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British Online Archives (BOA) is one of the UK's leading academic publishers and online repositories. Hosting over six million records, carefully sourced from private and public archives, such as The National Archives (UK) and British Library, our unique primary source collections cover over 500 years of world history.

They boast extensive documentation from across the globe, providing invaluable source material for students, educators, and researchers working within a range of scholarly disciplines, including history, politics, sociology, and international relations. Our fascinating digital holdings offer insights into global historical events and trends, typically through a British lens. They serve to broaden our understanding of history, and help us to make sense of contemporary social, cultural, economic, and political landscapes.

### Related Collections:

Our primary source collections are organised thematically so as to enhance user experience and boost discoverability. Via careful reflection on our archival holdings, and in dialogue with scholars, we have grouped our collections under key historical themes.

*Liverpool Shipping Records: Imports and Exports, 1820–1900*, falls under the broad themes of “Colonialism and Empire” and “Economics”. You can explore related collections, such as *Bristol Shipping Records: Imports and Exports, 1770–1917*, and *British Mercantile Trade Statistics, 1662–1809*, by scanning the QR code.



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Liverpool Shipping Records: Imports and Exports, 1820–1900

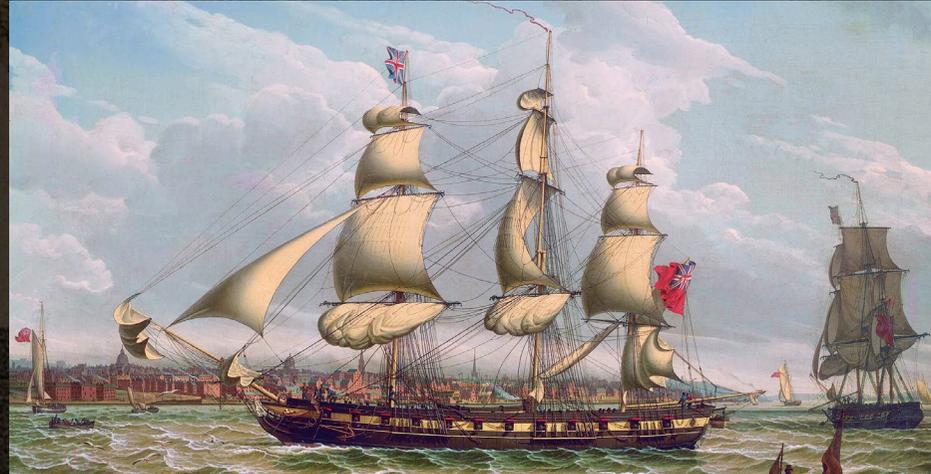
## Liverpool Shipping Records: Imports and Exports, 1820–1900

*Liverpool Shipping Records: Imports and Exports, 1820–1900*, documents 80 years of merchant shipping to and from the city of Liverpool. This collection comprises Bills of Entry derived from the reports and manifests of ships that docked in the city. These detailed sources offer unique insights into Liverpool’s maritime history and the goods traded in the city throughout most of the nineteenth century.

The prosperity of the city during this period was built on its success as one of Britain’s major docks. In the early eighteenth century, Liverpool merchants supplemented their existing trade links with Ireland and Europe with voyages around the Atlantic.

Liverpool became heavily involved in various imperial trade networks, including those concerned with cotton, indigo, rice, rum, sugar, and tobacco. Many of the goods traded in the city were derived from the labour of enslaved people—Liverpool and its merchants were major players in the transatlantic slave trade. By 1800, the city was the largest slave trading port in the world and much of Liverpool’s wealth and development relied upon enslavement and this triangular trade.

This fascinating collection provides students, educators, and researchers with a comprehensive survey of how Liverpool, and the wider economy of the United Kingdom, interacted with and influenced global trade networks.



Bills of Entry are records of imports and exports. The first Bills for Liverpool were printed around 1750. Over time, they became more extensive, eventually serving as business newspapers for the local commercial community. By the late 1840s, the Bills were printed daily, except for Sundays, supplying a record of maritime trade in Liverpool.



The sources supply the names of ships, where they had arrived from, where they embarked for, as well as their captains, tonnage, cargo details, and the names of individuals and companies associated with shipments.

The sources reveal how logwood and pimento were imported from Jamaica, while spices came from India. Britain likewise exported tobacco and paint to Africa, whilst glassware and wine went to Brazil.



In 1807, the British government passed the Act for the Abolition of the Slave Trade. Yet merchants continued to trade goods produced by enslaved people and the legacy of slavery remained conspicuous in Liverpool’s trade networks.



The collection charts the activities of Liverpool businesses, such as Sandbach, Tinne, & Co. It owned enslaved people and traded goods sourced from its plantations in the West Indies. From the 1830s, the company utilised indentured labour.

Containing over 85,000 images, this collection provides an overview of the nature and development of Liverpool’s trade routes and relationships. The sources highlight how trading priorities changed over time, particularly during the Industrial Revolution, when Britain began exporting large volumes of goods manufactured using new processes and technologies. Crucially, this collection also illustrates how Britain’s commercial interests and networks laid the foundations for a vast, global empire.

Following the abolition of the slave trade in 1807 and the ending of plantation slavery in most British colonies after 1833, cotton became the key commodity in Liverpool. In 1784, the first cotton from North America arrived in the city. By 1850, over 1.5 million bales were being imported to Liverpool every year, accounting for almost half of the city’s trade. This boom relied upon cotton produced from the labour of enslaved people—slavery was not abolished in America until 1865. Mills across Lancashire processed this cotton. Finished goods were exported across the globe from Liverpool’s docks.

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*“During the eighteenth century, the wealthy city corporation poured millions of pounds into constructing wet docks that became the envy of other British ports. Liverpool rose to prominence demographically and commercially in this period.”*

Professor Kenneth Morgan, Brunel University.

Liverpool City Council

National Museums Liverpool

Sources include: Liverpool Record Office, Liverpool Maritime Museum