

# The Evening Times-Star

ST. JOHN, N. B., JANUARY 19, 1924

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## A GREAT BRITISH PORT

One of the most attractive folders that has come to The Times office in a long time is sent out from the development agent's office, Cardiff, South Wales. When spread out the folder shows a very clear map in colors of the Cardiff docks, with the city and surrounding country in the background. Under the map are these figures regarding the docks—Total area, 1,000 acres; wet dock area, 185 acres; warehouses and cold stores, 271,000 square feet; quays, 7 miles; coaling appliances, 60; general cargo cranes, 100; annual trade, 13,676,000 tons. On the reverse side are some photographs of docks and sheds, floating elevators and cattle landing facilities.

We are told that Cardiff is the first port in the world for outward bound tonnage; the first as regards quantity and value of coal shipped, and for the import of pitwood, iron ore and potatoes, and is one of the largest centres of the milling industry in the United Kingdom. It is an important centre of the import trade in meat, imported more than 100,000 packages of apples from the Dominions in 1921-22, possesses one of the largest paper mills in the country, is the centre of famous iron and steel, tinplate and wire rope works, malt houses, vinegar works, jam and sweet factories and other industries.

Here are some other figures—Population, in the city, 230,000; within 30 miles radius, 2,185,000; within 90 miles radius, 10,000,000; cold storage capacity, 1,152,000 cubic feet; timber ponds, 22 acres; latrine for 950 head store or 500 head of fat cattle, with slaughter-house and chill-room accommodation, and every facility for ship-ment live cattle to other points in Great Britain; and many other advantages for import trade.

It is pointed out that the 10,000,000 within a 90 miles radius are engaged principally in industrial pursuits, and rely largely for their sustenance on imported food-stuffs; and in the South Wales coal valleys the consumption of meat, butter, cheese, fruit, etc., is greater per individual than in any other part of the country. The port is also equipped to import foodstuffs for the industrial areas of the Midlands lying immediately beyond. A further advantage is that a vessel may take a return cargo of coal as bunkers. Railways radiate in every direction landward, and the Cardiff Docks are now the property of the Great Western Railway Company, with its 8,287 miles of track.

It is contended that a larger trade is certain to develop between Great Britain and the Dominions and that Cardiff should get an increasing business. A letter from Mr. T. W. Dockett Smith, development agent of Cardiff, is as follows:

"At the moment, quite 80 per cent. of the imported food products consumed in this area is received through distant ports, entailing extra handling and haulage charges which are automatically passed on to the consumer, resulting in the purchase price being considerably higher; and in the case of highly perishable products deterioration of quality; whereas, if such Canadian foodstuffs are imported direct to Cardiff the producer and consumer benefit materially, as such direct importation cuts out all extraneous charges. Cardiff coal is now reaching Canada in constantly increasing quantities. Cardiff is regularly receiving substantial cargoes of Canadian grain, and is a ready market for all kinds of and is a ready market for all kinds of Canadian agricultural produce. Cardiff is linked up with Canada by a fortnightly service operated by 8,000-ton steamers of the Canadian Government Merchant Marine from Montreal in the summer and St. John, Nova Scotia in the winter."

We are grateful to Mr. Smith for telling us where St. John is located, and will not judge the accuracy of his other statements by his knowledge of geography. The contents of the folder are of great interest, and any increase in trade between this Canadian national port and Cardiff will be heartily welcomed.

The lumber trade of British Columbia has made amazing progress in three or four years. One of the large exporters says that in 1919, the export totalled \$4,000,000. In 1920 it was 108,000,000 feet; 1921, 189,000,000 feet; 1922, 283,000,000 feet; 1923, 480,000,000 feet. The Panama Canal has revolutionized the industry. Ten years ago B. C. shipped no lumber to the Atlantic seaboard, but in 1923 the exports totalled 200,000,000 feet. To the Orient, ten years ago, Vancouver shipped 5,000,000 feet and in 1923 the total was 10,000,000 feet. Australia received 5,000,000 feet ten years ago and last year 80,000,000 feet. Ten years ago California took 1,000,000 feet and last year 80,000,000 feet. The United Kingdom, ten years ago, received 7,000,000 feet and last year 14,000,000 feet.

## Press Comment

### A DIVIDED CANADA.

(Vancouver Sun.)

Economic injustice, says Colin H. Burnell, president of the United Farmers of Manitoba, is rapidly developing a sentiment towards the division of Canada into two countries, the Great Lakes. If such a sentiment exists it will not get very far. So long as the Atlantic coast trade profitably with the Pacific coast via the Panama canal there is not much chance of a political movement that would nullify much of the good effect of that profitably developed route. Canada is potentially a trading unit. When Western freight rates are so adjusted that the interior west can benefit by the cheap water route afforded by Panama, this Dominion will become a trading unit in fact. The West will make more progress by drawing closer to the East in common principles than by uttering vague threats to separate from the East entirely.

### TOURIST TRAVEL

(Moncton Transcript.)

Twenty years ago Southern California had a small population and a very limited prosperity. Today she has a large permanent population and a tourist travel worth \$800,000,000 a year. Southern California has brought this change about by capitalizing her scenic and climatic and developing her roads and attractions. Her achievement is one of the best examples of how immigration follows tourist travel.

Last year, in spite of a cool season, the tourist travel to New Brunswick was worth about \$4,000,000, or nearly three times that of two years ago. But much more remains to be done here in the way of attracting tourists if we are to get anything like the share of the business our advantages warrant. The annual tourist revenue of British Columbia has reached the astonishing total of \$96,000,000, or a total annual revenue of \$1,000,000,000 if we are to get anything like the share of the business our advantages warrant. The annual tourist revenue of British Columbia has reached the astonishing total of \$96,000,000, or a total annual revenue of \$1,000,000,000 if we are to get anything like the share of the business our advantages warrant.

Mr. Bowes adds that Mr. Calvin Austin of the Eastern Steamships, Ltd., will accompany Mr. Ricker. It would be a good stroke if these two gentlemen could be induced to address the St. John Board of Trade on the subject of tourist traffic, the more so that Mr. Austin is deeply interested in steamship passenger traffic from New England to St. John.

Premier Poirer is as strong in the Chamber of Deputies in relation to his foreign as his domestic policy. He declares France will stay in the Ruhr until the reparations question is settled, and the Chamber approves. In his speech yesterday he had a fling at England, but in rather mild terms. He is not seeking a breach with that country, but is determined to give Germany no quarter until the claims of France are settled. His assertion that France would not intervene in the Palestine is the Palestine is proceeding and the reparations experts are investigating the ability of Germany to pay reparations. The whole situation is less threatening than it was, despite the chip on the shoulder of France.

A Soviet delegation is enroute from Russia to Canada in the interests of trade between the two countries. If Russia is able and willing to pay, Canadians will be found ready to do more business. The Soviet is reaching out for trade agreements in various directions, recognizing at last that the rest of the world is not to be converted to Communism and that Russia cannot live in isolation.

The United States has refused to let Mexican Government troops cross a portion of Texas, but has also arrested several rebel agitators on American territory. There will be a proper observance of neutrality so long as American interests in Mexico are not imperilled. Before the rebellion broke out the two countries were steadily advancing toward a better mutual understanding and good-will.

Brigadier-General Butler is giving Philadelphia a sample of real law enforcement. It is of more than local interest. It is a lesson for the whole country. Gen. Butler refuses to assent to the tacit assertion that evil must prevail, which is a sentiment quite too common in all cities today.

The net revenue of the Canadian National Railways last year was \$17,646,935 greater than in 1922. Sir Henry Thornton is making steady progress toward the goal he has set. He pays a high tribute to the officers and employees of the railways for their "fine and alert service."

The rebels are doing great execution in Mexico. The bombardment of Tampico resulted in the killing of one Chinaman a mile from the city. The safest place when these heroes shoot would seem to be behind the target.

Hereafter the Quebec City Council will open its sessions with prayer. That is all right so long as the Council does not attribute all its acts to Divine guidance.

Winnipeg begins to fear the supremacy of Vancouver as a grain centre. The fact emphasizes the growing importance of the Pacific port.

A queer stone lamp, recently found in Alaska, is believed to have been brought by Mongolians of Asia several thousand years ago.

## THE PUBLISHER.

(Lake 18, 12—"And the publisher standing after, would not lift up so much as his eyes unto heaven, but smote upon his breast, saying—God be merciful to me a sinner.")

For and weak and full of sin. With every good deed marred by foolish thoughts within. My only hope is that to These Closely I strive to cling.

The mountain path is rough and steep. A darkness falls, my footsteps creep. Yet still upon the highest peak The morning star shines gloriously bright. And o'er my pathway sheds a beam of light.

I struggle on, I smite upon my breast. O Lord, be merciful to me. A sinner poor and weak and sore oppressed; I may not boast of any deed of worth. For all my actions bear the stain of earth.

But mercy ever liveth, this I know. So onward press in spite of sin and woe. I dare not lift mine eyes to heaven. Yet faith would sing Thy praise. For Thy firm hold and mercy given Purify all my ways.

The starlight shines soft and clear. I know, I feel, that Thou art near. A gate of pearl now opens wide. I'm closer! I touch! I am inside.

—M. A. Monk.

## LIGHTER VEIN.

Bad Enough Already. Wife—"I see here, Harold, they have published a dictionary containing 5,000 extra words."

Hubby—"Great Scott! For heaven's sake, don't tell your mother!"

Kindly Intentioned, of Course.

Mr. Rouge—"I'm so sorry to hear of your motor accident."

Motorist Friend—"Oh, thanks, it's nothing. I expect to live through many more."

Miss Rouge—"Oh, I hope not."

## TALK ON LEARNING FRENCH.

Practical methods of teaching French as a living language are to be the subject of a public address in the Natural History Society's rooms, on Wednesday evening, when Rev. F. J. Letroy, of St. George, will be the speaker. Mr. Letroy is a native of France and has had wide experience in teaching languages in both England and Canada. His knowledge of English helps him to see the difficulties and pitfalls of those who study French. There are said to be few people in New Brunswick as fully qualified as Mr. Letroy to suggest better methods of acquiring a speaking knowledge of French. Those who attend the lecture on Wednesday are assured of an interesting evening.

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