

The
SOUTH AMERICAN
HANDBOOK

1929



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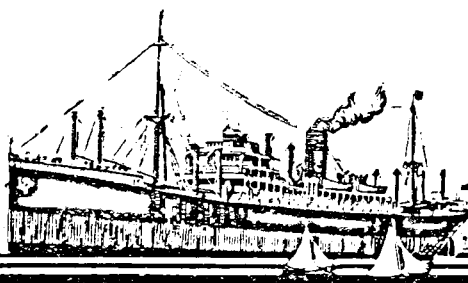
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The various South American services of The Royal Mail Steam Packet Company comprise :

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Fortnightly service by comfortable "D" steamers from Liverpool.

Fortnightly service by cargo steamers from the United Kingdom and Continent.

Cruises all the year round from United Kingdom ports to the West Indies, Mediterranean, Norway, and Northern Capitals of Europe, etc., and from New York to Bermuda.

	Gross tons.
Total tonnage of the R.M.S.P. Fleet	373,527
	Cubic feet.
Total refrigerator capacity for chilled and frozen meat, butter, and other dairy produce, and fresh fruit ..	6,800,000
Total gross tonnage of R.M.S.P. and Associated Companies' Fleets.. .. .	2,679,146

R.M.S.P. and P.S.N. OFFICES and AGENCIES.

Offices and Agencies of the Royal Mail Steam Packet and Pacific Steam Navigation Companies are established in all parts of South America, Central America, and Mexico. In addition the Companies are represented, of course, in all important centres of the world. The list below refers only to certain of the principal places in the American and European Continents :

EUROPE.

Great Britain and Ireland.

LONDON : Royal Mail House, E.C.
LIVERPOOL : Goree, Water Street.
BELFAST : W. McCalla & Co., 41-43 Victoria Street.
BIRMINGHAM : 112 Colmore Row.
CARDIFF : 18A High St.
DUBLIN : Hewett's Tourist Office, D'Olier St.
GLASGOW : 125 Buchanan St., C.I.
MANCHESTER : Royal Mail House, Cross St.
SOUTHAMPTON : R.M.S.P. Buildings.

Austria.

VIENNA : Wiedner Guertel 32.

Belgium.

ANTWERP : Union Ticket Office, 46, Avenue de Keyser.
BRUSSELS : S. A. Voyages Bull, 26 Place de Brouckère.

Czechoslovakia.

PRAGUE : Hybernska 24.

France.

BORDEAUX : 8 Cours du Trente Juillet.
CHERBOURG : Vve. P. Cottel & Co., Quai de l'Ancien Arsenal.
LA ROCHELLE PALlice : Quai Carnot.
PARIS : S.A.R.M.S.P., 12 Boulevard des Capucines.

Germany.

BERLIN : Al. Peters, Unter den Linden 14.
HAMBURG : Royal Mail Line G.m.b.H., Hopfenmarkt 2.

Holland.

ROTTERDAM : Kuyper, van Dam & Smeer, 50 Van Vollenhovenstraat.

Portugal.

LISBON : J. Rawes & Co., Rua Bernardino Costa 47 (R.M.S.P.); E. Pinto Basto & Co., Ltd., Caes do Sodré 64 (P.S.N.C.).
OPORTO : Tait & Co., Rua do Infante D. Henrique 19 (R.M.S.P.); Kendall, Pinto Basto & Co., Ltd., Rua do Infante D. Henrique 73 (P.S.N.C.).

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ROSARIO : Barnett & Co.

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Brazil.

BAHIA : F. Stevenson & Co., Ltd.
PERNAMBUCO : Royal Mail Steam Packet Co.
RIO DE JANEIRO : Royal Mail Steam Packet Co.
RIO GRANDE DO SUL : Cranston Woodhead & Co.
SANTOS : Royal Mail Steam Packet Co.
SÃO PAULO : Royal Mail Steam Packet Co.

British Guiana.

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DEMERARA : Sandbach, Parker & Co.

British Honduras.

BELIZE : Belize Estate & Produce Co., Ltd.

Chile.

ANTOFAGASTA : Barnett & Co., Ltd.
ARICA : Pacific Steam Navigation Co.
CONCEPCION : Williamson & Co.
CONSTITUCION : David Hoyl.
COQUIMBO : Eduardo A. Araya.
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PUNTARENAS : F. J. Alvarado & Co.
SAN JOSÉ : Lyon Hnos & Co., Sucrs., S.A.

Cuba.

HAVANA : Dussaq Co., Ltd.

Ecuador.

ESMERALDAS : Dumarest Bros.
GUAYAQUIL : L. Guzmán e Hijos.

Falklands.

PORT STANLEY : Falkland Islands Co., Ltd.

Guatemala.

CHAMPERICO : Cia de Agencias de Champerico Ltda.
GUATEMALA CITY : Ascoli & Co.
QUEZALTENANGO : Ascoli & Co.
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PUERTO MEXICO : Tomas Ruiz.
SALINA CRUZ : Guzman & Nyrup.

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SAN JUAN DEL SUR : E. C. Kelly.

Panamá.

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CRISTÓBAL, C.Z. : Pacific Steam Navigation Co.
PANAMÁ : Pacific Agencies.
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TORONTO : S. J. Sharp & Son, 86 Yonge St.
VANCOUVER : Pacific Building.

United States.

CHICAGO : I.M.M.Co. 180 North Michigan Ave.
NEW YORK : 26 Broadway.
SAN FRANCISCO : I.M.M. Co., 460 Market St.
SEATTLE : 204-6 Rainier Building.

THE PACIFIC STEAM NAVIGATION COMPANY'S SERVICES.

The connection of this Chartered Company with the Continent of South America is as old as the presence of steamships in those waters, for until the Pacific Company dispatched its first small steamers from England in 1839, the voyage had perforce to be made by sail, with exposure to incalculable delays and the natural perils of the Cape Horn route.

It has remained the business of the Company to provide ever better, faster, and more comfortable vessels, and its fleet, initially consisting of two craft, the "Chile" and "Peru," paddle-wheelers, each of 700 tons, has grown to a total tonnage of 179,220.

The fleet includes those superb steamers "Orduna" and "Orbita," oil-fuel burners, each of 15,500 tons and 10,500 horse-power, and the contrast they present with the historic "Chile" and "Peru" is hardly less remarkable than the transition from sail to steam.

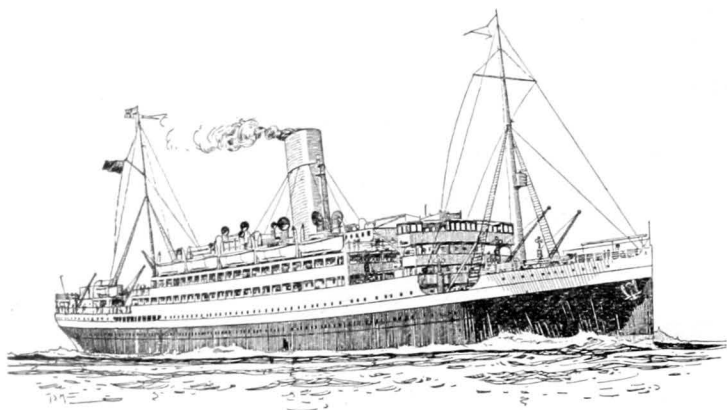
The Pacific Line possesses the finest cargo vessels serving the West Coast, motor-driven and equipped with the best of modern appliances for the safe and rapid handling of all classes of freight. Its ships have an important place of call in Havana, and participate largely in the Cuban trade. Regular monthly calls are made at Bermuda, outward and homeward, by the largest and most luxurious vessels of the fleet.

In addition to these services to and from Europe, the splendid liners "Ebro" and "Essequibo" maintain a monthly service from New York via Havana and the Panama Canal, to the ports of the West Coast of South America. A supplementary freight service to the Colombian and Ecuadorian ports is not the only auxiliary, for the Company also operates coastal vessels from the Panama Canal, in collecting cargo from the smaller central American ports for transshipment to the Transatlantic mail liners.

The Panama Canal is used except upon such periodical special voyages as are made through the Magellan Straits, and an indication of the importance of the Pacific Line as a prime factor in connection with the development of South America is found in the fact that the Company sends a greater tonnage through the Canal than does any other shipping undertaking.

The largest units at present in service are "Orduna" and "Orbita," magnificent triple-screw vessels of 15,500 tons gross register; but notwithstanding the supreme position at present held, still further efforts are being made. The Pacific Company have just ordered a motor-driven mail and passenger liner of approximately 18,000 tons to supplement their fleet.

THE PACIFIC LINE



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BERMUDA HAVANA
PANAMA CANAL
PERU CHILE

NEW YORK

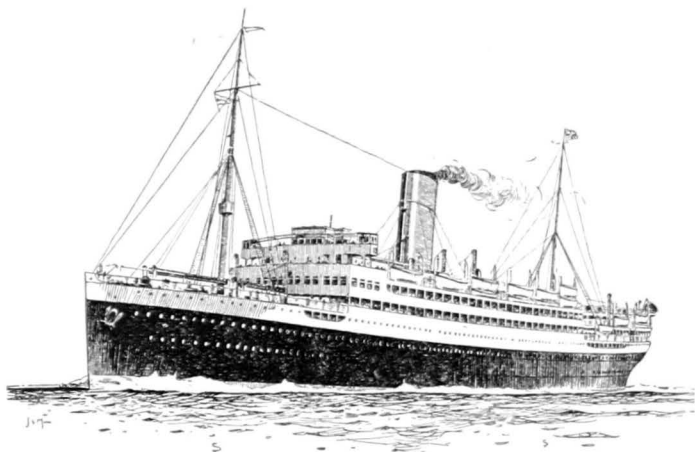
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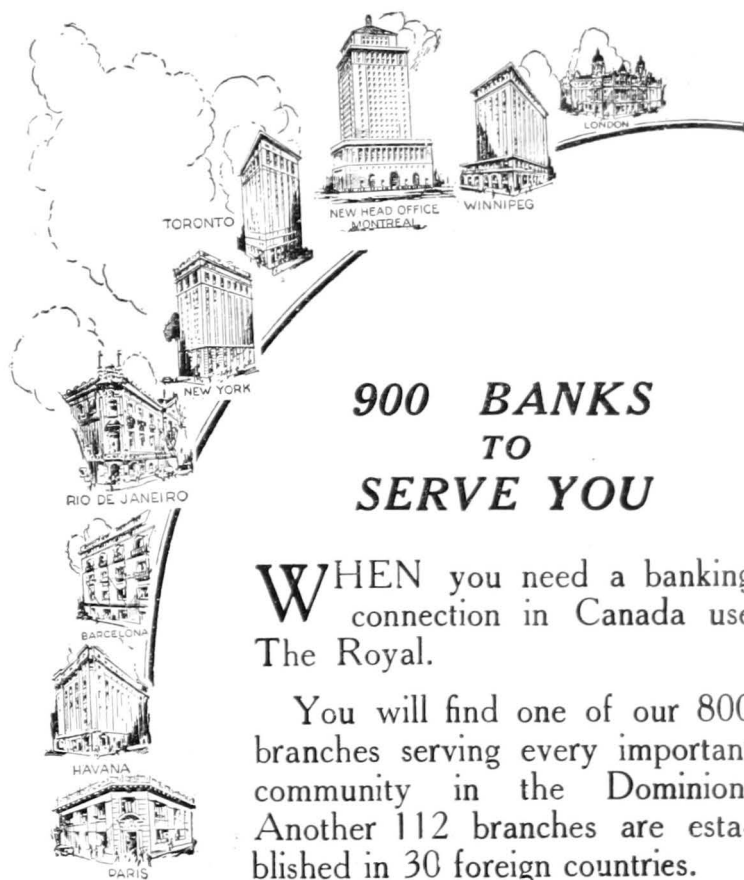
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The
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HANDBOOK

1929

A GUIDE TO THE COUNTRIES AND RESOURCES OF
LATIN-AMERICA, INCLUSIVE OF SOUTH AND CENTRAL
AMERICA, MEXICO, AND CUBA

EDITED BY J. A. HUNTER

Founded upon "The Anglo-South American Handbook"
of the late W. H. KOEBEL

PUBLISHED BY
SOUTH AMERICAN PUBLICATIONS LTD.
ATLANTIC HOUSE, MOORGATE, LONDON, E.C.2

Printed in Great Britain

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y el
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PREFACE

The sixth of its series, the 1929 edition of THE SOUTH AMERICAN HANDBOOK follows the plan of its forerunners while introducing a variety of improvements designed to enhance its immediate utility. A book as much for the traveller as for the inquiring home-stayer, it aspires to be equally useful to either by presenting in a concise form a maximum of essential information about the countries falling within its scope. The book treats jointly as well as individually with all the countries southward from Mexico to Tierra del Fuego. A chapter upon the South American Continent at large is succeeded by notes descriptive of places encountered in journeying upon the main routes to South and Central America, and this is followed by chapters dealing *seriatim* with the several Republics, the Guianas and the Falkland Islands.

The main lines of the HANDBOOK have earned a general approbation, and the changes in the present edition include an exhaustive revision of all such facts as have been noted in the past, based upon the most authoritative information drawn from all sources. The effect is to bring these details closely up to date and to combine together items of information not otherwise readily accessible. A closer co-ordination has been aimed at and new summarizations have been introduced dealing with matters as various as the approximate values of national currencies and the local characteristics of the States and Provinces of the larger Republics. Miscellaneous information concerning the distinctive Products of different areas has been considerably increased and the practice has been continued of showing the importance of the respective sources relatively to that of the whole world. A helpful guide-post to wider knowledge of the Latin-American countries is afforded by the chapter "Book Notices," and to the lists of Railways, Steamship Companies and Banks has now been added a list of the leading British Insurance Companies transacting business in Latin-America.

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PREFACE.

and their distribution over all countries of the world, including the most distant. The fact gives gratifying evidence of its utility, as does the steady increase in the number of those readers who give orders for its delivery year by year.

All practicable care has been exercised to ensure accuracy, and a large number of authorities have been consulted. It will be manifest that the opportunities of ensuring exact information are unequal as between place and place. Certain of the matters treated are susceptible of change between the dates of going to press and of publication, and it would be too much to hope that, in a compilation involving so many sources, none of the statements is beyond challenge.

Acknowledgments are due in particular to the London Ministers and officials of the several Republics, whose interest has been shown in the correction of lists of Ministers and officials, and the supply of miscellaneous information concerning their own Governments :

H.E. the Argentine Ambassador and Staff of the Embassy ;
the Argentine Consul-General and staff of the Consulate-General.

H.E. the Bolivian Minister and Staff of the Legation ;
the Bolivian Consul-General and Staff of the Consulate-General.

H.E. the Brazilian Ambassador and Staff of the Embassy ;
the Brazilian Consul-General and Staff of the Consulate-General.

H.E. the Chilean Minister and Staff of the Legation ; the
Chilean Consul-General and Staff of the Consulate-General.

H.E. the Colombian Minister and Staff of the Legation ;
the Consul-General, and Señor Dr. José Medina,
Director in London of the Bureau of Information of
the Republic of Colombia.

The Costa Rican Consul-General and Staff of the Consulate.

H.E. the Cuban Minister and the Staff of the Legation ;
the Consul for Cuba in London.

The Ecuadorean Consul-General and Staff of the Consulate-General.

H.E. the Guatemalan Minister ; the Guatemalan Consul-Generals in Liverpool and London.

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PREFACE.

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The Nicaraguan Minister; the Consul-General in Liverpool and the Consul in London.

The Panamanian Consul-General and the Consul in London.


The Paraguayan Consul-General and Chargé d'Affaires. H.E. the Peruvian Minister and Staff of the Legation; the Peruvian Consul-General in London.

The Salvadorean Chargé d'Affaires and the Consul-General in London.

H.E. the Uruguayan Minister and Staff of the Legation; and the Consul-General.

H.E. the Venezuelan Minister and Staff of the Legation; and the Consul in London.

Special thanks are to be accorded to the officials of the Foreign Office, the Colonial Office, and to the Comptroller-General of the Department of Overseas Trade, the Comptroller of the Industrial Department of the Board of Trade, and the Chief Passport Officer. The Controller of His Majesty's Stationery Office has courteously permitted extracts to be



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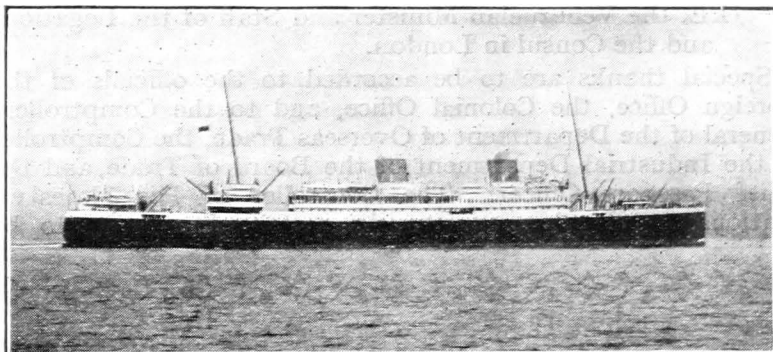
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PREFACE.

taken from numerous official British Reports, and from the "Board of Trade Journal."

Invaluable assistance has been rendered by the staff and agents of the Royal Mail Steam Packet Co. and the Pacific Steam Navigation Co., to whom the HANDBOOK is indebted for a multitude of suggestions and corrections, whether of fact or in matters of perspective. A gratifying amount of interest has been shown in the work by the officials of the several shipping companies, banks, railways, and industrial companies established in the various Republics.

Informative particulars have been taken from "The South American Journal," "The South Pacific Mail," "The West Coast Leader," "The Review of the River Plate," and "Wileman's Brazilian Review," among other periodicals. The publications of the Pan-American Union and the United States Government have been drawn upon as well as those of the Governments of the countries of Latin-America. Quotations have been taken from a variety of books, to which reference is made elsewhere.

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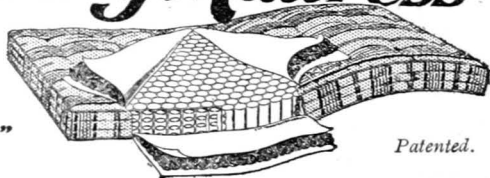
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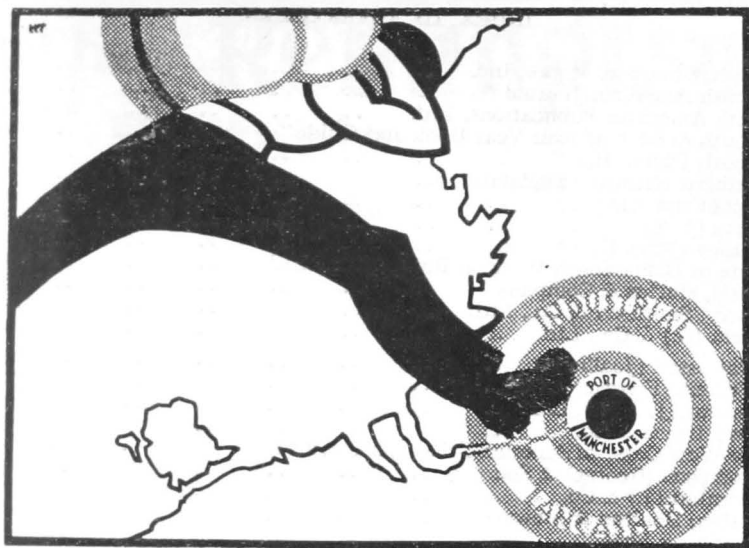
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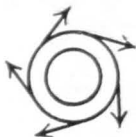
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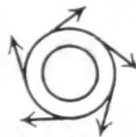
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LIVERPOOL, ENGLAND.

Telegraphic Address: "NEPTUNE, LIVERPOOL."

LIVERPOOL : THE PORT OF EMINENCE.

Three facts explain in chief the eminence of Liverpool among the great ports of the world :

1. Ocean connections which guarantee regular and frequent sailings to all destinations, coupled with the quick loading, transhipping, and forwarding of cargoes.

2. Proximity to the industrial centres of Northern and Midland Britain with their toiling millions subsisting mainly upon imported foodstuffs, imported raw materials, and exported manufactures.

3. The magnitude and perfection of the port facilities administered by a public authority, the Mersey Docks and Harbour Board, which for seventy years has directed the expansion of the port.

The development of the port facilities can be estimated by comparison with the year 1858, when the docks were thirty-four in number, as against the present ninety. Their water area, then 192 acres, has increased to 656 $\frac{1}{2}$ acres; and the frontage of their quays, formerly 18 $\frac{1}{2}$ miles, is now 40 miles. Whereas there were formerly no railways upon the dock estates, there are now over 100 miles of dock railways. The dock warehouse accommodation then of merely 120,000 tons, now affords storage for 500,000 tons. The traffic passing through annually is some 15,000,000 tons.

The equipment provides for all classes of cargo, and all types of ship. It serves also for the most rapid dispatch of passengers, and includes a landing-stage 2,500 ft. in length, and 80 ft. in width, alongside which the greatest passenger liners berth at all states of the tide. From the adjacent Riverside Railway Station passengers entrain or detrain with comfort and celerity in connection with train services to all parts of Great Britain.

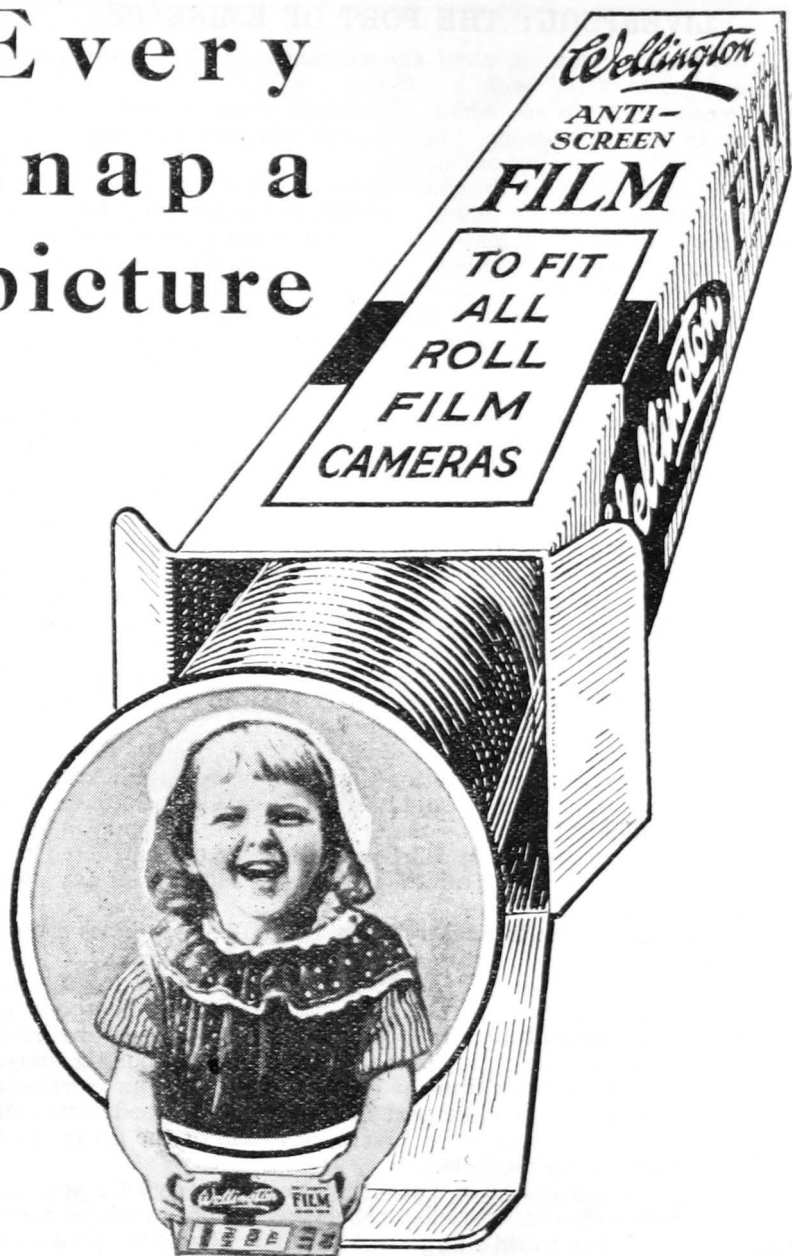
To mention only one dock out of many, the enormous Gladstone Dock is the acme of engineering practice in its application to transport. All that science could suggest, or skill contrive, has been embodied in this new improvement. On their Birkenhead dock estate the Mersey Docks and Harbour Board have constructed the Mersey Cattle Wharf, which affords the largest facilities of any port in the world for landing livestock.

The greatest flour-milling centre in the United Kingdom, Liverpool has singularly complete facilities for the handling of grain. Wheat imported in full cargoes is brought to berth at the flour mills or some adjacent warehouse. Grain imported as part cargoes is discharged by suction or other elevators into barges, without interference with the unloading of the remaining cargo upon the quay.

The chief port for the shipment of manufactures from Northern and Midland Britain, the chief port for the supply of foodstuffs and raw materials to the same area, Liverpool is one of the greatest of the world distributing markets.

Liverpool warehouses have a total holding capacity of 2,367,000 tons. A single edifice, the Stanley tobacco warehouse with 36 acres of floor-space, is the world's largest of its kind. The Liverpool cold stores accommodate 80,000 tons of meat. Grain, cotton, wool, tobacco, oil—Liverpool is the depôt and market for them all, and for many other forms of produce.

Every
snap a
picture



Wellington Roll Films are obtainable on the R.M.S.P. Co.'s Steamships.
Wellington & Ward, Ltd., Elstree, Herts, England.

SCENES AND SOUVENIRS.

PHOTOGRAPHIC MATERIAL.

Photographs of subjects selected by oneself and taken with one's own camera form the very best permanent records of a memorable experience. "Snaps" have an interest which places the camera among the least dispensable items of the traveller's kit. In his photographic album the happy voyager lives again through the moments which he has travelled far to capture, and through his pictures he translates his impressions to his friends.

Whether the impressions so transferred are lively, adequate and pleasing is in the first place largely an affair of material. Was the surface of the material which the shutter of the camera exposed to light sensitive enough to respond to the fine gradations of light and shade, and to the still finer gradations represented by colour? Films and plates of differing brands are far from uniform in their sensitivity.

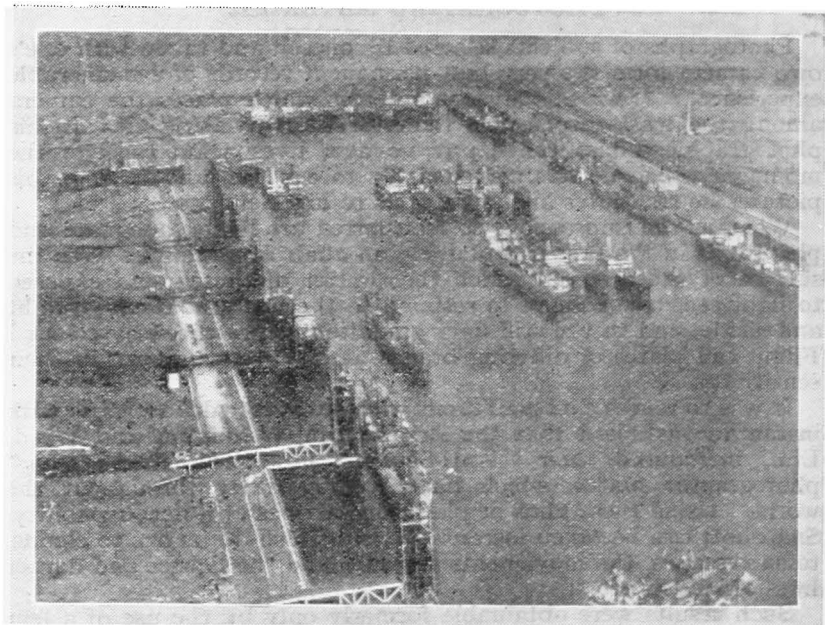
It was to render fine gradations with an infinite delicacy and with instantaneous speed that the British firm, Wellington and Ward, Ltd., introduced their "Anti-Screen" film and "Anti-Screen" photographic plates, which have won celebrity throughout the world. Using these films or plates one arrives at a new capability. Snapshots can be taken instantaneously which do justice to clouds, to snowscapes, the movements of water and the lighter and darker hues of landscapes.

Such results were obtainable formerly only by the use of a lens screen, retarding the action of light by five or more times. The British-made Wellington Anti-Screen plates and films give the same result as the screened camera without its inconveniences. Tones are rendered in their true value, skies, in place of the blank by which they are so commonly represented, figure in their true grading, relieved by clouds. The pictures are more faithful to the original; they do more credit to the photographer, and they elicit a more lively satisfaction among all who see them.

Wellington Anti-Screen Film has been the subject of minor as well as major improvements. A highly practical and ingenious safeguard provides against accidental unrolling. Each roll is secured by a patented seal, and the roll need be unsealed only after having been placed in the camera. Each roll is packed for export in a special hermetically sealed metal container, and calculated to withstand all atmospheres, even the most humid. The protection is important in travelling through a succession of varied climates.

One other Wellington product is especially of interest to the photographer wishing to test the success of his efforts while a modification of his methods is still possible. Their British-made "Seltona" printing paper is coated with a collodion emulsion, and is accordingly unaffected by heat, whether in washing or drying. Prints are made upon it by daylight, and are fixed and toned in one operation. The pictures are toned to an agreeable colour by the simple process of "fixing." The paper is, in short, self-toning, and by suitable modifications a wide range of tones from brown to purple is readily secured.

SOUTH WALES PORTS.



The Alexandra Dock at Newport (Mon.).

THE PORTS OF THE GREAT WESTERN RAILWAY COMPANY OF ENGLAND.

Geographically no port in the British Isles can offer any advantage over the Ports of South Wales at Cardiff, Swansea, Newport, Barry, Port Talbot, Penarth, and Fishguard, and a study of the map reproduced at the end of this article will demonstrate the close proximity of these ports to the industrial area of the Midlands of England, whilst plainly showing the fact that the South Wales Ports are the nearest ports to Overseas. The actual distance from Cardiff or Newport to Birmingham is approximately 100 miles, whilst within a radius of 150 miles there is a population of 30,000,000 people.

From the point of view of equipment, the Docks are excellently suited to all classes of the general cargo trade. The transit sheds at the South Wales Docks are seventy-four in number, with approximately two and a half million square feet of floor space, and the hydraulic, electric, and steam cranes in regular use number 366. The cranes are of the most modern types with capacities ranging from one to seventy tons, and it is no unusual sight to see a vessel discharging cargo with six or seven cranes working simultaneously.

SOUTH WALES PORTS.

Electrical appliances such as belt-conveyors, pilers, and trucks have been installed in a large number of the transit sheds to facilitate the rapid handling of goods.

Already the general cargo trade of the Ports is of the widest possible description, embracing every article of food, iron and steel manufactures of all kinds, oil and motor spirit, raw and semi-manufactured materials for every industry (including copper, silver, lead, nickel, iron and other ores), bonded goods of all kinds, concentrates, pitwood and mining timber, other timber of all kinds, chilled and frozen meat, livestock, grain, perishable goods, soft and hard fruit, dried fruit, tinned goods.

For the reception of frozen and chilled meat and other perishable goods, excellent Cold Stores are provided at the various ports, whilst at Cardiff the Great Western Railway Co. have large cattle lairs, abattoirs, and sale-room, etc., capable of accommodating 950 head of cattle at the same time, in addition to sheep and pigs.

Considerable quantities of Grain are handled at the South Wales Ports, both in bulk and bagged, and the facilities for dealing with this class of traffic are excellent. At Cardiff Docks there is an elevator capable of discharging bulk grain from ship into warehouse, trucks or barges alongside, at the rate of 120 tons per hour, and forms a valuable addition to the equipment of the Port.

No better coal than that raised in South Wales is obtainable for Bunkers, and the Great Western Railway Co.'s appliances at the Ports are expressly designed to accommodate this important branch of the coal trade. A large number of the coal hoists have lifts up to 75 feet above the water level, thus making the bunkering of large Liners a simple matter. The Company have also instituted special tonnage rates for vessels taking bunkers only from the Ports.

In total there are 171 Coal Shipping appliances installed at the Docks.

New 125-ton Floating Crane.

A new 125-ton floating crane has been purchased for use at any of the principal South Wales Ports.

CARDIFF.

The history of Cardiff Docks commenced in the year 1830, when the Marquess of Bute applied for Parliamentary powers to construct what is now known as the West Dock. Nowadays the Bute Docks extend to 165 acres of deep water, and are capable of dealing with any class of traffic.

Excellent warehouse accommodation has been provided, with a total floor space of 923,906 square feet and, in addition, two modern Cold Stores with 53,108 square feet of floor space are available for the importation of meat, provisions, etc. Forty-seven coal shipping appliances and over 100 cranes are in regular use, and in one year alone, the total imports and exports dealt with have exceeded

SOUTH WALES PORTS.

13½ million tons. As a food-importing port, Cardiff is becoming increasingly well known; grain is dealt with in large quantities, and the port has for some years held the premier position for the importation of potatoes. Cardiff is very extensively used as the distributing point for overseas traffic to and from the Midlands of England, both for foodstuffs and general goods.

So far as H.M. Customs are concerned, the docks at Barry and Penarth are also included in the Port of Cardiff, although these docks are respectively about nine miles and one mile from that city.

BARRY DOCKS.

These docks have a deep water area of 114 acres and were constructed, under an Act of Parliament dated 1884, essentially to cope with the increasing demands for Welsh Coal which were rapidly proving too much for the accommodation provided at Cardiff. Although there are admirable facilities for dealing with the general cargo trade at Barry, among which are fifty-five hydraulic and steam cranes and four warehouses having a total of 409,729 square feet of floor space, the docks were more particularly designed for the rapid shipment of Coal, and in the year 1913, the last complete year unaffected by the War, no less than eleven million tons of Coal and Coke were exported from Barry Docks.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water available for shipping. Altogether it is equipped with twenty Coal Hoists, eleven cranes, and one large transit shed. The exports are practically all coal, and amount to about four million tons annually, whilst the imports include large quantities of wood pulp, pitwood, and oils.

NEWPORT DOCKS.

The docks at Newport are admirably equipped for dealing with all kinds of traffic, and the total deep water extends to 125 acres in the Alexandra Docks, and 11½ acres in the Town Dock.

The first of the Alexandra Docks was opened in the year 1875, whilst the last portion to be constructed was put into use as recently as 1914. Every class of traffic is catered for at Newport, although, of course, coal predominates in the export figures.

The exports include a large percentage of Iron and Steel Rails and Ironwork, Tinplates and General Merchandise, whilst the imports are made up of Ores, Iron and Steel Billets and Bars, etc., Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and General Merchandise of every description.

The Transit shed and Cold Storage accommodation is excellent, and the equipment, which includes twenty-five Coal Hoists, some of which have lifts up to 75 feet above the water level of the dock, and seventy-five quayside cranes, is adequate to meet all requirements.

Newport is less than a hundred miles distant from the Midlands of England.

SOUTH WALES PORTS.

SWANSEA DOCKS.

These docks are the most recent acquisition of the Great Western Railway Company, having been taken over on July 1st, 1923. The Port comprises five wet docks with a total of 281½ acres of deep water, and the equipment includes twenty-seven Coal Hoists, nearly a hundred quayside cranes, and transit shed accommodation to the extent of 731,326 square feet of floor space. The first dock (named the North Dock) was constructed under an Act of Parliament, dated 1836, but the first vessel did not enter until the year 1845. Then, as now, the Port's interests were chiefly connected with the Iron and Steel and the Coal Trades. Now, however, Swansea is also well to the fore among the Country's food ports. Large quantities of grain are regularly dealt with, and, by virtue of an immense installation of oil tanks, Swansea is one of the greatest oil importing and distributing centres in the world.

PORT TALBOT DOCKS.

A few miles from Swansea are the Port Talbot Docks, with a deep water area of 67 acres. The inward trade of the Port consists chiefly of copper, iron ores, pitwood and timber, whilst the exports are coal and coke, patent fuel, tinplates and steel, the whole amounting to approximately 2½ million tons annually. Eleven Coal Hoists and electric Belt-conveyors for the shipment of coal have been installed, together with about twenty quayside cranes. Two Transit sheds, with nearly nine thousand square feet of floor space, are available for general traffic.

PLYMOUTH DOCKS.

In addition to a number of docks situated at various points in England, the Great Western Railway Company own the Millbay Docks at the famous and historic port of Plymouth. These docks consist of an inner and an outer basin with a total water area of 44 acres and quayage extending to 7,510 feet. In addition to being a first-class modern ocean passenger seaport, at which a large number of the World's largest passenger and mail Liners call, Plymouth is a port at which considerable grain and general cargo business is carried on, and the Company's Docks have been equipped to deal with all classes of traffic. Transit sheds and high powered cranes are available for general use, and the docks are directly connected with the main lines to all parts of the Country, forming a good distributing point for all classes of traffic, and especially for goods destined to the various Towns in the South of England.

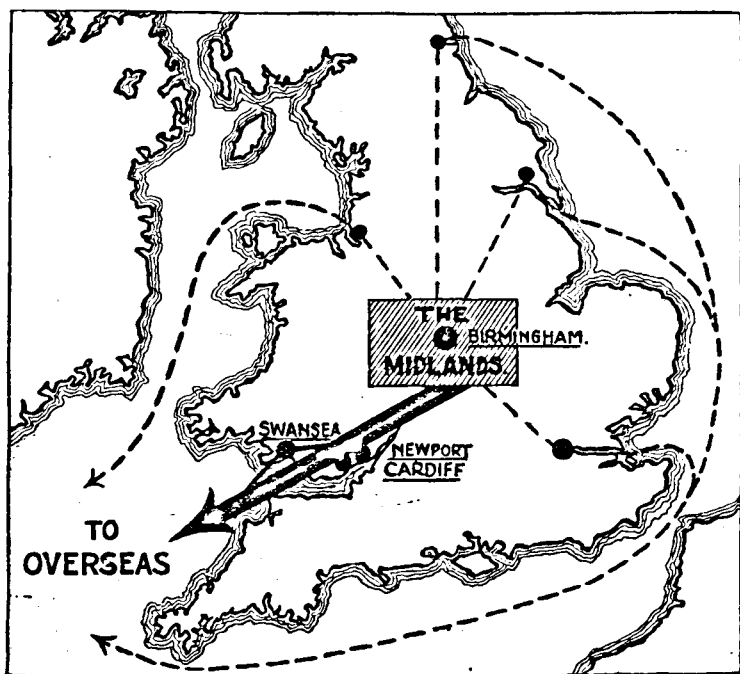
Other Docks and Harbours in South Wales.

The Great Western Railway Company also own docks at Briton Ferry, Llanely, Burry Port, Milford and Fishguard, the last named being well known throughout the British Isles in connection with that Company's excellent passenger and goods services to and from Ireland.

The policy of the Great Western Railway Company since the amalgamation has been one of advancement, and nothing is being spared to bring the Ports up to a state of absolute modernity and efficiency. The Headquarters of the Company's Docks Department, under Mr. Charles S. Page, the Chief Docks Manager, are situated at Cardiff, and very interesting literature regarding the Docks is readily forwarded to business people making application to that Office.

THE GREAT WESTERN RAILWAY OF ENGLAND

SOUTH WALES PORTS.



THE SHORTEST ROUTE
BETWEEN THE MIDLANDS
OF ENGLAND AND OVERSEAS
IS VIA THE GREAT WESTERN
COMPANY'S ROUTE & PORTS.

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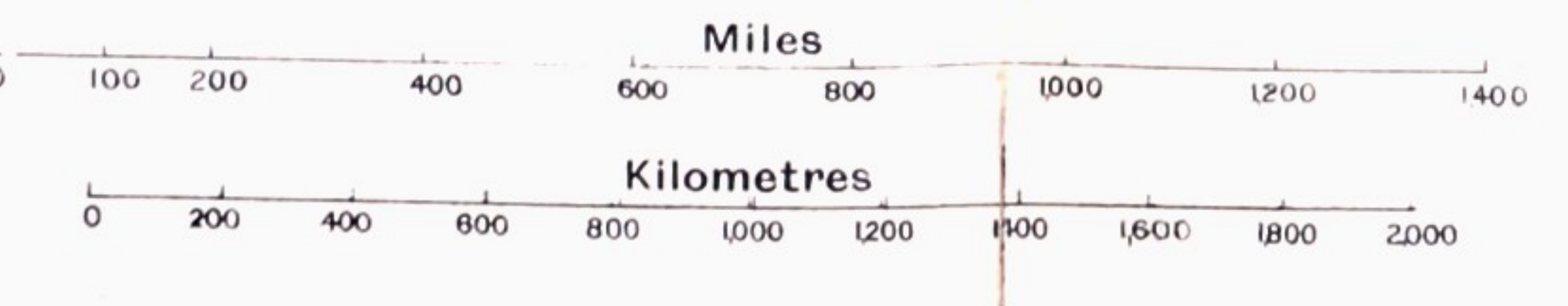
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