

This ship remained alongside the ill-fated H.M.S. *Audacious*, 1914, and with the aid of the merchantman *Olympic* was able to save many of the *Audacious* crew.

Sold in 1921.

H.M.S. LIVERPOOL (VII)

Cruiser. 700 men. 12 six-inch guns. 8 four-inch A.A. guns.
8 torpedo tubes quadrupled on deck.

2 air-craft and one catapult.

Length: 584 feet. Horse-power: 96,000. Speed: 32 knots.

BIBLIOGRAPHY

Contemporary Liverpool newspapers.

Contemporary London newspapers.

The Gentleman's Magazine.

The Navy Lists.

Gore's *Liverpool Annals*.

Liverpool Ships of the 18th Century, R. Stewart-Brown.

All the reputed naval historians' works.

A picture of the H.M.S. *Liverpool* of 1860 appears in *The British Fleet*, by Commander Charles N. Robinson, London, 1894.

ARTHUR C. WARDLE.

LIVERPOOL AND THE SLAVE TRADE.

A Notice of *The Last Years of the English Slave Trade: Liverpool, 1750-1807*, by Averil Mackenzie-Grieve, London, 1941.

THIS work adds little to evidence already published, and is largely a re-arrangement of the matter contained in *Liverpool Privateers and the Slave Trade* (Gomer Williams) and that rather imaginative booklet entitled *Liverpool and Slavery*, by "Dicky Sam". The author also borrows much from the published notes pertaining to the lives of Rev. John Newton and Captain Hugh Crow, whose stories have been told so frequently that repetition here seems superfluous.

The frontispiece is erroneous, and constitutes a libel upon Liverpool, for there is not a shred of evidence to support the inference that slaves were brought to Liverpool for primary sale or for transhipment. Such negroes as were advertised for sale (and they were rare indeed) were originally sent as gifts from traders on the Coast to merchants in Liverpool. As "slaves" here, they reached a higher standard of life than most white servants, and the small number of these negro boys and girls, who grew up to be the most faithful of family retainers, is reflected by the very few burial entries in local parish registers, while the wording of such entries is proof of the respect elicited from their masters or mistresses.

The Custom House mentioned in Chapter One was built in 1721-2 and *not* in 1700 as there stated. The description of the auction sale is sheer fiction, worked up from the book by "Dicky Sam" who, in turn, conjured the scene from a bare newspaper announcement of the sale.

Little regard is shown for chronological arrangement of facts. The Earles, for instance, resided for many years at their place of business. The author refers to the William Aspinall of 1761 and his rapid transition to the affluent Bold Street. Aspinall's name, however, does not appear in Liverpool directories until late in the century, while Bold Street certainly was not laid out for some years after 1761. Similarly, Leyland's banking connection with William Roscoe began many years after the former's commencement in business as a trader. Rathbone was not the only merchant who refrained from direct participation in the slave-trade, and even he and others must have supplied timber for the building of ships engaged in the African and West Indian Trade.

Mention of mutinies, privateers and pirates as a risk peculiar to slave-trading is amusing. It was common to all branches of Liverpool's sea-borne trade. The care of Mersey shipmasters and their merchant-owners for these human cargoes stands out clearly in much of the documentary evidence, and even those chapters dealing with conditions in the Plantations fail to arouse unusual interest in the mind of anyone accustomed to searching contemporary records. With rare exceptions, slave conditions in the West Indies were little worse than those obtaining among

our impressed seamen, and certainly not worse than those which many juvenile workers in Britain had to endure.

Most of the illustrations have been published previously, and some can be regarded as "evergreens", while the inference that cargoes of slaves were publicly sold or landed at Liverpool can be dismissed just as firmly as we refute the local legend that slaves were kept or imprisoned in certain cellars, still extant, in Liverpool. The author omits to state that Liverpool's slave trade had existed for fifty years before her narrative commences, and to the student familiar with the manner in which young white "apprentices" were indentured and shipped across to colonial plantations between 1680 and 1725, this "splash" about Liverpool's negro trade is amusing. Not a voice nor a hand was raised against the white slavery, and not even latter-day historians have ventured any adequate indictment of it. The truth is that the emancipation of the black slaves was but a stepping stone in our general march towards civilization, and it is unfortunate for such towns as Bristol, Liverpool, etc., that they were seaports and thus had to bear a stigma which can now be more widely spread. Manchester merchants supplied the cottons, etc., specially manufactured for negro use; Birmingham manufactured the trinkets exchanged on the Coast for slaves; and other centres of English industry provided the remaining essentials for establishing the slave bargain. Thus, all classes of the community were concerned directly or indirectly in this nefarious trade. Fortunes were made and lost, without doubt, by Liverpool merchants engaged in the trade, but a study of statistics soon convinces the student that this trade was just secondary to that of the port generally. That Liverpool's affluence did not depend upon "black-birding" is emphasised by the fact that her growing commercial expansion proceeded without the slightest hindrance as a result of the abolition of slavery.

Thus, it is a fallacy to point to the slave trade as the foundation of local wealth, for every school-boy should know that Liverpool owed its early development to the salt, sugar, and tobacco trades—and even these could not have been undertaken except by a community fully versed in shipbuilding and ship-manning.

ARTHUR C. WARDLE.