

LIVERPOOL

Newsletter No 11

Winter 2004-05



Reg Charity

HISTORY SOCIETY

No 1093736

At Home

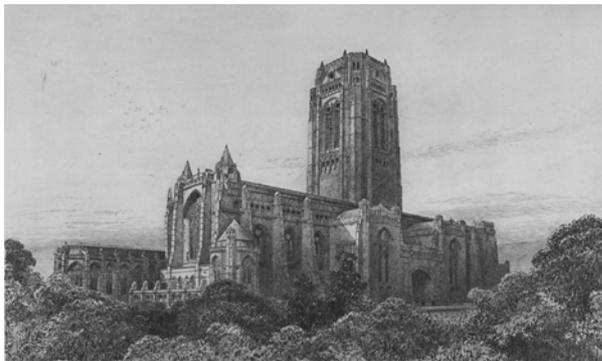
In December 2000 a small group of friends, and other interested enthusiasts, met together to discuss the possibility of setting up a new society dedicated to the appreciation and study of the history of Liverpool. The result was the Liverpool History Society. If anyone had asked them that day how they felt about hosting a local history conference for over a hundred people from all over Lancashire, and beyond, it is fairly safe to say that they would have laughed and emphatically said "No Way!", but on 9th October 2004, that is just what they did, when the LHS was "At Home" to the other societies of the **Lancashire Local History Federation**.

The At Home was held in the Western Rooms of Liverpool's Anglican Cathedral, and, despite their heavy commitments elsewhere that day, we were joined for its opening by the Lord Mayor and Lady Mayoress of Liverpool, Councillor & Mrs Frank Roderick, and the Dean of Liverpool, the Rt Revd Rupert Hoare. After welcoming all present, the Lord Mayor invited us to observe a minute's silence in memory of the late Ken Bigley, so cruelly murdered in Iraq, at the end of which Bishop Rupert led us in an appropriate prayer.

As 2004 is the centenary of the laying of the foundation stone of the Cathedral by King Edward VII on 19th July, 1904, and the "At Home" was being held in part of that building, it seemed right that the first of our two main speakers should tell us something of the history of Giles Gilbert Scott's masterpiece. Our speaker was Peter Kennerley, a former Custos and Education Officer of the Cathedral, and there can surely be few who can match, or even approach, his deep knowledge of the building and its treasures, or who can describe it/ them in such an interesting way, mixing key facts with amusing, and at times, touching anecdotes.



*Giles Gilbert Scott's winning design, 1903
adapted from an illustration in Peter Kennerley's
The Building of Liverpool Cathedral, 1991*



*T Raffles Davison's impression
of how the cathedral would appear, when completed
in accordance to the later, much altered, plans.
First published in The Builder in 1924*

Sadly, lack of space precludes our giving any adequate account of Peter's most enlightening talk, so no attempt will be made to do so. The ready availability of his informative and profusely illustrated books about the Cathedral (that mentioned above, a revised edition of which was published last year by Carnegie Press, and his *The Cathedral Church of Christ in Liverpool*, (The Bluecoat Press, 2003), produced in collaboration with Colin Wilkinson with photographs by Barry Hale) will, perhaps, make this omission excusable

[Continued on page 2]

*The Officers and Committee of the Liverpool History Society
extend to all its Members and Friends
the Compliments of the Season & their Best Wishes for 2005*

At Home , continued

After a brief pause for coffee, Dr Adrian Jarvis, Curator of Shipping at the Merseyside Maritime Museum, spoke to us about some of the merchants of 19th century Liverpool, and the fascinating project of which he is co-director, which is examining the world and workings of these “real life Forsytes”.

Describing Liverpool as a city made by merchants, he reminded us that it was commerce that created the City’s vast wealth and there could have been no trade without merchants. Apart from a few well known names, however, most of these men – and a handful of women – the movers and shakers of Liverpool’s dynamic economy, remain extremely obscure. While they clearly did much, if not most, of their business through informal links of trust, details of these networks are lost to history.

By an extensive study of a wide range of disparate records of the period 1850-1900, (national censuses, Gore’s and other directories, and church, club & association records are but a few), the project will reconstruct a picture of who these merchants were, where they lived, the makeup of their households (above and below stairs), with whom they were educated, who they married, with whom they played golf, etc, etc. (Did you know, for instance, that in 1871 most of the city’s corn merchants lived around Falkner Square or that in 1891 members of the Dock Board were well-represented at the Royal Liverpool Golf Club?) No doubt, informal contacts such as these provided ideal conditions for wheeling and dealing, and the accompanying ‘gentleman’s handshake’.



A typical former merchant’s house on Falkner Square, now a tourist hostel

Much work remains to be done on the project, both in collecting, entering and analysing the data and in considering its implications. Amongst many other things, the impact in the later years of the period under study of new technology (e.g. the telephone) and new legislation (e.g. limited companies), is also to be examined, and the published results are eagerly awaited.

It is intended to provide a fully-searchable website for use by researchers, students and local schools. It is hoped that the need for adequate and economic provision for those not having or wishing to use electronic access, will not be overlooked or ignored.

After a first-class lunch, part subsidised by a grant from the Liverpool Culture Company, and expertly prepared and served by the Western Rooms catering staff, (to both of which bodies the LHS expresses its grateful thanks), virtually all of those present ventured out in to the cold, to take part in one of the walks or visits that had been organised.

Apart from that to the recently opened National Trust property at



E Chambré Hardman at home

studio of the photographer, visit to the Roman Catholic King, (Frederick Gibberd, 1967), the walks were all led by members of the Society, who also produced their own illustrated handouts. The other walks were to the Oratory (John Foster, jnr, 1827) and around the Saint James’ Mount Cemetery, to east of the Cathedral, and along Rodney and Hope Streets to look at the architecture, and hear about some of the famous residents, including, of course, William Ewart Gladstone, born on 29 December 1809 at what

59 Rodney St, the former home and E Chambré Hardman, and the guided Metropolitan Cathedral of Christ the

is now 62 Rodney St, .

As a precaution against bad weather, one of our members had prepared an impressive array of pictures and written descriptions of the properties to be seen. These were displayed on the exhibition boards purchased with part of the National Lottery “Awards for All” grant, (shown right) and were the subject of much interest and congratulatory comment.



After a warming cup of tea, members and visitors re-assembled, and Dr Mona Duggan, the LLHF President, and herself an LHS member, closed the conference by thanking all those had attended for their support. On their behalf, she then went on to thank the Western Rooms staff, and all those members of the Liverpool History Society who had in any way been responsible for the planning, organisation and execution of the “At Home”.

Replying, John Tiernan, the LHS Chairman, reiterated Dr Duggan’s thanks, especially to those members of the Society, whether on the Committee or not, for their hard work behind the scenes, and said that hosting the “At Home” had been a privilege and a pleasure, and hoped it would not be too long before we could do so again.

2005 PROGRAMME

January

WINTER BREAK

No meeting

February 20 'The History of the King's (Liverpool) Regiment'

Simon Jones

Raised in 1685 as the Princess Anne of Denmark's Regiment, and becoming the 8th Regiment of Foot in 1751, the Kings Regiment has a list of battle honours stretching from the 18th century campaigns of the Duke of Marlborough to the War in Korea in the 1950's. The splendid memorial in St John's Gardens, and the twice relocated cross facing Shaw Street (pictured right) remind us of the regiment's 125 year long connection with the City, as does its Museum within the Museum of Liverpool Life. Now joined with the Manchester Regiment as part of the King's Regiment, its Territorials are part of the King's and Cheshire Regiment, whose A Company is based in Townsend Avenue. Confused? Simon Jones will unscramble the complicated tale and tell us a little of the brave men, including nine VC's, that the people of our City remember with such affection and pride.



March 20

'Cause of Death'

Angela Brabin



Having practised as a solicitor for 25 years specialising in criminal and social security law, Angela Brabin decided to read for a Liverpool MA in Women's Studies. Her final dissertation examined the lives, trials and executions of two Liverpool widows, Margaret Higgins (left) and Catherine Flanagan, who in 1884 were convicted of murdering, by arsenic poison, a number of friends, relatives & lodgers, whose lives they had previously insured. The trial caused quite a stir in high places, and it was even suggested that such practices were widespread in poor areas of the country and had long been a problem.

Angela's dissertation later became turned into the book, "*Black Widows of Liverpool*", a copy of which the Society was given by the publishers, Palatine Books. Following its issue, Angela has featured in a number of newspaper and radio interviews, as well as a major article in the October 2002 issue of *History Today*. We look forward to her telling us the story, which is clearly not for the squeamish!

April 17 'Liverpool – 170 years of the Sovereign's Peace'

Shaun Rothwell

When the 1835 Municipal Corporations Act gave boroughs the responsibility of setting up their own local police force, Liverpool complied on 9th February 1836, by appointing the Superintendent of the Night Watch, Michael James Whitty, to be Head Constable of the new force of 358 officers and men. Whitty held the post for some eleven years, and since his day, the Liverpool Police, which covered just the borough, has been transformed by numerous amalgamations etc. into today's Merseyside Police of around 6,200 men and women, whose "beat" covers some 253 square miles, and a population of 1.4 million.

Shaun Rothwell will tell us about some of the highs and lows of those 170 years so that we can decide for ourselves whether or not, as Gilbert & Sullivan put it, "a policeman's lot is not a happy one."



May 15

4th ANNUAL GENERAL MEETING

1.45pm start

followed at

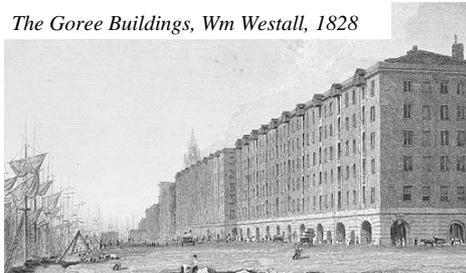
2.15pm approx

Evolution of the Port of Liverpool'

Angela Downes

All members within travelling distance of Liverpool are encouraged to attend the Annual General Meeting, as it is their chance to say what they do and do not like about how their Society is run

The Goree Buildings, Wm Westall, 1828



After the AGM, Angela Downes will recount some of the history of the Port on which so much of the City's past prosperity was built. From the opening of Steer's Dock in 1715, and its 19th century heyday, the docks have passed through many changes and troubles. They have also lost, for various reasons, many of their famous landmarks, like the Goree Warehouses, (shown left).

Despite all this, we are told that what remains handles a greater tonnage than ever before and big ships are returning to the City

Society News

Website

It is much regretted that, due to unavoidable circumstances, our website, [liverpoolhistorysociety.org.uk] has not been updated for some weeks. Pending satisfactory resolution of the problem, our old website [liverpoolhistorysociety@merseyside.org] has been temporarily resurrected and carries up to date information about the Society's forthcoming programme.

Journal 2005

We regret to have to announce that Fred Forrest, who so successfully edited the 2004 Journal, has decided, for personal reasons, that he can no longer "occupy the Editor's Chair." So as to ensure that the next issue is ready for the AGM in May, the members of the Publications Committee have agreed that they should share the task of compiling, editing and producing the 2005 Journal amongst themselves. Any member, with the necessary skills and experience and interested in taking over as Editor after May 2005, is invited to speak in the first instance, to the Chairman or Secretary.



Library



Amongst the recent donations to the Society's growing Library, especial mention must be made of the gift of nine brand-new Liverpool related books from Guy Woodland, of Birkenhead. Ranging from "The Dragon that squeaked", a story book illustrated by City youngsters, and "Me and My Faith", an account of what their beliefs mean to them by children from Liverpool's various faith communities, to "Liverpool: The first 1000 years" and "Liverpool: World Heritage City" (the last published in 2004 to celebrate the granting of that prestigious accolade to the City's Waterfront etc), Guy has contributed in some way to each one, as author, photographer (and what superb photographs they are!) or publisher. We are most grateful to him for his

Forthcoming Conferences

Preliminary details have been received of two major Conferences to be held in or near Liverpool during 2005

The first, mounted by the Centre for Merseyside & Liverpool Studies, will be held at Edge Hill College, Ormskirk, on 31st March and 1st April 2005, is entitled "Identities" and will consider ways in which overlapping and multi-faceted identities characterise or construct regions, communities, groups and individuals. With Liverpool's long history of multi-cultural inclusiveness and its proud declaration that it is the "World in one City", such considerations should be particularly interesting and informative.

The second, on **Liverpool and Transatlantic Slavery**, is being organised by the Historic Society of Lancashire and Cheshire, and will reflect advances in research on that subject since 1976 when they published *Liverpool, the African Slave Trade, and Abolition* (eds Anstey, R & Hair, P E). The conference will take place on 14th & 15th October 2005 at the Merseyside Maritime Museum (a particularly suitable location, as the MMM has made an important contribution to debate through its permanent exhibition on the slave trade and slavery), and will examine the role of Liverpool in the wider organisational, economic, social and cultural context of that abominable trade.

Details of booking procedures and costs, which, given the high calibre of the two events, may not be cheap, will be announced when they become available.

The Society's Officers & Committee, 2004-5

Officers					
Chairman :	John Tiernan (2006)	Administration Secretary:	Jo McCann (P) (2007)		
Treasurer:	Neville King (P) (2006)	Membership Secretary:	Michael Brian (P) (2007)		
Committee					
Kirt Barooah (P) (2007)	Charles Collier (2007)	Joyce Culling (2006)	Netta Dixon (2007)		
Mary Harrison (2007)	Brenda Murray (2007)	Cynthia Stonall (2005)	Marie McQuade (P,C)		

NB (P) & (C) denote member of Publications Sub-Committee & Co-opted respectively, and the year is when current term of office ends)

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'RECENT TALKS No.3'

Please substitute the following for that published in "Recent Talks No 2"

March 2004**The Walton Experience, 1915-46.****Doreen McGiveron**

Doreen's talk concentrated on the transition period of this former West Derby Union Workhouse into a hospital that became part of the National Health Service in 1948. The dramatic change between the period 1915-46 was due to the dedication and tireless efforts of three people - Colin and Martha Roberts (Master and Matron) and Dr Henry McWilliam (Medical Superintendent).

It came as a surprise to hear that in the early part of the 20thC the Voluntary Hospitals were reluctant to accept chronically ill people, the majority of whom were subsequently admitted to Institutions for treatment. During the 1920's the ratio of inmates to patients was reversed and people who could afford to pay for a GP but not hospital care were admitted to Walton. By 1930 there were 1,640 patients and 460 inmates. Dr MacWilliam was aware of the need to reduce the time spent in hospital by patients (where have we heard that before?) and part of the solution was the continuation (outpatients) department. By 1938 the number of cases treated rose to 68,000 in a single year. In 1929 over 600 people were admitted with tuberculosis and in the same year the first Department of Psychiatry in Liverpool was opened.

A new nurse training scheme was introduced by Martha Roberts in 1918 and the only change needed for approval by the General Nursing Council was the appointment of a Nurse Tutor. In 1928 Walton was the second hospital in the country to train male nurses. Martha was the driving force in introducing a scheme to enable young mothers to go out to work and still have access to their babies. She was compassionate and knew how to 'bend the rules' to achieve her aims. Until 1920 nurses worked 71hrs a week on days and 81hours on nights! This was improved to a 56hr week shift system.

Colin Roberts was the son of a workhouse master and he was aged 32yrs when he came to Walton. He set about reforming discipline and building a chapel. The inmates at Walton were segregated by sex, age and the ability to work. Children over 3yrs were sent to the Cottage Homes and there were cottages in the grounds for elderly married couples.

A notable change in administration took place after the Local Government Act of 1929. This reformed the Poor Law and responsibility for Walton passed from the Board of Guardians of West Derby Union to Liverpool Corporation.

With the outbreak of WW2, Walton became a Grade A hospital for military personnel, prisoners of war and the general public. Martha Roberts was then 60 years old but continued in post until 1945. She was honoured with an MBE for her services to charity in 1931. Colin Roberts became President of NALGO in 1943/4 and received an MBE in 1934 and an OBE in 1944. This couple and Dr MacWilliam had worked together for over 30yrs and in that time they had achieved a great deal for the common cause.

Dr 'Mac' worked at Walton from 1913 and continued to serve in the NHS until he retired in 1952. Throughout his career he had worked tirelessly to improve standards of care and the health of the poorer people of Liverpool.

Doreen McGiveron trained as a nurse and worked in the NHS and SHSA for many years.

[DMcG]

September 2004**'On Track'-Two Pioneering Railways & a Tram System****Glynn Parry**

It is impossible for members who did not attend the meeting to appreciate the excellence of Glynn's description of the pioneering development of railways and trams on Merseyside illustrated profusely with slides from his collection accumulated over many years.

We are very familiar with the Liverpool-Manchester railway, opened in 1830, being the first railway in the world to operate regular fare paying passenger services but, another 'first' not so well known, is the **Railway under the Mersey** opened in 1886 using steam powered engines! This caused difficulties with ventilation and the line was electrified in 1903 using the third rail pickup system. Initially a private venture, it soon ran into financial difficulties but was extended to various terminals on the Wirral at Rock Ferry, New Brighton and West Kirby. The original length of track between James Street and Hamilton Square is now incorporated in the Mersey railway system to which the loop under the city was added in the 1970s.

“On Track”, continued

The Overhead Railway was a private venture to facilitate rapid transport for many thousands of dockers who worked in Liverpool's bustling docks at the end of the 19th century. Opened in 1893 it was constructed of a steel deck on steel stanchions. Eventually this was its downfall due to corrosion resulting from rainwater and the steam trains that hauled goods beneath it at ground level. After 70 years of invaluable service it closed in December 1956, too costly for the private company to refurbish, and its distinctive silhouette disappeared from our waterfront within a year. From the beginning it was operated by electric locomotives. Today, a similar railway still operates in New York.

Glynn also introduced us to other Liverpool railways such as the Southport railway, originally steam powered but electrified in 1903/4 using a third rail carrying 600v DC current. It was part of the Lancashire -Yorkshire railway terminating at Exchange station, now occupied by an office block. The Cheshire Lines Railway, whose terminus was at Central station, was closed in the 1960s. Our last remaining pioneer railway terminus is Lime Street station, opened in 1836 and recently refurbished.

In conclusion, Glynn educated and entertained us with slides and commentary on the tramways of Birkenhead and Liverpool. Privately operated horse drawn trams had been introduced in the middle of the 19th century but in 1895 **Birkenhead Corporation*** took over 4 competing companies and pioneered the use of electric power units.

Liverpool Corporation, who had taken over the Liverpool United Tramways and Omnibus Company in 1897, started to electrify the following year and developed an extensive network throughout the city using overhead power transmission. In 1943 they had the biggest network in England totalling 191 miles, 46 miles of which was of dedicated tracks in the suburbs on which trams reached 60 miles per hour. With the rise in the use of motor transport after WW2 severe congestion in the city spelt the end of the tram. In the 1950s they were gradually replaced by buses and the last tram - a No.6 - ran in 1957. It now stands neglected in 'the corner of a foreign field' in the USA. A new 'light railway system' is now in the planning stage and we can expect to see 'trams' on our city streets again very soon.

If you wish to know more about railways and trams on Merseyside there are a number of excellent publications including *Portrait of the Liverpool Overhead Railway* by Adrian Jarvis and a series of booklets produced by the Merseyside Tramway preservation Society.

*A short length of the Birkenhead tramway has been restored and operates intermittently as a Heritage attraction from Woodside ferry using rescued rolling stock. [NHK]

October 2004**Liverpool's first Mosque****Zia Chaudhry**

In another of our occasional series looking at the various ethnic and faith communities that go to make up our City's rich tapestry, local barrister Zia Chaudhry told us the fascinating story of the Liverpool solicitor who founded Liverpool's first Mosque in 1887. (There is some evidence of a mosque in use by Cardiff's Yemeni community during the 1860's, and the Shah Jahan Mosque, Woking, Surrey, which was opened in 1889, has the distinction of being Britain's, and probably Northern Europe's, oldest surviving purpose-built mosque.)

The son of Robert Quilliam, a watchmaker, of Manx descent, William Henry Quilliam was born in Elliott Street, Liverpool on 10th April 1856. He was educated at the Liverpool Institute, and, while in Liverpool, he and his mother worshipped with a local Methodist congregation, and he also attended sermons given by the Revd Charles Beard at the Unitarian Chapel in Renshaw Street. (Mrs Quilliam remained a Methodist until 1893, when at the age of 63 she too converted to Islam, from then on being known as Kadajah, or Mother of the Faithful.)

After qualifying as a solicitor William Henry Quilliam built up a considerable and popular practice in Liverpool, but in 1882-3 his health compelled him to travel to the South of France, and beyond. In North Africa, and especially Morocco, he was much impressed by what he saw and learned of the faith of Islam, and in 1887, at the age of 31, Quilliam declared himself to be Muslim, and became known as Abdullah Quilliam.

The same year, he began to lecture at the Temperance Institute in Mount Vernon Street, and quickly became, and for the next twenty one years remained, the leader of Liverpool's Islamic community. This consisted not just of believers from abroad, for example, seamen who were in port for just a short while, but also a number of local residents, who had converted to Islam, the first of whom was Mrs Elizabeth Cates, who adopted the name of Fatima.

The group of worshippers soon outgrew the premises at Mount Vernon, and in 1888, Quilliam rented a house at 8 Brougham Terrace, Liverpool, where he and his friends kept open house, welcoming Muslims and non Muslims alike

Liverpool' First Mosque, cont

In addition to the mosque, over the next few years they opened a boarding school for boys and a day school for girls, a library and reading room, a museum and a science laboratory, where classes on a wide variety of subjects, open to all, were held. To house all of these activities, Nos 10 and 12 Brougham Terrace were also acquired, and Fatima Cates became the first Treasurer of the complex which became known as the Muslim Institute.

In the basement of the properties a Press was set up, from which two regular periodicals were published, *The Islamic World*, a monthly (from 1889), which was sent to some twenty countries around the world and *The Crescent*, a weekly (from 1893). Quilliam also wrote a number of books and booklets about his faith. One of these, *The Faith of Islam*, published by T Dobb of Liverpool in 1889, ran into at least three editions (including one published in Lahore), and is in the form of correspondence between himself and Elizabeth (Fatima) Cates, about the basics of the faith. Another, *The Religions of the Sword*, (pub. Dobb, 1891) is "an enquiry into the tenets of Judaism, Christianity and Islam, with a view to considering which religion has been the most tolerant". After the establishment of their own press, and until 1908, other works, and copies of lectures and speeches, some perhaps more political than religious, seem to have been printed and published "in house."

Abdullah Quilliam made a number of visits to Islamic states abroad; in 1889 he was granted an audience with the Shah of Persia; on one of his visits to Constantinople, he was received by the Sultan of the Ottoman Empire, Abdul Hamid II who bestowed on him the title of "Shaykh ul Islam" or "shaikh al Islam", and, while on a visit to Afghanistan, the Amir awarded him the Order of Kolah-u-Izzai. This visit to Afghanistan bore other fruit, for the Amir or his son appears to have funded the erection of a purpose built structure in the garden behind the main house, which was to serve as a mosque.

The community was clearly prospering and taking its civic responsibilities seriously, for in 1896 it purchased premises at 8 Shiel Road which became the Medina Home for Children, and the following year, plans were announced for a purpose built mosque to be built to the design of J H McGovern on the site of 11 & 12 Brougham Terrace. This did not however materialise, any more that did those of 1902, for a mosque in Geneva Road, Elm Park

In December 1902, Quilliam appeared, with a caricature portrait by Joshua Fisher in a sympathetic piece in the Liverpool Review, but local relations were not always harmonious, especially when Christian zealots barracked or attacked the community's proceedings. He nevertheless continued in the City until 1908, when, for reasons that are not entirely clear, he went abroad, and remained there for a number of years. The work of the Mosque, Institute and the other enterprises do not seem to have survived for very long after his departure.

Rather than speculate on this, Mr Chaudhry concluded his talk by saying that after his return to England in the 1920's, Abdullah Quilliam had died in 1932, and was buried in Brookwood Cemetery, in Surrey. A plaque on 8 Brougham Terrace, commemorating his work and Liverpool's first mosque, was unveiled in 1997, by Quilliam's grand-daughter, Mrs Patricia Gordon, and engendered considerable interest on local radio and elsewhere.

After answering a few questions about Abdullah Quilliam, Mr Chaudhry spent some considerable time answering others about the faith and practice of Islam generally, and in this time of misunderstanding and tension, this was clearly much appreciated.

Note The above account incorporates a number of minor additions by the Editor, for which Mr Chaudhry is not responsible. Much work remains to be done in discovering details of Abdullah Quilliam's life after he left Liverpool, and it is hoped that it may prove possible for Mr Chaudhry and the Society to co-operate in this. [MEB]

November 2004

Victorian Liverpool and the Irish

Frank Neal

Professor Neal, (Salford University) has kindly provided the this summary of his talk

The geographical position of Liverpool made it inevitable that the town would have a sizeable Irish born population. There must have been an Irish presence before 1800. In particular, the 1798 rebellion in Ireland resulted in some Irish fleeing to Liverpool to escape retribution. In 1819, the first ever Orange parade took place in Liverpool and this resulted in a riot near Fontenoy Street, in the North End. The local press estimated that 2000 Irish took part. However, it was the introduction of steamships on the route between Liverpool and the principal Irish ports which triggered off the large scale movement of Irish into Liverpool. The Irish came both to escape a colonial regime and/or to improve their standard of living in Lancashire's mines and cotton mills whilst the Liverpool docks provided work for thousands. In the 12th century, Ireland was ruled by a number of Kings, each holding sway in particular regions. It was a dispute between

some of these Kings that resulted in an invitation for Anglo-Norman help. This resulted in Anglo-Norman Lords moving to Ireland and staying. The Tudors extended the English influence in Ireland and Elizabeth I finally established control over what in effect became a colony.

Liverpool and the Irish, continued

Significant numbers of Irish never accepted British rule and periodic rebellions broke out. Irish hostility to English rule was fuelled by the fact that the Reformation in England never transported to Ireland, which remained a predominantly Roman Catholic country. In the eighteenth century, in an attempt to further subdue unrest in Ireland, thousands of English and Scots people moved to Ireland, at the behest of the English government and Protestant landlords, and settled on land farmed by Catholics. The latter were evicted to less fertile lands in the West.

Inevitably, these 'plantations' did nothing to improve English-Irish relations. At this time Ireland had a Parliament, with limited powers and dominated by Protestants. In the eighteenth century penal laws were passed, further poisoning Anglo-Irish relationships. In 1795, working class Protestants formed a secret society which became the Orange Order, its purpose, to defend Protestants from a hostile Catholic population. In 1798, another rebellion, led by Protestants, occurred, but was put down with great savagery. In 1800, under the Act of Union, Ireland became part of the United Kingdom and the Irish Parliament was abolished, the Irish MPs now sitting at Westminster.

The Irish economy did not experience the degree of industrial change which occurred in England but her population continued to increase. A large proportion of the Irish population depended on the potato for survival. This dependency was the result of the system of land ownership in which large estates were broken down into small units, rented out to the Irish but too small for industrial farming. The potato was easy to grow and was nutritious. When a man's children were growing up, the land would be sub-let to his sons and in smaller units, but the potato still provided subsistence. Ireland experienced a number of small scale famines but in 1845, the failure of the potato crop, due to a fungus, initiated a disaster. The crops also failed in 1848 and 1849. One million people died and one and a half million emigrated. In 1847, 296,000 people landed in Liverpool from the Irish steamer, of whom 116,000 had no visible means of support. An outbreak of typhus imposed a tremendous burden on the poor law authorities and the police. The Irish died in disproportionately large numbers. By 1851 the North End had the greatest concentration of Irish outside of Ireland, with the exception of New York

By 1800, Liverpool had started to expand rapidly, both in population and houses. Until then its wealth had been bolstered by participation in the slave trade but the major cause of Liverpool's economic growth in the nineteenth century was the enterprise of Liverpool's merchant community in taking advantage of the industrial outputs of Lancashire and the Midlands. The canal boom of the eighteenth century had improved communication with the mills, coal fields and factories. From 1709 onward the Corporation of Liverpool developed a dock system to handle the constantly increasing value of trade. In 1829, the opening of the Liverpool-Manchester railway transformed businesses. The population of the borough increased rapidly from 78,000 in 1800 to 385,000 in 1851. Inevitably, the provision of social capital in terms of water and sanitation lagged behind a trail of awful housing. A number of reports in the 1840s clearly indicated the terrible conditions in Liverpool. The economic growth continued unabated during the nineteenth century and the docks provided work for Irishmen. However, unlike the mill towns, which provided work for the whole family, Liverpool had little factory employment for men, and even less for women. For the Irish women, domestic service provided the major employment.

The Irish did not create Liverpool's slums but the economic condition of most of them meant they finished up in the worst housing. The Irish born population of Liverpool in 1834 was estimated at 33,000. The 1841 census revealed that it had grown to 49,000 and by 1851 the figure was 83,000. Such an influx of people, the majority of whom were poor, uneducated and Roman Catholic, was bound to provoke a hostile reaction from sections of the indigenous population. In England, anti-Catholicism was endemic at all levels of society and in the popular mind, Irish equalled Catholic. Inter-communal relations in Liverpool were worsened by the fact that the Irish were over-represented in local criminal statistics and in the North End relations with the police were particularly bad. A significant factor in the inter-communal disputes was the growth of the Liverpool Orange Order.

With the passing of time, some members of the Irish community moved upwards in the local business community and eventually moved into mainstream local politics. In 1870, the Scotland Division returned T.P.O'Connor, as their

Nationalist MP. In general, the Irish supported the Liberals, the Tories being identified with the Orange Order. The 1909 riots in Liverpool resulted in a government enquiry which in its final report described Liverpool as the "Belfast of England". Despite the periodic outbreaks of rioting, the Irish slowly established themselves in the life of the borough providing town councillors and ultimately a Lord Mayor. [FN]