by Berry); Duke's Dock (made for the 3rd Duke of Bridgewater); King's Dock and Basin (by Berry); Queen's Dock (planned by Berry, constructed by Morris).

HENRY BERRY (1720-1812): LIVERPOOL'S
SECOND DOCK ENGINEER.

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Read 9 December, 1937.

BETWEEN 1709 and 1800 seven docks were constructed in Liverpool. These were the Old Dock, the Dry Basin, the South (or Salthouse) Dock, the George's Dock, the Duke's Dock, the King's Dock, and the Queen's Dock. Five of these docks still exist, although during the passage of the years they have undergone varying degrees of reconstruction. The other two (the Old Dock and the George's Dock) have disappeared and their sites are now covered with buildings and streets.

In a paper read before this Society in 1931¹ Mr. Henry Peet paid tribute to the genius and enterprise of Thomas Steers, Liverpool's first Dock Engineer—the founder of the port's world-famous dock system.

It cannot, of course, be contended that the men who succeeded Steers are as interesting historically as he is. His was the mind and hand which fashioned the port's first dock out of a tidal creek, and the credit and interest which rightly attach to the pioneer are legitimately his. But it will not be denied that the men who were called upon to take action when, during the second half of the eighteenth century, the increase in Liverpool's shipping outstripped the facilities for handling it, are worthy of recognition. Up to the present that recognition has been totally denied to them. With one minor exception their names do not appear in any "history" of Liverpool

¹ *Trans. Hist. Soc. Lancs. and Ches.*, lxxxii, 163-242.

from Enfield onwards. The numerous "guides" and "handbooks" published from about 1796 onwards generally describe more or less minutely the several docks, but make no mention of the men whose skill and ingenuity contrived them. Picton, in that portion of his *Memorials* devoted to a History of the Dock Estate, frankly states: "Who succeeded him (Steers) and designed the George's, King's and Queen's Docks, I have not been able to learn."¹

Thomas Steers died in 1750. Picton states that in 1809 John Foster, senior, was probably surveyor of the Docks. As will be shown later Foster was actually appointed in 1799.² Who were the men in charge of dock construction at Liverpool between 1750 and 1799, years in which the shipping using the port increased enormously? The answer to that question is Henry Berry and his successor, Thomas Morris.

As mentioned above, there is no mention of Berry as Liverpool's second Dock Engineer in any history or guide-book of Liverpool. His name appears in the second volume of Picton's *Memorials* as living at the corner of Duke Street and Berry Street,³ the latter street being named after him. In his *Municipal Records* Picton includes a *Town Books* entry in which Berry's name appears, but not as Dock Engineer.⁴

The Mersey Docks and Harbour Board, when approached for information about Berry, kindly instituted a search. The archives, however, revealed no record of Berry as Dock Engineer. In a copy of a minute of the Common Council dated 22 February, 1777, in the possession of the Dock Board, Berry's name appears in connection with the erection of a fort; and another minute dated a fortnight later mentions the "dock engineer"

¹ J. A. Picton, *Memorials of Liverpool* (2nd Ed.), I, 564.

² See below, p. 105.

³ *Memorials* (2nd Ed.), II, 280.

⁴ *Municipal Records*, II, 273.

in connection with the same matter. Read in conjunction these minutes may be understood to imply that Berry and the Dock Engineer were one and the same person, as indeed at that period they were. This information was an important link in the early chain of evidence connecting Berry with the dock engineership.

The Dock Board's paucity of data regarding its early engineers is indeed surprising. It could not be better exemplified than in the words of one of the Board's officials who was asked to investigate. His report read: "Scraped archives, searched museum, hunted every covert, stalked every safe, NA POO, broken-hearted." It is rather ironical that the building in which this so graphically-described search was made stands on the site of the George's Dock, Berry's greatest achievement as Dock Engineer.

The first important clue to the finding of Thomas Steers' successor is supplied by Mr. Peet in his paper on Steers. Mr. Peet quotes the following entry in the *Town Books*: "7th Nov., 1750. Whereas Mr. Alderman Steers is lately dead, it is ordered that Henry Berey, late clerk to him, be continued to oversee the works till further notice."

In spite of enquiries directed to likely sources this is the earliest mention of Henry Berry's name that I have been able to discover. The fact that his parents were buried within the walls of the old Dissenting Chapel at St. Helens¹ points to Berry being from the St. Helens district, but the actual place of his birth or baptism has proved elusive. The St. Helens Dissenting Chapel records have been lost, and no mention of Berry's baptism appears in the registers of St. Helens or of Prescott Parish Church.²

¹ See below, p. 106.

² St. Helens Registers, as distinct from those of Prescott (the mother church), begin in 1713.

Berry, in a variety of spellings, is a Lancashire surname of great antiquity. The earliest holders of the name probably derived it from the town of Bury which was known in Saxon times. The name appears in the *Liverpool Town Books* in 1567¹ and is frequently encountered in other South Lancashire records.²

One James Berry was a prominent Liverpool attorney early in the eighteenth century,³ and at one period it occurred to me that Liverpool's second Dock Engineer might be his son. This supposition was based upon very slender foundations. The dates fit in and both James and Henry sometimes spell their name Berey and sometimes Berry. Apart from this coincidence, however, no evidence of consanguinity between James and Henry has come to light. In the absence, therefore, of information respecting the commencement and early years of Henry Berry's life, we have perforce to commence our study of his career at his thirtieth year when he was engaged in the capacity of clerk to Thomas Steers. In view of the Common Council minute ordering that he "be continued to oversee the works" at Steers' death, it is probable that he had held the post for a considerable time.

At the time of Steers' death in 1750 the construction of the Salthouse Dock was well advanced. It was opened three years later. If Mr. Peet's supposition as to the date of Steers' birth be correct⁴ Steers would be eighty years of age when he died. During the last two years of his life he had been in bad health, and it is reasonable to assume that the bulk of the work and responsibility in connection with the Salthouse Dock devolved upon Berry. A notice of Berry's death in the *Liverpool*

¹ J. A. Twemlow, *Liverpool Town Books*, I, 347.

² e.g. *Prescot Records* (L. and C. Record Society, vol. 89).

³ For passing references to him see H. Peet, *Liverpool in the Reign of Queen Anne*, and T. Ellison Gibson, *Blundell's Diary*.

⁴ *Trans. Hist. Soc. Lancs. and Ches.*, lxxxii, 188.

*Mercury*¹ states that the Salthouse Dock "was formed under his direction."

Liverpool, at that time, would employ a dock engineer only when docks were under construction. With only two docks and a "dry basin," a permanent engineer would be an unwarranted extravagance. As Mr. Peet has shown, Steers himself was employed on other duties between the completion of the Dry Basin and the commencement of the Salthouse Dock.² For considerable periods, indeed, he was away from the town on professional duties in connection with canal work in Ireland and other places.

When the Salthouse Dock was completed in 1753 the Corporation were probably of opinion that dock accommodation would be adequate for at least a generation. Whether Berry's engagement was terminated by his employers or whether he sought another engagement of his own volition is not shown in the existing local records. The following, however, is from his obituary notice in the *Liverpool Mercury* :

"In the year 1755 the proprietors of the Sankey River consulted with him respecting the rendering that river navigable; but after an attentive survey he found the measure impracticable, and knowing that the object they had in view could be answered by a canal he communicated his sentiments to one of the proprietors who, approving the plan, the work was commenced 5 September, 1755, but the project was carefully concealed from the other proprietors, it being apprehended that so novel an undertaking would have met with their opposition; however, the canal was completed the 9th January, 1758. The honour, therefore, of having been the projector and executor of the first canal navigation in the kingdom belongs to Mr. Berry."

The Act for making navigable the Sankey Brook was passed in 1755. At that period the rendering navigable of existing rivers had been a common feature of engineering practice for more than half a century. In this part

¹ 7 August, 1812.

² *Trans. Hist. Soc. Lancs. and Ches.*, lxxxii, 183, etc.

of England the upper reaches of the Mersey, the Irwell, the lower Weaver and the Douglas had already been canalised, in some cases under the direction of Thomas Steers. It was not surprising, therefore, that the success of these earlier schemes should induce the business men of Liverpool to regard the Sankey Brook as a potential means of cheapening the carriage of coal and other merchandise between the St. Helens district and Liverpool.

The Sankey Canal (now known as the St. Helens Canal) is reputed to be the first modern canal in England cut through solid ground. It is quite independent of the Sankey Brook, merely crossing it and mixing with it at one point, about two miles above Sankey Bridges. It may be said to be entirely the work of Liverpool men. The five undertakers named in the Act of 1755 were Charles Goore, James Crosby, John Ashton, John Blackburn and Richard Trafford. They were all Liverpool merchants. Crosby was Mayor of Liverpool in 1753, Goore in 1754, and Blackburn in 1760. Ashton was a Bailiff in 1749 and Trafford in 1755.

The seeker for information regarding the constructor of the Sankey Canal finds much to confuse him. Aikin ¹ states: "The original surveyor (of the Sankey Canal) was John Eyes." Priestley ² states: "Mr. John Eyes of Liverpool was the original engineer of the undertaking." Underhill ³ also attributes the construction of the Canal to John Eyes. Picton ⁴ and Ramsay Muir ⁵ give the credit for the construction of the Sankey Canal to James Brindley. Hughes ⁶ states: "This (the

¹ *Description of the Country round Manchester* (1795), p. 111.

² *Navigable Rivers, Canals and Railways of Great Britain*, p. 561.

³ *Underhill MSS.* in Picton Reference Library; also quoted by R. Stewart-Brown in *Trans. Hist. Soc. Lancs. and Ches.*, lxii, 148.

⁴ *Memorials* (2nd Ed.), I, 186.

⁵ *A History of Liverpool*, pp. 179 and 257.

⁶ *Liverpool Banks and Bankers*, p. 5 (note).

Sankey) Canal was . . . projected and executed by Henry Berry, who died at his house in Duke Street, Liverpool, on 30 July, 1812, aged 92." (Hughes was apparently unaware that Berry was Liverpool's second Dock Engineer.) Berry's obituary notices in both the *Liverpool Mercury* and *Billinge's Liverpool Advertiser* state that Berry constructed the Canal. The Secretary of the London, Midland and Scottish Railway Company (the present owners of the Canal) informed me that he had no knowledge regarding the constructor of the Canal.

The weight of evidence in the foregoing summary would appear to be in favour of John Eyes. Actually, however, two items of evidence were forthcoming to prove that the obituary notices were correct, and that the credit for the enterprise should go to Henry Berry. The House of Commons *Journals*¹ record that in January 1755 the Report of the Parliamentary Committee appointed to consider the petition of certain persons for an Act to make navigable the Sankey Brook was presented to the House. The Report states that evidence on behalf of the petitioners was given by Mr. William Taylor and Mr. Henry Berry, who said that they had surveyed the river called Sankey Brook, and the three branches thereof, and that the river and its branches were capable of being made navigable. The other item of evidence in Berry's favour is a reference in his will to "the Silver Cup presented to me by the Proprietors of the Sankey Canal navigation."

These two facts establish beyond doubt Berry's association with the Sankey Canal. They do not, of course, exclude the possibility that John Eyes, or even James Brindley, may have been called in to assist at some period in the work of construction.

It is possible that the association of John Eyes with

¹ Vol. 27 (1754-7), p. 102.

the Sankey Canal by Aikin, Priestley, and the others was occasioned as follows. In 1762 a new Sankey Canal Act was obtained. The Commons *Journals*¹ record that the principal witness in favour of the new bill was Eyes, who deposed that at neap tides vessels were unable to make the passage up and down the Mersey between the canal entrance and Fidler's Ferry owing to want of water. The Canal, he said, should be continued to Fidler's Ferry. He had surveyed the ground and the extension to Fidler's Ferry was very practicable.

It was, I consider, Eyes' connection with the Sankey Canal extension which led to his being credited with the construction of the earlier portion from St. Helens to Sankey Bridges. That earlier portion should be associated with the name of Henry Berry.

It is not surprising, of course, that the undertakers of the Sankey Canal should have entrusted their enterprise to Berry. They were all members of the Liverpool Common Council which, five years earlier, had appointed him to complete the Salthouse Dock and they would be well aware of his capabilities. Canal construction and dock construction have much in common, particularly in respect of the construction of locks and gates, and it is almost inconceivable that when the services of a practical engineer were required the undertakers should look beyond Berry. It is extremely probable, also, that Berry had been associated with Thomas Steers in canal work in Ireland and other places.

Following his work on the Sankey Canal, Berry was employed for a time in extending the navigation of the River Weaver.²

We will now return to Liverpool and its dock problem. By 1762 the increase in Liverpool's shipping had rendered the existing dock accommodation inadequate, and the Corporation decided that the provision of more dock

¹ Vol. 29 (1761-4), p. 175.

² *Liverpool Mercury*, 7 August, 1812.

space was of vital importance to the progress and welfare of the port. In that year they applied to Parliament for additional powers. The Bill ¹ then promoted recited in its preamble that

“ the trade and shipping of the town and port of late years is greatly increased, and the ships and vessels are more numerous and of larger dimensions, and require a greater draught of water than heretofore. That the two wet docks and dry pier already constructed are not sufficient for the ships resorting thereto ; that vessels, especially His Majesty's Ships of War stationed at the port, are obliged to lie in the open harbour, exposed to the rage of tempestuous weather and of rapid tides and currents, in imminent danger of shipwreck.”

By virtue of this Act the Trustees of the Docks obtained power to construct a dock on land lying between the west ends of James Street and Chapel Street, about seventeen acres in extent, given by the Corporation. They were also empowered to borrow a further £25,000.

Henry Berry now appears once more upon the scene ; on this occasion as Liverpool's second Dock Engineer. At a meeting of the Liverpool Common Council held on 5 April, 1766, the following resolution was passed :

“ It is ordered that Mr. Berry's salary as Dock Engineer be made Eighty Guineas per annum and such further benefaction as the Council shall think he deserves according to his due attendance and the well executing of the work of the new Dock now carrying on.”

Although this is the earliest reference in the *Town Books* to Berry as Liverpool's Dock Engineer it is not clear whether he was appointed at that date or had held the post for some time. The date is four years after the passing of the George's Dock Act, but it is probable that work on the new dock did not commence immediately upon the passing of the Act. On John Eyes' *Map of Liverpool* of 1765 the dock is shown only

¹ 2 Geo. III, c. 86.

as "the intended dock." It is so described also on Williamson's *Map* of the following year.

A writer in *Mersey*,¹ the Dock Board Staff Magazine, stated that work on the dock commenced in 1762, but that the walls then built were destroyed in a great hurricane. This appears to have led to a postponement of the scheme, and a new start was delayed until 1767 when, on 1 April of that year, Thomas Johnson,² the Mayor, laid the foundation stone of the new works.

It is probable that Berry was employed by the Corporation in dock construction before he was actually appointed to the post of Dock Engineer. In 1766 Liverpool possessed four graving docks. Three of these at least had been constructed *after* the death of Thomas Steers in 1750. These were all situated on the west side of the Dry Basin (now the Canning Dock). One of them was constructed in 1756 and the other two (which still exist) in 1765.³

It is reasonable to assume that these graving docks were the work of Berry. They were constructed in the strong ebb and flow of the Mersey tideway, a work of considerable difficulty necessitating coffer dams or other contrivances to keep back the water. The services of a skilled and experienced engineer would be necessary, and it is highly probable that the Corporation's choice would fall upon Berry—well known to them by his work on the Salthouse Dock. Berry's services would be available, as during that period he was within easy reach of Liverpool, engaged on the Sankey and Weaver canal schemes.

The George's Dock was completed in 1771, and the port's dock accommodation was then adequate to meet

¹ October, 1931.

² Not to be confused, of course, with the *great* Sir Thomas Johnson who, with Richard Norris, obtained Liverpool's first Dock Act in 1710.

³ *Report of Inquiry into the existing state of the Corporation of Liverpool* (1833), p. 94 (evidence of Mr. Charles Okill).

the requirements of the Mersey's annual tonnage of about 90,000. But by 1785 the tonnage had increased by fifty per cent., and in that year the passing of the Act 25 Geo. III, c. 15 authorised the construction of two additional docks south of the Salthouse Dock.

We will, however, retrace our steps to record how Henry Berry was employed following the completion of the George's Dock in 1771.

His name appears but seldom in the records of the Common Council. It may be that the Dock Committee records were kept separate from those of the Council, and the suggestion has been made that these records were destroyed in the disastrous Town Hall fire of 1795. It is fairly certain that with seven docks and graving docks in his charge a considerable amount of maintenance work would be necessary, particularly as some of the works were half a century old. Few references to Berry's dock work, however, appear in the Council records, the infrequent entries in which his name is mentioned being generally connected with matters other than purely dock affairs.

A number of Dock Committee accounts, now in private ownership,¹ record Berry's salary during several years, and contain much other interesting information about dock affairs between 1771 and 1791.

A Common Council minute dated 23 January, 1769, reads :

" Ordered that the road from the present pavement in Quarry Hill Lane be paved at the expense of the Docks to the Delf, and that Mr. Berry be empowered to buy Oak Timber for the Docks."

Quarry Hill Lane is the old name for the present Berry Street, and the reason for the paving being at the expense of the Dock Committee would be that it was to facilitate

¹ In possession of Mr. D. L. Evans of Calderstones. For three representative examples, see Appendix.

the transport of stone from the quarry in Upper Duke Street to the George's Dock which was then under construction.

An entry of 1771¹ orders that Berry should value the stone which William Preston was quarrying at Brownlow Hill Delf for the repair of "Rudland"² Bridge. Brownlow Hill quarry occupied a site now covered by part of the Liverpool University buildings and by the north-east corner of the new Roman Catholic Cathedral site.

On 3 April, 1776, the *Town Books* record:

"On a complaint this day made by Mr. Mayor to this Council against George Byrom, Paviour, for great misbehaviour and abuse given to Mr. Mayor and other gentlemen of the Committee appointed for repaving Hanover Street, It is ordered that the said George Byrom be discharged from his employ as Pavior to the Corporation and that Mr. Henry Berry be at present employed to superintend the pavements and roads of this Town and be authorised to employ Pavors to do the necessary work at weekly wages payable by the Treasurer. . . . And that the said Mr. Berry be authorised to buy in paving stones and materials for paving the west side of Georges Dock and to get the same paved this summer at the Dock expense. And that Mr. Berry return a list of carts and statute work for the Town and persons in the Town."

Although at this period no dock construction was in hand, it will be noticed that Berry's services had been retained. In addition to general work about the docks he was undertaking other Corporation duties.

In 1776 William Rathbone, who had a house and timber yard on the Mersey shore opposite to the Pluckington Bank, constructed a causeway from his property to the Bank. The Council ordered him to remove it, on the grounds that it was prejudicial to the navigation of the river. Rathbone petitioned the Council for a recon-

¹ 2 October.

² *Quære* Rhuddlan, co. Flint, where there is a bridge over the River Clwyd.

sideration of some parts of their order. The Council appointed a Committee to consider the petition, "they taking Mr. Berry and Mr. Hutchinson or one of them along with 'em."¹

In February, 1777, Berry was instructed by the Council to collaborate with Major Dawson of the Board of Ordnance in a survey of the Mersey shores with a view to erecting forts at Hogshey Nook, Seacombe Point, and near the pier of the George's Dock.

Berry's services were sometimes requisitioned by outside bodies. In January, 1772, for example, the Trustees of the Turnpike Roads from Liverpool to Prescot, etc., "ordered that the price for contracting for a new Bridge to be erected over the Turnpike Road at Judgefield Brow be referred to Mr. Henry Berry on the part of the Commissioners."² Judgefield Brow is not far from St. Helens on the Ashton-in-Makerfield road.

As previously stated, in 1785 an Act was passed authorising the construction of two additional docks south of the Salthouse Dock. According to the House of Commons *Journals*, the only evidence given on the project was by Richard Gerrard, who deposed that the new docks were urgently necessary owing to the increase in the tonnage using the port. In the Liverpool Directories of that period Gerrard's address is given as No. 1 Williamson Street, St. Peters. He is described as "Receiver of Dock Duties."

The first of the two new docks, the King's, was opened on 3 October, 1788. Its construction was Berry's last achievement as Dock Engineer. Early in the following year he tendered his resignation to the Council. It was accepted on 19 February in the following terms:

¹ For fuller details of this dispute see J. A. Picton, *Municipal Records*, II, 230, and J. Touzeau, *The Rise and Progress of Liverpool*, II, 564.

² Information of Mr. F. A. Bailey, who also pointed out that Berry himself had been appointed a Trustee of this Turnpike in 1768.

“ On the motion of Mr. Mayor and in consequence of the resignation of Mr. Henry Berry of the office of Engineer of the Docks of this Town (which resignation is now accepted by this Council) It is ordered that Mr. Thomas Morris of Lancaster, Engineer, be and he is hereby appointed to succeed the said Mr. Berry as Engineer of the Docks and other Buildings and improvements respecting the same with a salary of One hundred guineas per annum.”

Of Thomas Morris of Lancaster, Berry's successor, I have but scanty information. Enquiries at Lancaster met with no success. They have never heard of him there. His achievements at Liverpool were not remarkable. The Queen's Dock which was opened in 1795, during Morris's Engineership, was possibly planned by Berry.¹ The next new dock construction was not commenced until 1816 when work commenced on the Prince's Dock by virtue of powers conferred by the Dock Act of 1811. By that time Morris had long since relinquished his office of Dock Engineer.

The histories and guide-books ignore his existence equally with that of Berry. The only mention of his name that I have found is in the guide-book, *A Picture of Liverpool*, by William Jones, published in 1805. In a reference to the dock gates of the Queen's Dock this book states:² “ The drawbridge is a finished piece of workmanship and does great credit to the artist, Mr. Morris.”

In October, 1799, Morris applied for “ a further and very great increase ” of salary. The Council ordered “ that the same cannot be complied with and that the

¹ The Queen's Dock, with its “ Dry Bason ” and two graving docks, is shown as completed on John Gore's Plan of Liverpool (1790), although it is certain that it was not opened until April, 1795. (See *Billinge's Liverpool Advertiser*, 13 April, 1795).

² p. 49. I have since found that this is a copy of an exactly similar phrase in W. Moss, *Liverpool Guide* (1796 and subsequent editions). There is also a reference to “ Morris, Mr T., Engineer, Liverpool ” in the list of subscribers to J. Aikin, *Description of the Country round Manchester* (1795).

(Dock) Committee have full authority and power to discharge the said Mr. Morris from his office."

On 7 December of the same year the Dock Committee ordered "that Mr. John Foster Junr.¹ be and he is hereby appointed General Surveyor of the Docks, Light-houses, Land Marks, and other works belonging to the Trustees of the Docks." John Foster held the post until 1824, when he was succeeded by the great Jesse Hartley.²

To return to Henry Berry. His name appears in all the Liverpool Directories from the first (1766) to his death. Down to 1769 he is described as "Surveyor." He is then described as "Engineer" until his retirement, after which he becomes a "Gentleman."

An early description of him as "Engineer" occurs in the Poll Book of the 1761 election when he voted for Sir Ellis Cunliffe and Charles Pole, Esq. The last election at which he voted was in 1790 when he went to the hustings in one of Bamber Gascoyne's tallies. He did not vote in 1796 or after; perhaps he was becoming too infirm to brave the excitement and turmoil of a Liverpool Parliamentary contest.

From before 1765 to his death he lived at the same house in Duke Street. The John Eyes plan of the Liverpool Corporation property in 1765 in the City Surveyor's Office (copy in the Public Museums)³ shows land and a house marked "H. Berry" at the corner of Quarry Hill Road (Berry Street) and Duke Street. The 1803 Directory states that Berry lived at 72 Duke Street. Horwood's *Map* of that year shows number 72

¹ So called because his father, John Foster, was still alive at that date, but must not be confused with his son, John Foster, Junior, who was appointed Borough Surveyor in 1824 and designed many Liverpool buildings. The principal survivor of the latter's work is the Custom House.

² Hartley held the post until 1860.

³ Not to be confused with the well-known John Eyes *Map of Liverpool* of the same year.

as the second house below Berry Street, i.e. the same house as is shown on the 1765 Eyes plan in the occupation of "H. Berry." There is little doubt that Berry Street is named after Henry Berry.¹

Berry's Duke Street residence is still standing. It has, however, been somewhat altered and now forms part of a public house called the "White House."

Berry died at his house in Duke Street on 30 July, 1812, in his ninety-third year. It is pleasant to know that the closing years of his long and useful life were unclouded by any form of mental decay. "Notwithstanding his great age," says the *Liverpool Mercury* obituary notice, "no marks of imbecility were observable." This tribute to his mental powers in his old age is corroborated by the clarity and explicitness of his will, which consists of thirteen large pages. He was eighty-eight when the will was made and the last of the three codicils is dated 21 October, 1811—eight months before his death. His signatures attached to the will and codicils are exceptionally steady and legible.

Berry, in his will, expressed a desire that he should be interred "at the Dissenters Chapel at St. Helens, but not within the chapel where my father and mother are buried, but in the chapel yard, as I would not have their grave opened."

The Ormskirk Street Congregational Church at St. Helens now occupies the site of the old Dissenters' Chapel. Berry's tombstone may still be seen in the open space on the north side of the church.² The sur-

¹ R. Brooke, *Liverpool During the Last Quarter of the 18th Century*, p. 145 n, states: "There was a house on the west side of it (Berry Street), at the corner of Duke Street, where Captain Berry once lived, a relation of the late Rev. Henry Berry, the minister of St. Michael's Church, and from whom it probably took its name." This reference is noted merely to show that it has received consideration.

² Near the flag-pole.

face of the stone is not worn and the inscription is easily decipherable. It reads :

SACRED TO THE MEMORY
OF
HENRY BERRY
OF LIVERPOOL GENTLEMAN
WHO DEPARTED THIS LIFE ON THE
31ST DAY OF JULY 1812
IN THE 93RD YEAR OF HIS AGE
AND
WAS INTERRED HERE
AT HIS OWN PARTICULAR
REQUEST

The stone does not mark Berry's last resting-place. A few years ago the widening of Ormskirk Street necessitated an encroachment upon that portion of the burying ground in which his grave was situated. The human remains found were transferred to the Borough Cemetery and a number of the stones, including that of Berry, were placed in the paved walks around the Church.

Henry Berry's will was proved at Chester on 5 August, 1812. He appointed as executors and trustees his nephew William Kenwright, William Durning of Liverpool, Liquor Merchant (an ancestor of the present Durning Holt families), and James Tarbuck of St. Helens, Ironmonger. The estate was sworn as under £12,500 and the duty paid was £110. The bulk of the property was bequeathed to his nephews and nieces. The testator gave £200 to the Liverpool Bluecoat School, £100 to the Trustees of the Dissenting Meeting at St. Helens, £50 to the Liverpool Dispensary, £50 to the Liverpool Infirmary, £50 to the Liverpool School for the Indigent Blind, and £20 to the Benn's Garden Chapel Charity School. In a codicil he directed that as Benn's Garden Chapel was to be sold, the £20 should go "to the Trustees of the Dissenters' Chapel now nearly built

on the North East side of Renshaw Street for the Edification of Poor Children at their School.”¹

Amongst the property mentioned in the will was his “estate at Parr”;² three dwelling-houses on the north-east side of Duke Street; a house in Kent Street; and a house and shop in Berry Street. Berry left £30 per annum to his housekeeper and directed that she should have the use of his house and shop in Berry Street for life, or £10 per annum in lieu.

The Silver Cup given to him by the Proprietors of the Sankey Canal Navigation was bequeathed to Henry Berry, the testator’s great-nephew. If this Henry did not attain the age of twenty-five it was to pass to his brother Joseph. If Joseph died before attaining the age of twenty-five the Cup was to pass to “Nicholas Ashton of Woolton, Gentleman.” Nicholas Ashton was the son of John Ashton, one of the five original undertakers of the Sankey Canal.

The executors and the housekeeper were to have suits of mourning, or ten guineas each in lieu. The officiating minister at the funeral was to receive a guinea.

Berry’s signatures to the codicils are not attested by witnesses. Attached to the documents in the District Registry at Chester, however, is an affidavit sworn by “Henry Berry of Ormskirk in the County of Lancaster Gentleman,” and “William Kenwright of Stoke-on-Trent in the County of Stafford Merchant,” great-nephew and nephew respectively of the testator, declaring that the documents were in the testator’s handwriting and were found in an iron chest at the house in Duke Street. The date of the affidavit is 5 August, 1812, the date upon which probate was granted.

¹ Renshaw Street Chapel was demolished early in this century. The Central Hall now occupies the site.

² An ancient highway in Parr Township is still called “Berry’s Lane.” It is interesting to note that the Sankey Canal runs through Parr.

It is a matter for regret that the enquiries have not revealed more details of Henry Berry's private life. It is clear from his will that no wife, children or grandchildren survived him. It is probable that he never married. The request that he be buried beside his parents is evidence in favour of this.

Berry was a member of Benn's Garden Chapel, to the trustees of which, as mentioned above, he made a bequest of £20. When, about 1809, the Benn's Garden congregation decided to raise funds for the erection of a new chapel "in a more eligible situation" Henry Berry's name appears in the list of original subscribers with a subscription of £100.¹ The new Chapel in Renshaw Street was opened on 20 October, 1811. In the first list of pew proprietors appears the name "Henry Berry (deceased)" against pew No. 23.²

Apart from his duties as Dock Engineer Berry appears to have taken no part in the civic life of the town. His dissenting views would, of course, exclude him from the Common Council and the Vestry.³

From the information which has come to light it is difficult to form any estimate of his personal characteristics. It is interesting to note, however, that he possessed a silver tankard which he regarded with affection. It is made the subject of a special bequest in his will.

Although Berry was associated with Liverpool for more than half a century the local newspapers provide no evidence (apart from the obituary notices) of his career. This, however, is not a matter for surprise. It was not until some years after Berry's death (1812)

¹ William Roscoe was also a subscriber of £100.

² G. E. Evans, *A History of Renshaw Street Chapel*.

³ See *Report of Inquiry into the existing state of the Corporation of Liverpool* (1833), p. 347, where it is stated that there was not one Dissenter in the Liverpool Common Council although nine vacancies had been filled since the repeal of the Corporation and Test Acts (May, 1828).

that newspaper editors commenced the systematic reporting of local news.

It is regrettable, also, that fuller details of Berry's professional career have not been discovered. Those which I have been able to collect will, I trust, suffice to raise the name of Henry Berry from its obscurity. His public record entitles him to a place amongst the worthy men who, during the eighteenth century, contributed towards the growth and development of the Port of Liverpool.

ACKNOWLEDGMENT.

In collecting these details of Henry Berry's life I have received the kind assistance of several people. Miss E. B. Saxton, of the Liverpool Public Libraries staff, Mr. Henry Peet, Mr. W. H. Baines (Town Clerk), Mr. N. Gould Jones (Mersey Docks and Harbour Board) and Mr. D. L. Evans have been of great assistance in various ways, and several other people have furnished information on particular points. To them I offer my sincere thanks.

APPENDIX.

SOME REPRESENTATIVE LIVERPOOL DOCK
ACCOUNTS (1771-2, 1782-3 and 1790-1).

AN ACCOUNT of the Receipts and Disbursements of the Money arising by the Rates and Duties on Ships, trading to or from the Port of Liverpool, from the Twenty-fourth Day of June, 1771, to the Twenty-fourth Day of June, 1772.

Dr. THE TRUSTEES OF THE DOCKS, their Account Current
with RICHARD GERARD

	£	s.	d.
1772 June 24 th			
To the Debt this Day remaining on the Docks	25,000	0	0
To Cash paid Interest of Money	984	0	0
To Do. Dockgate Men	299	6	10
To Do. Masons, Carpenters, Labourers and Cart- age	1554	11	10½
To Do. Incidents	16	1	3
To Do. Buoys, Perches, and Landmarks	157	11	1
To Do. Lamps	218	3	9½
To Do. Henry Berry's Salary	100	0	0
To Do. John Phillip's ditto	60	0	0
To Do. John Ward's ditto	25	0	0
To Do. John Hollands ditto	30	0	0
To Do. Geo. Holden's ditto	10	10	0
To Do. Iron and Smith's Work	273	11	3
To Do. Bounty on Stones out of Rock Channel	36	8	8
To Do. Timber, Plank and sawing	348	10	2
To Do. Paving	263	16	6½
To Do. Books, Printing and Stationery	16	7	0
To Do. Quay, Hutts	41	17	7
To Do. Ropes, Blocks, Tar, Oil, &c.	95	0	4½
To Do. Receiver of the Dock Duties	227	12	3
Balance in the Receiver's Hands	83	2	2
	£4841	10	10

Cr.

	£	s.	d.
1771 <i>June 24th</i>			
By Cash on Interest per last year's Account	25,000	0	0
<hr/>			
1771 <i>June 24th</i>			
By last Year's Balance	224	3	0
By Interest of Money received from Trustees of Light Duty	52	0	0
By two Horses of the Dock Team Sold	13	2	6
By Dock Duties received since 24th June, 1771	4552	5	4
	<hr/>		
	£4841	10	10
	<hr/>		

RICHARD GERARD, Treasurer of the Dock-Duties, pursuant to Act of Parliament, produced this Account before the Commissioners appointed to examine and settle the same, and upon comparing the several Vouchers relating thereto, there appears to be a Balance of Eighty Three Pounds, Two Shillings, and Two-pence, due from the said Treasurer to the Docks. Witness our Hands, 24th June, 1772.

James Bridge,	Thomas Wilson,
John Brown,	Charles Goore,
William Bolden,	Thomas Earle,
Steel Perkins,	Jonathan Brooks,
William Denison,	George Bowdon.

Cowburne, Print.

AN ACCOUNT of the Receipts and Disbursements of the Money arising by the Rates and Duties on Ships, trading to or from the Port of Liverpool, from the 24th Day of June, 1782, to the 24th Day of June, 1783.

Dr. THE TRUSTEES OF THE DOCKS their Account Current
with RICHARD GERARD

	£	£	s.	d.
1783 June 24				
To Principal Money paid off, per Account below	450			
To the Debt this Day remaining on the Docks	27,325			
	<hr/>	27,775	0	0
To Balance of last Year's Account		206	8	0½
To Cash paid Principal Money		450	0	0
To Ditto Interest of Money		1230	9	7
To Ditto Dock Gate Men		386	0	3
To Ditto Watchmen		444	15	6
To Ditto Masons, Carpenters, Labourers, &c.		856	10	2
To Ditto Incidents		13	16	10
To Ditto Buoys, Perches, and Land Marks		104	10	7
To Ditto Lamps		341	0	7
To Ditto Henry Berry's Salary		100	0	0
To Ditto Mundy Pole's Ditto		105	0	0
To Ditto William Hartley's Ditto		30	0	0
To Ditto George Holden's Ditto		10	10	0
To Ditto Bounty on Stones		3	12	6
To Ditto Iron and Smith's Work		238	7	3
To Ditto Ropes, Blocks, &c.		82	13	6
To Ditto Timber and Sawing		271	15	3½
To Ditto Boat at Formby		3	5	6
To Ditto Batteries and Magazines		16	3	10
To Ditto Point of Linas		66	3	3
To Ditto Dock Huts		43	2	9
To Ditto Books and Printing		7	18	6
Receiver of the Dock Duties		242	0	4
		<hr/>		
		£5254	4	3

Cr.

	£	s.	d.
1782 June 24			
By Cash on Interest, as per last Year's Account	27,775	0	0
By Principal Money received from Trustees of the Lights	300	0	0
By Interest of Money received from ditto	54	0	0
By Cash for Old Timber Sold	8	17	6
By Ditto for Feighing at Quarry Hill	5	15	0
By Dock Duties received since 24th June, 1782	4840	8	3
By Balance in the Treasurer's Favour	45	3	6
	<u>£5254</u>	<u>4</u>	<u>3</u>

RICHARD GERARD. Treasurer of the Dock Duties, pursuant to Act of Parliament produced this Account before the Commissioners appointed to examine and settle the same, and upon comparing the several Vouchers relating thereto, there appears to be a Balance of Forty-five Pounds Three Shillings and Six-pence, in the Treasurer's Favour. Witness our Hands, 24th June, 1783.

George Drinkwater.	James France.
Edward Chaffers.	Ambrose Lace.
Jonathan Brooks.	Patrick Black.

(Nevett, Printer, No. 3, Sweeting Street)

AN ACCOUNT of the Receipts and Disbursements of the Money arising by the Rates and Duties on Ships, trading to or from the Port of Liverpool, from the 24th Day of June, 1790, to the 24th Day of June, 1791.

Dr. THE TRUSTEES OF THE DOCKS, their Account Current
with RICHARD GERARD

	£	s.	d.	£	s.	d.
To Principal Money paid off, per Account below	300	0	0			
To the Debt remaining this Day on the Docks	63,985	2	0			
	<hr/>			64,285	2	0
To Balance of last Year's Account	156	12	3½			
To Cash paid Principal Money	300	0	0			
To ditto ditto Interest Money	2426	10	8			
To ditto ditto Superannuated Gatemen	31	15	0			
To ditto ditto Dock Gatemen	530	0	0			
To ditto ditto Dock Watchmen	620	2	0			
To ditto ditto Masons, Carpenters, &c.	6847	4	1½			
To ditto ditto Incidents	161	8	6			
To ditto ditto Buoys, Perches, and Land Marks	209	4	8			
To ditto ditto Lamps	289	2	6			
To ditto ditto William Hutchinson, One Year's Salary	168	0	0			
To ditto ditto Thomas Morris, One and a Half Year's ditto	157	10	0			
To ditto ditto James Finchett, One Year's ditto	105	0	0			
To ditto ditto John E. F. Wright, ditto	105	0	0			
To ditto ditto Richard Thompson, One Half Year's ditto	52	10	0			
To ditto ditto Peter R. Maddock	17	15	10			
To ditto ditto James Appleton	50	0	0			
To ditto ditto George Holden	10	10	0			
To ditto ditto David Anderson	37	10	0			
To ditto ditto John Towers	33	12	0			
To ditto ditto Bounty on Stones out of Rock Channel	23	16	0			
To ditto ditto Iron, Lead and Smith's Work	378	4	0			
To ditto ditto Timber and Sawing	2535	18	6			
To ditto ditto Canvas, Pitch, Tar, Oil, &c.	88	5	9			

	£	s.	d.
To ditto ditto Paving	377	16	4½
To ditto ditto expences at Point Linas	94	8	6
To ditto ditto Books and Printing	69	3	1
To ditto ditto Boat at Formby	5	1	6
To ditto ditto purchases for the Accommodation of the Quays	3063	0	0
To ditto ditto Towards building the new Graving Docks	2056	1	5
To ditto ditto Receiver's Poundage	582	5	3½
Balance in the Treasurer's Hands	681	18	5½
	<hr/>		
	£22,265	6	6
	<hr/>		

Cr.

	£	s.	d.	£	s.	d.
By Cash on Interest per last Year's Account	53,665	2	0			
By Cash borrowed per account below	10,620	0	0			
	<hr/>			64,285	2	0
				<hr/>		
By Cash taken up at Interest, £.600 from the Light Duty				10,620	0	0
By Dock Duties received since the 24th June, 1790				11,645	6	6
				<hr/>		
				£22,265	6	6
				<hr/>		

RICHARD GERARD, Treasurer of the Dock Duties, pursuant to Act of Parliament produced this Account before the Commissioners appointed to examine and settle the same, and upon comparing the several Vouchers relating thereto, there appears to be a Balance of Six Hundred and Eighty-one Pounds Eighteen Shillings and Five-pence Three Farthings in the Treasurer's Hands.

John Hurry, William Cubbin,
Francis Holland, William Harper,
Joseph Caton.

(No name of printer.)