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fifteen coolies and small camp to a snow-flat under a very sharp triangular snow-pyramid which crowns the watershed between the Hispar and Biafo glaciers. This camp was at over 19,000 feet. Our heights have not yet been finally calculated.

The next day, with guide and two porters, I ascended this peak, while Dr. Workman with a porter climbed a somewhat lower summit for photographic and observation purposes. The east arête of the higher peak, the Biafo watershed side, while less steep was so fluted with cornices that we dared not attempt it, so we climbed by the much sharper south one facing the Hispar, which was a risky, very abrupt knife-edge slant of over 2000 feet. By judicious step cutting we reached the tiny corniced top in safety. The view from this mountain is perhaps the most comprehensive and beautiful I have seen in the Himalayas. A page would not suffice to describe it, but in this note I will only say, that from its position high above Snow lake this summit, overlooking as it does the full sweeps of the Hispar and Biafo glaciers and the great peaks to the source of the Baltoro, may be said to include in its vista of a 60-mile range east and west a panorama of superlative grandeur of one of the most magnificent mountain regions of the world. We did not go to the Hispar glacier to indulge in high climbing, for the mountains are not suitable for such exploits, but I am glad I did not resist the sudden impulse to climb this peak, for I should have missed a rare hour of Himalayan mountain glory, and a view of topographical and geographical importance. The height of the mountain will probably work out at between 21,000 and 22,000 feet.

On August 16, with a caravan of Nagar coolies we crossed the Hispar pass to the Biafo glacier. The large glacier running from Snow lake south-east behind the B 15 range was investigated, and a passage looked for to the north of that range, which we hoped might lead to a possible route to the Punmah glacier, but the only available pass was found quite beyond the mountaineering capacity of loaded coolies. We descended the Biafo glacier, reaching Askole on August 25. This was our second visit to this glacier, the first having been made in 1899.

THE PORT OF MANCHESTER: THE INFLUENCE OF A GREAT CANAL.

By JOHN M'FARLANE, Lecturer in Geography at the University of Manchester.

THE present seems a suitable moment for reviewing the development of the port of Manchester, and for attempting to estimate the place which it holds as an importing and exporting centre. There is no doubt that the sanguine expectations of those who promoted the construction of the canal have not as yet been fulfilled. On the other hand, progress has been steady and continuous, and we would make our dominant note this—that the port of Manchester, because of its geographical

position and conditions, must continue to grow; that certain non-geographical factors which have so far retarded its growth will gradually become of less importance; and that for certain classes of goods, Manchester will eventually become the leading port in the kingdom. The Ship canal is one of the greatest geographical advantages which Manchester possesses. Its endowment in these, indeed, is not great. Temporary conditions connected with the cotton industry gave it considerable importance during the nineteenth century, but in the cotton industry the tendency was centrifugal rather than centripetal, and Manchester as a town was actually on the decline when the canal was constructed. Since then the decline has been checked and the movement reversed, while the surrounding country is gradually being more closely united to the city which is becoming its port.

The facility with which trade moves to a new port, however, varies with a number of considerations. The momentum which older ports have acquired, the organization of the traders in the commodities imported and exported, and the weight and bulk—as well as the value of these commodities—have all to be taken into account. To illustrate these factors in the development of a port and at the same time to obtain some idea of the hinterland of the port of Manchester, we propose to examine the conditions determining the distribution of some of the chief commodities introduced into the country by the Ship canal.

To Manchester people cotton is naturally the most interesting of these, and it illustrates very well some of the difficulties which prevent the rapid development of the port. At first sight it might appear that it would be through Manchester that the great bulk of the raw material required in the cotton industry would be introduced into the country. Within 12 miles of the docks more than 32 millions of the 44 millions of spindles in the United Kingdom are found, and to all the towns where these 32 millions are situated the rate for transmission of raw cotton by rail is less from Manchester than from Liverpool. To Bolton, for example, the rate including Ship canal toll and dock charges is 10s. per ton from Manchester, while the cost *via* Liverpool is 13s. 6d.—a difference of 3s. 6d. To Oldham the rate from Manchester is 9s. 9d., while from Liverpool it is 14s. 8d.—a difference of 4s. 11d. To Stockport the charges are 8s. 10d. and 12s. 8d. respectively, the difference being 3s. 10d. It is unnecessary to multiply examples. Without reflection, therefore, one might be led to suppose that the places to which cotton goes from Manchester, are the places to which the rates are less than from Liverpool. But such a supposition would be very wide of the mark. With nearly 75 per cent. of the spindles of the United Kingdom in its immediate neighbourhood, Manchester only imports about 14 per cent. of the raw material which is used, while Liverpool imports about five times as much. For this there are several reasons, the chief being of an economic nature. In the first place, there is the long-established supremacy of Liverpool as a great cotton market. That city thereby acquired a momentum which could not be seriously affected within the short period which has elapsed since the opening of the canal. At the beginning of that period, too, there was no cotton market in Manchester. The Manchester spinners had either to buy direct from the United States or go to Liverpool and buy in the market there. But there are great difficulties in buying direct from the States. Few spinners are able or willing to buy the year's supply at once. If it is bought in instalments it is impossible to ensure that the quality will be the same. When it is bought in Manchester through importers, the difficulties do not disappear. A comparatively small amount comes to this port, and although a spinner might be anxious to support the canal and at the same time effect a saving to his own pocket by purchasing in Manchester, he will frequently find either that there is no cotton on the wharf, or that it is not of the quality he requires. By going to Liverpool he is

able to obtain just what he wants. Now, although this difficulty might be got over by the establishment of a spot market in Manchester—and such a market has recently been started—a more serious obstacle has to be met. Much of the dealing in cotton is not for present, but for future delivery, and Liverpool merchants refuse to recognize the existence of Manchester. For example, if a dealer has one hundred bales of cotton in Manchester and sells them against futures held in Liverpool, they must be sent down to Liverpool. They are not tenderable in Manchester. The importer, therefore, who has sold futures to a Liverpool broker brings the cotton to that town, and from there it is distributed over the manufacturing area. Thus we have a case where geographical advantages and economic conditions stand in opposition, and it is interesting to speculate on the ultimate result. Its growth so far has been steady and considerable. As compared with 121,336 bales American cotton imported to Manchester during the season 1895-6, the quantity imported from America during the season 1907-8 amounted to 377,264 bales. The establishment of a spot market in Manchester will lead to an increase of buying in that town, and will encourage the American shipper to send his cotton there in the future to a greater extent than in the past. As the imports increase, Liverpool brokers will be forced to come to terms, and although buying and selling may continue to be done in Liverpool, much more of the actual commodity will find its way into the country by way of Manchester.

Egyptian cotton affords an interesting commentary on what had been said. Relatively a much larger amount of this goes to Manchester. One cause is that there is a good line of steamers carrying on the trade, but the chief reason is that many spinners, in order to get good cotton, buy at the beginning of the year. The Egyptian business also is simpler, and the larger houses of cotton merchants are chiefly in English hands, and are trustworthy. The spinner, therefore, has to buy early in order to get the quality which he wants, and having bought it he is sure of getting it. There is, thus, not the same reason for him going to Liverpool, and the raw cotton is brought to Manchester direct. At the present time one-half of the Egyptian cotton used in Lancashire mills is shipped to Manchester. During the season 1907-8 this amounted to 216,570 bales.

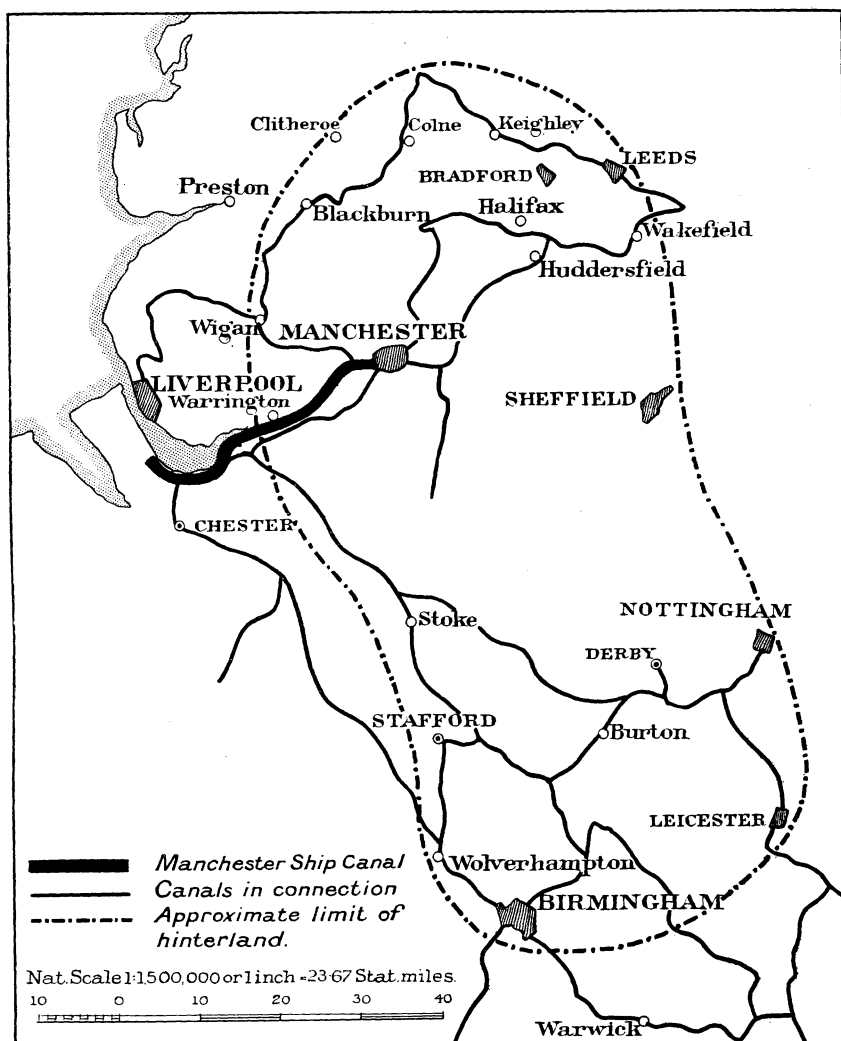
We have devoted rather more attention to cotton than we shall to the other imports of Manchester, even although cotton is not by weight the chief import, but it illustrates very well both the difficulties in determining the extent of the hinterland of the port under consideration, and the state of development in which that port at present is.

Timber is another of the chief articles of import to Manchester—by weight it is the most important. The Pennine chain forms practically the dividing line between the hinterland of Manchester and Hull for this commodity. To the east of the Pennines the greater part of the timber required in building, in the manufacture of packing-cases of all kinds, and for general purposes, consists of pine and firwood, which comes from Scandinavia and Russia—to the west of these mountains spruce and other woods from North America perform the same function, although some comes from the Baltic. The chief market for the buying and selling of timber is in Liverpool, but as it is one of these articles of which whole shiploads can be sent, the Liverpool importer frequently sends ships on to Manchester to unload. This wood is chiefly used in East Lancashire, where there is naturally a great demand. Some of it, however, does make its way as far east as Leeds and Bradford, while the market for it extends south as far as Nottingham, where the southern ports begin to compete with Manchester, which is now the eighth timber port in the United Kingdom.

Finer and harder woods, however, very seldom come to Manchester direct. These are not imported by the shipload, but in smaller quantities. The ships which bring them—say from South America—are generally Liverpool-bound

ships, and the value of the wood is such that it can easily stand the slight additional charge of carriage from that port.

During those years for which we have official figures, we find that the tonnage of raw materials used in the manufacture of paper ranks third in the list of imports by way of Manchester, and no inconsiderable part of the whole of our imports of wood pulp comes up the Ship canal. In England, paper mills are found chiefly in



HINTERLAND OF THE MANCHESTER CANAL.

Lancashire, in the West Riding of Yorkshire, and within a radius of thirty to forty miles of London, the first and the last being the districts in which the number of mills is greatest. In Lancashire the mills are concentrated, roughly speaking, within a triangular area, formed by joining together Liverpool, Manchester, and Blackburn; and, for the greater part of this region, Manchester is the port for wood pulp.

Round Blackburn and Darwen, however, the paper establishments are served chiefly by Preston; and Liverpool serves a certain part of the area contiguous to itself. But Manchester—by having rails running along the docks—is able to dispense with the additional cost of cartage from docks to railway station, and has in this way obtained a considerable hold of the trade. As far as we have been able to discover, comparatively little goes from Manchester into the West Riding. Hull seems to be the chief port for wood pulp for the country east of the Pennines. A certain amount, however, goes from Liverpool to Leeds and Worcester, probably making its way there by canal.

The grain trade of Manchester has developed very considerably within recent years. In 1895, 35,000 tons came up the canal, and in 1907 this had risen to 406,000 tons. Manchester, during the last three years, has received on an average one-fifth of the amount received by Liverpool, and somewhat more than one-twentieth of the total imports of the United Kingdom. Grain comes chiefly from the Atlantic wheat ports of North and South America, Russia, and India. So far as we have been able to discover there are no special circumstances affecting the area over which it is distributed. The number of boats bringing it being limited, it frequently happens, however, that it is introduced into this area through other ports. Local variations in price also lead to its being sent to towns on the margin, sometimes from one port and sometimes from another. Generally speaking, however, the region served—but not exclusively by Manchester—is somewhat as follows. To the west of Manchester as far as Warrington and the mills on the Weaver; northwards for about 20 miles, but certainly not beyond Blackburn, where Fleetwood competes; eastwards as far as Leeds, to which the rate is just a little more than from Hull (6s. 10d. and 6s. 3d. respectively); and southwards for about 100 miles. Leicester and Birmingham, for example, are more cheaply supplied from Manchester than from Liverpool or Hull, but are able to take advantage of the competition of the southern ports. The percentage which comes through Manchester of the total supply of different parts of the district we have, however, been unable to learn.

Fruit imports of Manchester are considerable, and as the area over which they are distributed varies from the area of distribution of other imports, a few words on the subject may not be out of place. The West Mediterranean, the West Indies, and Canada, and the United States, are the chief sources of supply. The trade from each of these illustrates the way in which a new port develops. Before the opening of the canal, and still so to a large extent, the fruit-importing business was centred in Liverpool. Manchester fruit merchants saw that if they were to reap the advantages created by the new port they would have to become their own importers, and the North of England Fruit Brokers Company, Limited, was formed. That company has established regular sailings with the West Mediterranean, and the fruit which is imported finds its way northward as far as Blackburn, into the western towns of the West Riding of Yorkshire, *e.g.* to Sheffield, and southward as far as Leicester, Nottingham, and Birmingham. But with regard to the East Mediterranean its trade is less important. There are several reasons for this. The company is hardly sufficiently strong to maintain regular sailings with the *Levant*. They are dependant on, say, cotton vessels from Egypt bringing parts of their produce, and a fall in the price of cotton in England may delay the sailing of a ship for a few days, with the result that damage to the fruit cargo ensues. They are, perhaps, also not sufficiently strong to meet the occasional losses sustained by those engaged in trade with the somewhat unscrupulous Levantines.

The banana trade with the West Indies and Costa Rica offers an interesting contrast. This was established after the opening of the canal, and Manchester

was fixed upon as the port of entry, because of its nearness to the source of supply on the one hand, and to a large consuming area on the other. The facilities offered by excellent warehousing accommodation and railway distribution were also important factors in determining its selection for this purpose. The whole of the bananas shipped from the West Indies and Costa Rica are landed at Manchester and Bristol, the former receiving about two-thirds of the whole, or 60,000 bunches per week. The business is in the hands of one firm, and the country is practically divided into two parts. Bristol serves the south of England, Birmingham, and London in part; Manchester serves the rest of the country, a great part of the Birmingham area, and London in part. From Manchester also bananas are sent packed in special vans to Ireland, to Hamburg, and to the Baltic countries. In this case, therefore, we have an industry able, because it is in the hands of one firm and free from complications, to avail itself of the geographical advantages of the new port.

The trade with Canada and the United States in apples is growing. Hitherto it has been somewhat handicapped by the want of more frequent sailings, but this season the Manchester Liners, Ltd., have increased their Montreal service to weekly sailings, and this will doubtless lead to an increased supply. The area of distribution is much as we have already sketched for West Mediterranean products, though American apples find their way as far as Gloucester, and occasionally—but only occasionally—to Newcastle.

The oil trade of the country is very largely in the hands of the Standard Oil Company, and may be divided roughly into that in lubricating oils, and that in illuminating oils. With regard to the first, the distribution is made from the quays, and it is difficult to get very definite information, but East Lancashire and the west part of the West Riding are the chief regions served through Manchester—apparently not very much going far south. But with regard to illuminating oils, the conditions are different. The Anglo-American Oil Company, that is, the Standard Oil Company, has mapped the whole country out into certain districts, each of which is supplied from a certain port or ports. Manchester, they say, owing to the enterprise of the Ship Canal Company, is what they recognize as a sea-board installation from which oil is distributed as far north as Lancaster, Clitheroe, and Colne, and east and south to Halifax, Huddersfield, Barnsley, Sheffield, Bawell, Derby, Nuneaton, and the Birmingham district. Liverpool, however, which is a centre in itself, distributes over the same territory. The trade in illuminating oils seems, therefore, to resemble that in West Indian bananas, inasmuch as being in the hands of one body there is no reason why the advantages of Manchester should not be utilized to their full extent.

Much of the sugar which is imported into Manchester comes from the Continent, but it is difficult to say how far it makes its way inland, nor is there any definite region which can be claimed as belonging to Manchester. But the importance of the canal has, we believe, been considerable in reducing rates for the carriage of sugar, and the cost of conveying it has been reduced over a very wide area in consequence. Liverpool refiners, for example, send their products to Manchester free of cost in order to compete with sugar refined on the Continent which is imported there. The railway rates from Goole into Lancashire are also lower in consequence. But as our trade with the Continent is very considerable, the article in question seems to be imported at many different points in England, and we understand that what is imported through Manchester is chiefly for local use. That this is so is shown by the fact that Manchester is now the second port in the kingdom for the importation of oil (London being first). Last year the imports amounted to 176,000 tons.

There is a number of miscellaneous articles which, in the aggregate, are of considerable importance, about which we have gleaned a few details. Provisions (bacon and hams, lard, cheese, butter) are imported largely from America for consumption in the thickly populated districts of East Lancashire. Manufactured iron is introduced by way of Manchester for works in Lancashire and the Black Country. Tram-rails, setts, and road materials used in the electrification of tram-way systems are imported for use in Lancashire, Yorkshire, and the Midlands.

Iron ore and pyrites are brought into Manchester in considerable quantities, and make their way as far as Leeds, Huddersfield, and Wolverhampton, and even to Birmingham, where rates with other ports are about equal.

A certain amount of wool, not considerable however, comes into Manchester for Bradford, and places like Keighley and others in the West Riding. With the establishment of regular sailings to Australia and the Argentine, there seems no reason why this should not develop to some extent.

Kaolin for the Potteries comes up the canal as far as Ellesmere port, Weston Point, and Runcorn, and is then sent on by barge to Staffordshire.

We are now in a position to draw certain conclusions of a general nature with regard to the development of the port of Manchester. In the first place, it is obvious that much depends upon the organization of the markets in which the chief imports are bought and sold. If these are loosely organized, and other conditions are not unfavourable, there seems no reason why Manchester should not import the goods in which they deal. Or, again, if these markets are so organized that the business of importing is in the hands of a single firm or combination, full advantage will be taken of the superior geographical position of Manchester. But if the organization of the market is such that it is firmly established elsewhere and cannot be moved without a certain amount of economic disturbance, there is an inertia which has to be overcome, and which will only be overcome if the geographical conditions conferred on Manchester by the Ship canal are sufficiently great.

In the second place, however, we have to notice that the articles which come most readily to a new port such as the one under consideration, are those which come in bulk. Even if the importation of a commodity is entirely in the hands of a single firm or combination, that commodity will not come up the canal if its bulk is small, and the ships which bring it to this country go, for other reasons, to Liverpool or London. On the other hand, if a whole shipload of goods of a certain kind can be sent at once to Manchester, it may go there even if the buying and selling are conducted elsewhere.

So far we have only considered imports into England through Manchester. But, of course, in considering the hinterland of a port we have to take account of exports as well. In the case of Manchester, however, these are much less important than imports. The chief export is that of coal, which goes in considerable quantities from the Lancashire coalfield. Cotton goods are sent out only in small quantities. Machinery, both from Lancashire and Yorkshire, is exported, and a certain amount of woollen manufactures finds its way from Leeds. But when we take into account the vast amount of goods manufactured within the region of the ship canal, we must confess that the exports by way of it are comparatively disappointing. There are several reasons for this. In the first place, we have to notice that ships seldom leave this country laden with one article only, and that in order for a port to have a large export trade it is essential that ships should constantly be leaving it for all parts of the world, carrying goods of all kinds. The total number of ships leaving Manchester is not yet very large, and they do not provide all the facilities which the region requires. The influence of shipping combinations has also been unfavourable, but it would not be proper to discuss this subject here.

On the other hand, the port is not without advantages of its own; the docks are connected with all the great railway systems in the country, and Manchester is the centre of an extensive system of inland canals. Further, coasting steamers coming to Manchester from other ports in the United Kingdom with goods for the surrounding district also bring goods for export abroad. For example, Plymouth steamers bring china clay for export to the cotton factories of the United States, and Dublin steamers bring ales, spirits, etc.

In conclusion, the geographical advantages of the port of Manchester are considerable, but it is handicapped at present by economic and commercial considerations, largely the result of the momentum which the older ports, and more especially Liverpool, have acquired. We cannot believe that this state of things will be permanent. Manchester will acquire a momentum of its own which will enable it to overcome the difficulties with which it is surrounded, and transform it into one of the leading ports of the kingdom.

MR. MONCKTON'S JOURNEY ACROSS NEW GUINEA.*

ON November 28, 1906, Mr. C. A. W. Monckton left the Mission Station on the Mambare river, "accompanied by twenty armed native constabulary, six village constables, and about a hundred carriers. . . . The major portion of my stores I sent up the Gira river to Usi village by whale-boat. The 28th, 29th, and 30th were spent in proceeding from Umi to Usi, the tracks being badly flooded. . . . On December 1 I left Usi for the Waria. The tracks were very boggy and swampy. . . . December 2: crossed Eia river at an island. This river is about 50 yards broad on each side of the island, navigable to this point, I think, for either launches or whale-boats, but flowing into German territory, and having its source in a low range near Mount Albert Edward. . . . Large numbers of rubber trees exist between the Gira and Waria, and for rubber-growing purposes the land should be highly suitable. . . . Very heavy rain fell most of the day; there is a small village, a colony from Usi, at the crossing of the Eia. Crossed Wuwu river; this river heads in swamps towards Mount Albert Edward, flowing into German territory. . . . Camped at Eatuna village on the Waria. Damadu village, at which point I appointed a village constable, is a short distance below. . . . The Damadu people . . . brought me a large quantity of taro and food, and no less than fifteen pigs, among them a number of red pigs which they said they had captured some years ago at the Wuwu river.

* This communication is sent by Dr. C. G. Seligmann, who writes as follows (for map, see p. 328 of this volume):—

"In the September number of the *Journal*, speaking of Mr. Monckton's journey across New Guinea from the Mambare river to the Papuan gulf, you say 'the results of the expedition are embodied in our map, but no account of it is available, Mr. Monckton having left this country, while no reference to it appears in the Annual Report for 1906-1907, unless, possibly, in the statement that it lately had been ascertained that the tribes on the upper Waria were resident in British territory.'

"Last autumn Mr. Monckton allowed me to make a copy of his official report of the journey, and I have recently heard from him that he wrote to you from Madeira last November, giving some account of his experiences. As it is clear that you have not received this letter, and as Mr. Monckton has recently written to me concerning this letter and the Society, I now send you some extracts from Mr. Monckton's official journal. For it seems better to let you have this information while your article is still fresh than to wait the length of time necessary to communicate with Mr. Monckton and receive his answer."