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LIVERPOOL TO-DAY.

Deus nobis hæc otia fecit.—THE CITY'S MOTTO.

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ALL over the globe the name of Liverpool has been identified for so many years with the vast shipping interests of the empire that it is not surprising to find in the history of the city an epitome of the whole record of the rise and growth of British commerce. But it have been more especially associated with American trade and travel, as from its situation and other advantages it has formed the natural "Gateway of the West," through which has passed those millions of people, going or coming, whom necessity or pleasure has caused to pay toll to the world's greatest port; those countless cargoes of cotton and corn, of tobacco and other products, which the prodigal New World has given to the Old. The following account of Liverpool and its famous docks is somewhat brief and imperfect from the exigencies of a magazine article, but will be of service, having in view the importance of the new transfer arrangements consummated in the last few months, by which the time taken in the passage from New York or Boston or Montreal to London is again shortened, and the comfort and convenience of the ocean traveller decidedly increased. Other improvements of various kinds, effected with-

in the past two or three years—notably the deepening of the entrance across the bar in the channel of the estuary of the Mersey—have greatly added to the overwhelmingly superior position Liverpool occupies when compared as a seaport with any other, English or foreign, and the relation of the facts will be read with intelligent appreciation on the further side of the sea.

Liverpool, situated on the east bank of the Mersey, some three miles from the open sea, rises on a continuous slope from the six or seven miles of docks and quays which line the shore of the river in an irregular semi-circle; and the approach to it, which is not marked by any striking natural features, is now very familiar to many Americans. It is 201 miles from London, and the journey is performed by rail in about four hours; it is, therefore, easily possible to breakfast in the one city and lunch in the other in the same morning; while communication with other centres is almost equally expeditious. But the special significance which attaches to its position as a port will be best understood when it is considered that behind Liverpool stand, to a great extent, Lancashire and Yorkshire. Though the city may be regarded as a tolerably ancient one,