

CARDIFF CASTLE, THE RESIDENCE OF THE MARQUIS OF BUTE.

THE MAN AND THE TOWN.

THE MARQUIS OF BUTE AND CARDIFF.

"HANSOM, sir, hansom?" The cry which greets one on emerging from the railway station at Cardiff is a small but significant illustration of the size and importance which the town has so rapidly acquired. Taking one of the long line of cabs one quickly discovers that Cardiff has all the institutions of an old-established city, six-story buildings and asphalted streets, crowded tram-cars and innumerable omnibuses. At the beginning of the century Cardiff was a village with a population of a thousand. Fifty years ago it was but a town of 10,000 inhabitants, whilst to-day Cardiff contains over 130,000 souls; and driving through its miles of thriving streets one can understand well how the "gondola of London" is not regarded as a luxury in what is now truly the capital of Wales.

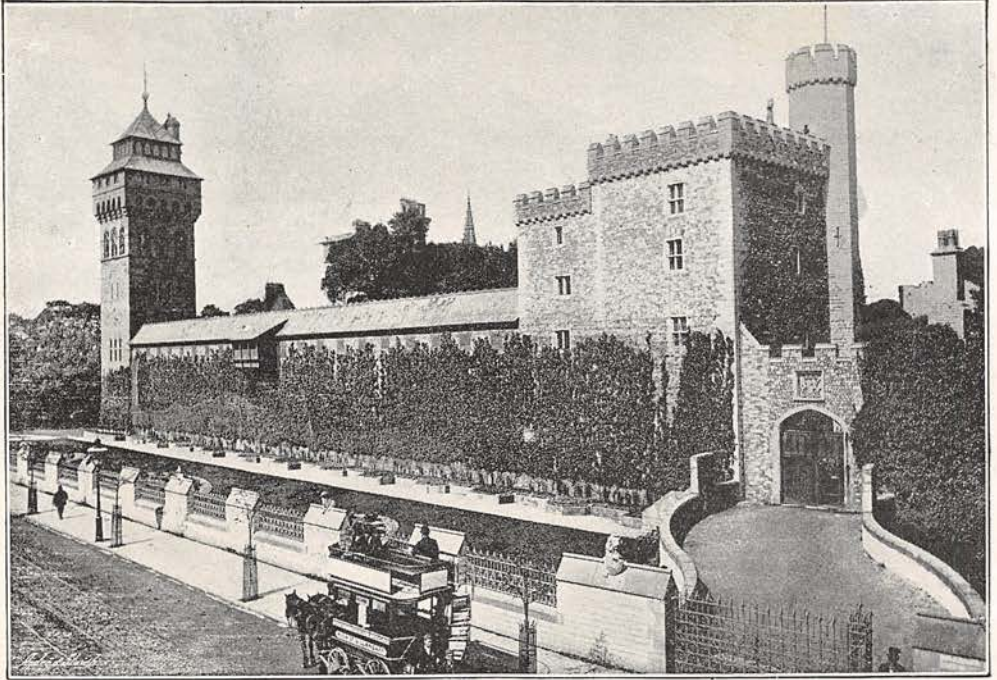
In the United States such rapid growth of a community would not excite comment; in the "old country" it has scarcely a parallel. The circumstances of its rise, involved as they are in the fortunes of the Crichton-Stuart family, may certainly be said to be unique. It is often supposed, indeed, that Cardiff

owes its position as the third port in the kingdom to the wealth, enterprise, and foresight of one man, the present Marquis of Bute. In point of fact his lordship has carried still further the policy initiated by his father, and continued by his father's trustees during the period of his minority. Moreover, Lord Bute is too good a political economist not to know that his enterprise and his wealth would have counted for little without the singular advantages of Cardiff's situation. Having said this much, however, Lord Bute must assuredly be given a distinguished place among the few men who have been able to exercise great influence over the destinies of our modern provincial towns.

The Crichton-Stuart's "lordship"—to use the ancient phrase—over Cardiff dates from the time of the third Earl of Bute, George the Third's first Premier. His eldest son married the daughter of Viscount Windsor, and in due course came into possession of his wife's Glamorganshire estates, as well as of the Bute peerage. At that time, and until the end of the last century, the mineral produce

of the surrounding country was sent to Cardiff for shipment, by means of waggons which carried two tons of iron apiece, and mules on whose backs were fastened bags of about a hundredweight of coal. With such methods of transport it is

one object always being the great difficulty of shipping any much larger quantity of coal and iron at Cardiff, owing to the lack of dock accommodation. And so all the promising schemes were nipped in the bud.



CARDIFF CASTLE, FROM THE STREET.

obvious that owners of land could do little to improve the value of its minerals. Accordingly, when the Glamorganshire canal was constructed in 1790-98, by a company of "adventurers," it was felt that a great thing had been accomplished; and the result of the new enterprise was indeed strikingly shown in the doubling of the population of Cardiff in seven or eight years. When the second Marquis of Bute came into his estates in 1814, however, he was by no means satisfied with the revenues derived from the Glamorganshire property. With its great mineral wealth, he considered that the rents were very inadequate. At that time, for instance, the now valuable Dowlais property was let on a ninety-nine years' lease for £26 per annum, whilst the income from Hirwain was only £23 per annum. His lordship called in a well-known surveyor, and discussed with him the possibilities of developing the mineral wealth of the estate. Capitalists looked askance at his projects, however, their

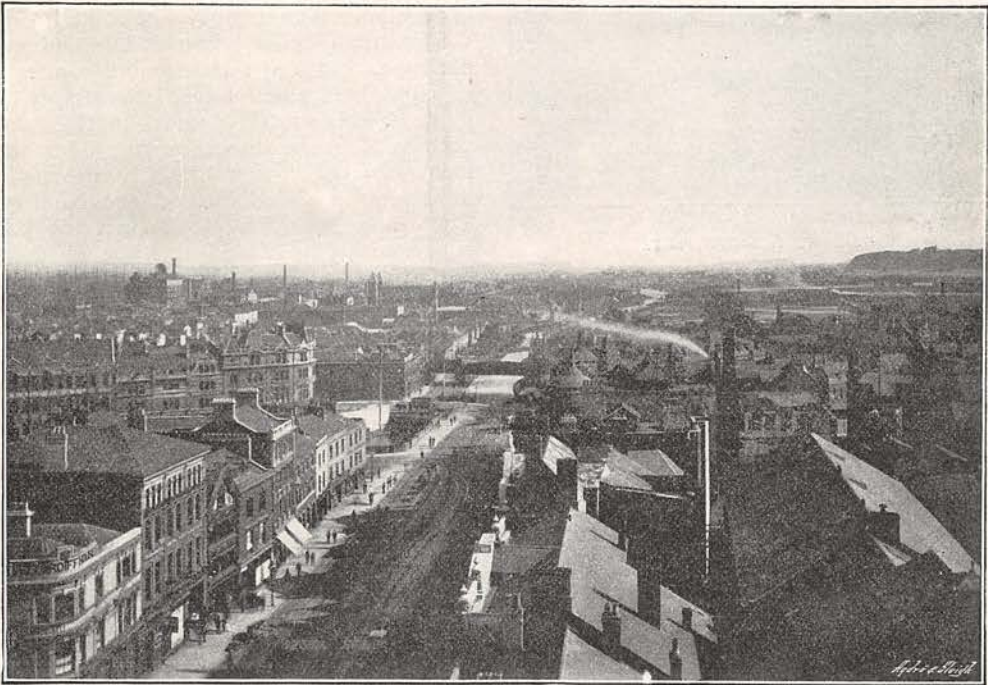
It was at this point that the idea occurred to the late Marquis in carrying out which he spent the rest of his life, and the complete realisation of which was bequeathed to his son. "I have a large fortune," he reflected, "and the greatest possible stake in the development of the coal and iron trade. Why should I not invest my fortune in the future of Cardiff?" Lord Bute took counsel with Sir William Cubitt, Mr. Telford, and other engineers, and in 1830 successfully promoted a Bill giving him Parliamentary powers for the construction of docks at Cardiff. At the outset a considerable difficulty presented itself as regards the supply of water, that of the Bristol Channel being peculiarly unsuitable for a dock owing to the quantity of mud the tide held in suspension, and the heavy deposit that would occur when the water was at rest. The difficulty was overcome by the making of a cutting from the river Taff. This piece of work materially increased the cost of the undertaking,

which amounted to £350,000. Of this sum, however, £130,000 was represented by the limestone and timber obtained from his lordship's own estates.

The confidence with which the late Lord Bute went into his undertaking was not generally shared by the people of Cardiff. A large church in the crowded neighbourhood of the docks was pointed out to me which was built by his lordship some time in the forties. For several years this church was a standing joke to the local wits, who wanted to know where Lord Bute expected the congregation to come from. And for the first year or so after the opening of the Bute Dock in 1839 his lordship's optimism was severely tried. The trade of the port had practically no increase to show in return for his enormous outlay. But then a railway was made from Merthyr Tydvil to Cardiff, and with the opening of the Taff Vale Railway towards the end of 1842, Lord Bute's enterprise began to abundantly

consider the question of constructing another dock. Sir John Rennie was instructed to prepare the plans of what is now called the East Dock. This was constructed with all possible expedition, part of it being opened in 1855.

The present Marquis of Bute was born only a year before his father's death, and twenty years consequently elapsed before he was able to take any active part in the management of the great property he had inherited. Two years before he obtained his majority, however, the necessity for another extension of the Bute Docks became too urgent to be further delayed even for that time. The trustees obtained another Act of Parliament, under which the Roath basin was at once begun, but was not finished till 1874. When supreme control passed into Lord Bute's hands, the young man made a patient and exhaustive investigation into all the affairs of the docks and the shipping trade of Cardiff. He came to the conclusion that there was



CARDIFF.

justify himself. In 1848—the year of his lordship's death—the exports of coal had risen to 650,000 tons, as compared with a little more than 4,000 tons in 1839. When coal exports had reached a million tons, six years later, the trustees of the estate found it necessary to con-

room for great improvement in the apparatus of the docks, in the mechanical facilities for the loading and unloading ships. All his energies for several years were directed to this end, with a truly wonderful result. In 1875 the total imports and exports of the docks amounted

to somewhat more than 3,600,000 tons; in 1884 they approached 8,500,000 tons, although no increase had been made in the size of the dock. By this time it became evident to Lord Bute that another extension of the docks might be judiciously

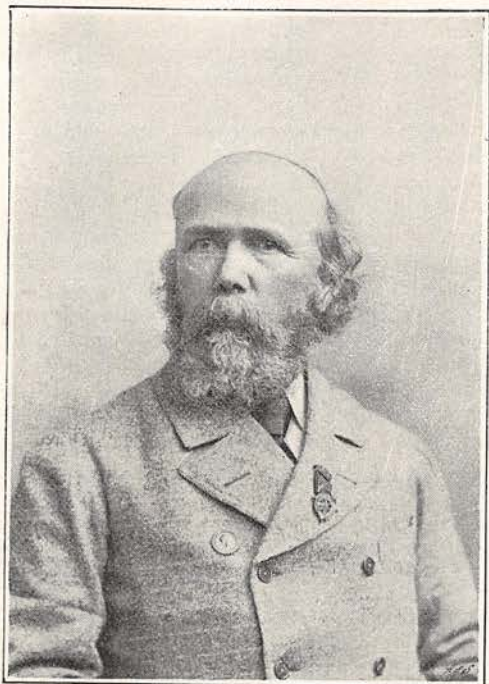


Photo by Dabbs, Pittsburgh.

SIR W. T. LEWIS, M.P.

made. Accordingly the Roath Dock, which, next to the East Dock, is the largest at Cardiff, was begun early in 1883 and finished in the summer of 1887. By this achievement the present Marquis of Bute has won for himself a tribute of admiration resembling that given by the people of Cardiff to the memory of his father.

Striking statistics of various kinds can be given to illustrate the rapid growth of the port, but they cannot convey the impression which is obtained by an hour or so's walk through the docks. In watching the many large ships loading and unloading, in observing the wharves and warehouses, factories and workshops, by which one is surrounded, one realises the direct influence which the construction of such splendid docks has had on the prosperity of the town. In all, the water area of the Bute Docks is about seventy acres; this is exclusive of the entrance channel, which is constructed through what has been traditionally known as the East Mud, and is 400 feet wide in its

narrowest part and 600 feet at its broadest. A noteworthy feature of the docks is the length of quays; the Roath Dock is entirely enclosed by walls of masonry, so that this alone has quay space nearly a mile and a half in length. The lock by which it is approached from Roath basin is the largest in the world, being eighty feet wide and 600 feet long. In this dock, too, is to be seen the latest and most approved appliance for the loading of ships with coal. It is known as the Hunter-Lewis crane, having been invented by Sir William T. Lewis, the general manager of the docks, and Mr. Hunter, the engineer. By its means the coal, to the weight of eight or ten tons as the case may be, is turned from the railway truck into a large iron receptacle, lifted over the hatchways, and lowered into the hold. Instead of being shot out there the coal slides into the ship by means of an ingenious mechanical contrivance. There is consequently very little breakage, and much waste in the shape of coal-dust is prevented. The contrivance cost its inventors many years' knowledge and experience, but on this account alone, it is said, their pains have been amply repaid. Ships can be loaded in this way with coal much more quickly than by means of the "tips" which are used generally in the docks of the country. The cranes are movable, and a vessel can consequently be loaded at three or more hatchways. Last year the ss. *Samoa* was loaded with over 9,000 tons of coals in twenty-eight working hours. It does not seem so very long since the coal had to be brought from the railway trucks to the ship in bags or baskets carried on men's backs.

In justice to Cardiff, the old saying anent "taking coals to Newcastle" now needs revision, for the quantity of coal which is sent from Cardiff to the world now exceeds the total quantity shipped at the Tyne ports. The exports of coal last year from the town on the Taff amounted to nearly 11,500,000 tons, as compared with about 9,500,000 tons from the towns on the Tyne. As against this enormous total the other exports from Cardiff, of course, appear quite insignificant. In recent years great efforts, however, have been made to develop the import trade. Hence the large warehouses for the purposes of storage which have been erected on land adjacent to the Bute Docks. These efforts have been most successful as regards timber. With its imports last year of over 450,000 tons

Cardiff ranks next to London and Liverpool for its timber trade. Lord Bute and his advisers have assisted to develop this trade by providing at the docks "timber floats" to the extent of twenty-four acres.

The great decline which recent years have witnessed in the production of English metal ore has proved a double benefit to Cardiff. It has given it an import trade which now reaches nearly 700,000 tons in the year; it has, moreover, been the means of bringing to the town important industries which otherwise it would not have possessed. It is obviously a matter of importance that iron-works, &c., should be near the supply of the raw material; the ore now being chiefly of foreign origin, many such works have been removed to the port of arrival. Thus the removal to Cardiff has just been effected of the famous Dowlais Iron-works from the place of that name near Swansea. To this undertaking, of which Lord

ing engineering and malting, soap-making and tin-enamelling, chemical manufactures and railway-carriage building; but all have doubtless been attracted to the spot by the exceptional shipping facilities. As the sequel to the establishment of these industries, the land beyond the East Moors, mostly the property of Lord Tredegar, is now dotted with workmen's houses where a few years ago were cornfields and market-gardens. Lord Bute is doubtless greatly enriching himself by the rapidly increasing value of the East Moors as a site for factories and workshops, but his neighbour is also obtaining a share in the result of enterprise in which he had no part.

At midday the scene in the streets close to the Bute Docks is very animated, as seafaring folk of various nationalities and numbers of business men hurry to and fro, or stand about in groups, discussing the matters of chief interest to them. Just off the main street, which bears Lord Bute's title, is the Exchange, a handsome



CARDIFF HIGH STREET.

Wimborne is proprietor, the Marquis of Bute has granted a lease of land, eighty-two acres in extent, near the Roath Dock.

On the East Moors, a large tract of land owned by Lord Bute close to the docks, quite a number of industries are springing up. They are of a varied character, compris-

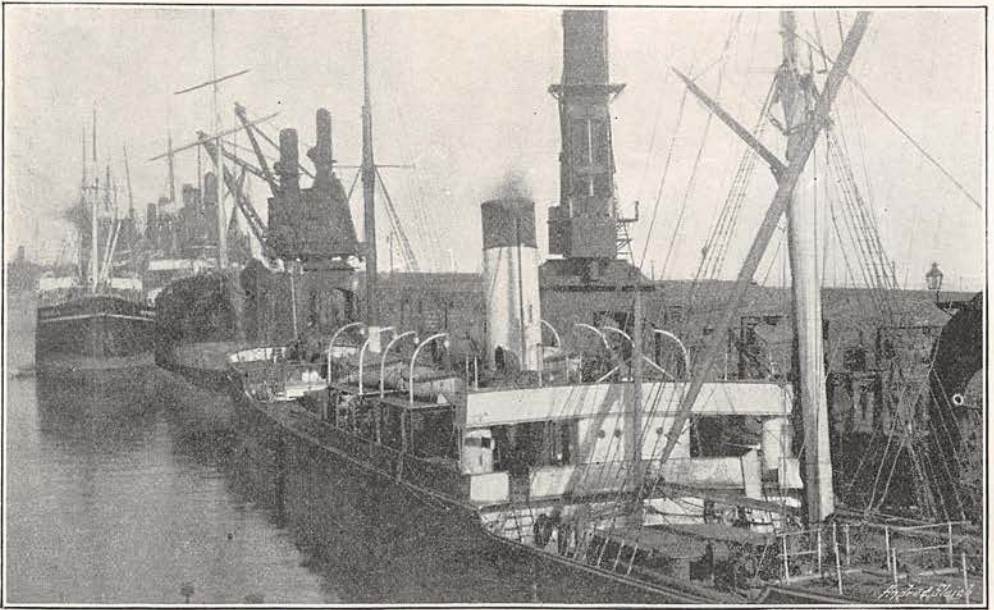
ing building erected in 1886. At the present moment, with two or three hundred members—shippers, brokers, coal and iron merchants, etc.—gathered together on business intent in the central hall, it gives one a lively idea of the commercial importance of Cardiff. In the building the

Chamber of Commerce, which at Cardiff is a flourishing and influential body, has its offices. In the last annual report of the Chamber, by the way, I read as follows: "It will certainly be the business of the Chamber, during the coming year, to assist in securing an increase of dock accommodation at Cardiff. Vessels have already had to wait for 'tips'—a state of things which, side by side with the existence of surplus accommodation at neighbouring competitive ports, must lead to diversion of trade, upon which the continued progress of the port depends."

It is a quarter of an hour's walk from the docks to the central part of Cardiff. One passes on the way very few buildings of any note, for the town, ancient though it be in origin, is not old enough to have architectural beauty. An exceptional amount of interest attaches, however, to Lord Bute's own residence, the renowned Cardiff Castle. This is almost in the centre of the town, quite close to the main arteries of traffic. Yet it is surrounded by a moat and picturesque

which dates from the early Norman period, has been rebuilt by the present Lord Bute in order that he might reside there for lengthened periods. In accordance with the design of the architect, the late Mr. Burgess, the most remarkable feature of the castle is now the Clock Tower. This Clock Tower, which is greatly admired by the Cardiff people, contains several beautifully decorated rooms. From the summer smoking-room—the winter smoking-room is a lower floor—a fine view can be obtained of the town and the surrounding country, and when in Cardiff this is his lordship's favourite resort.

The municipal buildings, the free library—to which, however, an extensive addition is now being made—the arcades, the market hall and theatres have nothing of exceptional interest about them, although they all doubtless contribute to the amenities of life in Cardiff. Since its opening by the late Duke of Clarence four years ago the Clarence Bridge has, next to the docks and the castle, been the



THE WEST BUTE DOCK.

Photo by Collings, Cardiff.

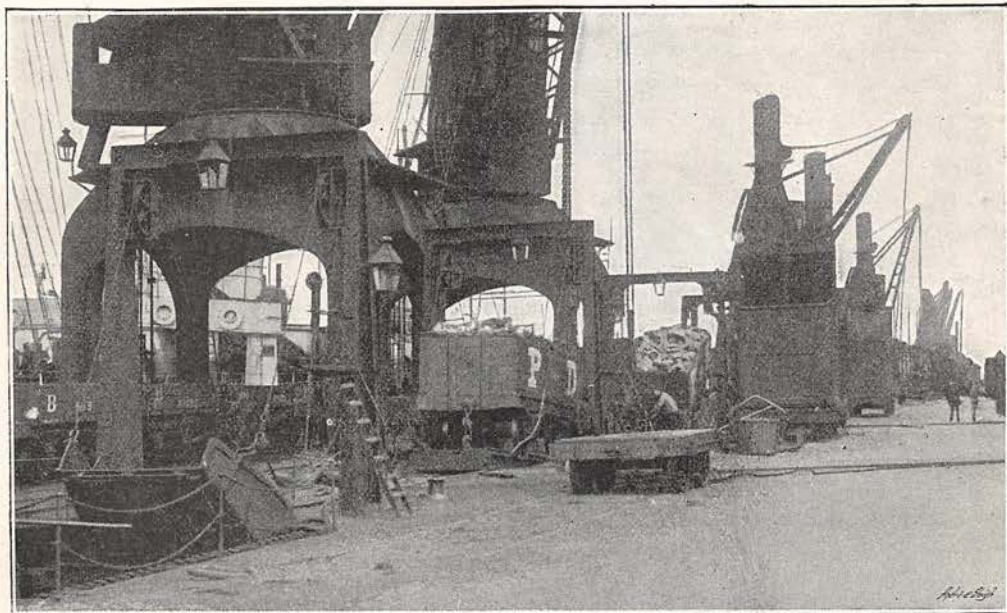
grounds, in which the ancient keep—a piece of grass-grown, ruined masonry—still stands. One or two portions of the old castle itself also remain, such as the Black Tower, otherwise known as Duke Robert's Tower, close to the entrance gate. The greater part of the structure,

favourite "lion" which the Cardiff folk have delighted to show their visitors. There are really two bridges, a small one over the Glamorganshire canal, and a much larger one over the river Taff. Their construction by the Corporation remedied what had long been a sore grievance with

the working population in the districts of Canton and Grangemouth, who, in coming to and from their labour at the docks, had a long *détour* to make in order to cross the river and the canal. As our illustration shows, the bridge has been built on the novel principle of placing the

grounds with which Cardiff is blessed were not only given, but are also maintained, by Lord Bute.

It is generally believed that Lord Beaconsfield's novel *Lothair* was founded on the character of the third Marquis of Bute, with his deep interest in ritual and



THE COALING CRANES.

Photo by Collings, Cardiff.

girders on the top, and this gives it, at a distance, the remarkable appearance of a kind of suspended tunnel. The bridge commemorates not only the visit of the late Duke of Clarence to the capital of Wales, but also the mayoralty of the Marquis of Bute.

Another "show place" much in favour with Cardiff people just now is Roath Park. The patriotic citizen's pleasure, however, in taking the stranger to this capacious breathing-place is not an un-mixed one. The land was given by Lord Bute to the town for the purposes of recreation in 1887, but its transformation into a park is not yet completed; and, having regard to the disappointments of the past, the wise citizen is not too confident that the Corporation will complete its task during the present year. In extenuation of this municipal dilatoriness it must be said that the land is very extensive, and has the exceptional features of a river and a waterfall, which had to be turned to the best account in the making of the park. Three out of the four other recreation

his love for the study of theology. The ecclesiastical earnestness which, in Lord Bute's case, led to the Church of Rome is still his dominating characteristic, and probably because of this his lordship's interest in public affairs is not very keen. Local matters in Cardiff, however, always successfully claim his attention, as witness the numerous movements and institutions in whose establishment and maintenance he has taken a personal part. He strongly supported Cardiff's successful battle with Swansea for the site of the South Wales University College, of whose Council he has been chairman since its establishment eleven years ago. In the circumstances it would be strange, indeed, if everything that concerned the welfare of the vigorous young seaport did not also have its concern for Lord Bute. In the prime of health, his lordship will probably have the satisfaction of witnessing the growth of Cardiff to a position in the world compared with which even that which it occupies to-day will dwindle into insignificance. FREDERICK DOLMAN.

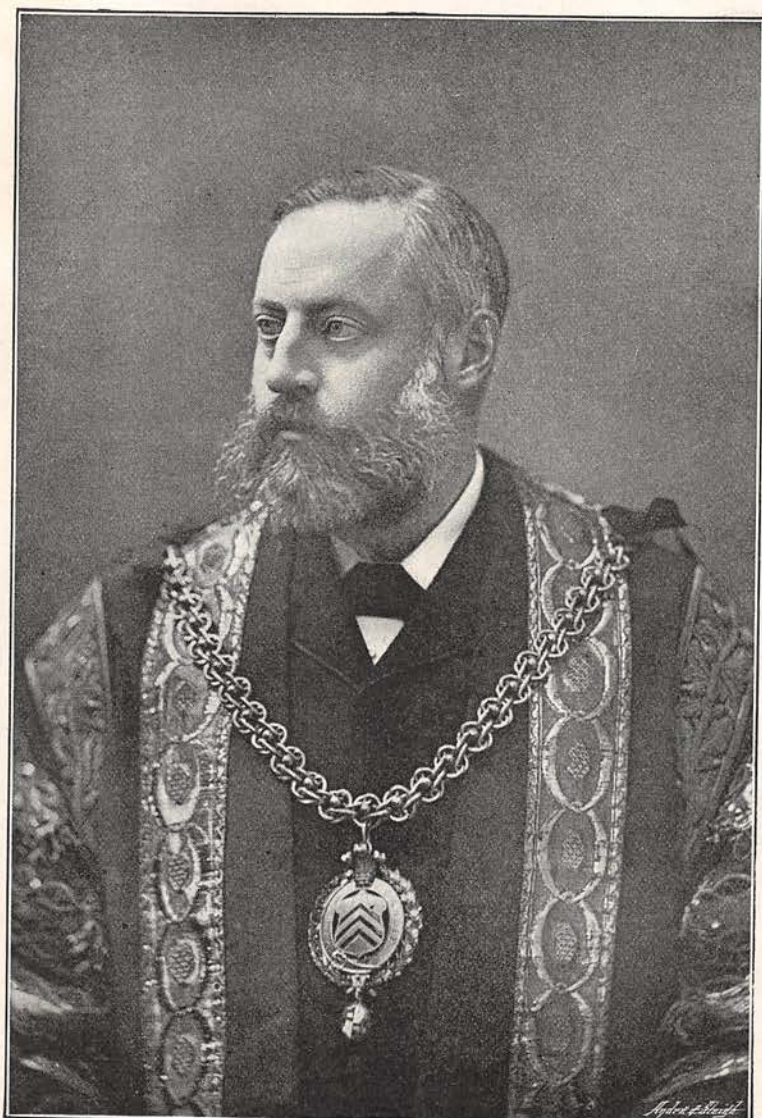


Photo by Goldie Bros., Cardiff.

THE MARQUIS OF BUTE, K.T.