

ST. JOHN RECEITS FROM FOREIGN SHIP TRAFFIC

Ships Stay Longer at this Port—Big Increase in Ship Tonnage Entering Halifax During Past Two Years, but has not been as Valuable as St. John's Smaller Advance.

(Special Staff Correspondence of the Standard.)

Halifax, Oct. 23.—In 1912 the ship tonnage entering Halifax totaled 2,111,535 tons, an increase over the previous year of 632,505 tons. When the increase in one year is about equal to the ship tonnage on the registry books of Canada, it would seem that Halifax is forging ahead as a shipping port at a very rapid pace. Owing to the coming of the big Cunard boats, there is likely to be another big increase in the ship tonnage entering Halifax for the fiscal year 1913.

St. John in the fiscal year of 1912 entered 1,745,100 tons of shipping, an increase of 108,100 tons over the previous year. So Halifax has still quite a lead over the sister city in the matter of entering and clearing ship tonnage.

But the fact that more tonnage enters Halifax does not mean that Halifax gets more from the shipping business than St. John does. Far from it. St. John has for years gained much greater benefits from the winter shipping business than Halifax has done, and it is likely to continue to do so. The great majority of boats entering Halifax only come in to land passengers, and a few tons of baggage and freight; they seldom take in supplies or coal; they make little disbursements in the ports. Some boats hardly remain in port long enough to purchase fresh milk. The biggest boat to enter the port last winter was only in dock one hour and a half on one occasion.

Most of the sailings to Halifax were made by west-bound ships, which call at Halifax to land passengers and then go on to Portland, Boston, New York or St. John. This class of sailings brings little profit to Halifax; as a general rule the passengers go direct from the ships to the trains and spend no money here.

A Big Schedule.

According to schedules arranged, about 170 ocean-going boats will call at Halifax this winter. This number does not include the boats in the West Indian service or four additional sailings which it is expected the Cunard boats will make. The expected sailings of the North German Lloyd and the Hamburg-American boats. Approximately there will be an average of one boat a day calling at Halifax from the winter season. I. C. R. officials at Halifax say they can handle ten large boats a week in Halifax; this is not such a serious proposition as it would be in St. John, as a large percentage of the boats only land passengers and their baggage, and are away in an hour or so. At St. John the great majority of boats discharge and load large cargoes of heavy freight, and remain in port several days—often for a week or more.

In Halifax heretofore everything has been subordinated to the demands of the mail and passenger service. The I. C. R. never made an allotment of berths; its officials ordered boats around as they thought best. And with confessedly small facilities for handling passengers and their baggage, some quick work has been done in landing passengers. One day last winter the President Lincoln of the Hamburg-American Line, the largest boat in the trans-Atlantic trade not running to New York, arrived at Halifax with 3,000 passengers aboard, and landed 800 of them and was underway again in an hour and a half. This is said to be a record for the port. With the immigration officials, and everybody else working under pressure, over 3,000 passengers have been landed from different boats in Halifax, and put aboard trains with their baggage, and started towards their destinations, all within 24 hours. This record was probably made by the foreign immigrants, who come in groups bound to the same destination, and usually

WILL IMPROVE CONDITIONS ON SHIPBOARD

La Follette Substitute for "Seamen's Servitude Bill" Passes United States Senate Mid Much Applause.

Washington, Oct. 23.—The La Follette substitute for the "Seamen's Servitude Bill," amended so that it will not affect the treaty relations of the United States until the President has been given an opportunity to readjust them, passed the Senate today, at the end of a debate that was characterized by unusual proceedings.

In the end the debate became an anatomy of Andrew Furber, president of the Seamen's Union, who was lauded as the man chiefly responsible for the passage of the bill. Mr. Furber, who had sat in a Senate gallery throughout the debate, was declared by Senator La Follette and Senator William Borah to have worked in Washington for many years "at a seaman's pay" to get legislation through Congress improving the working conditions of his fellow sailors.

Senator Fletcher, chairman of the sub-committee, had charge of the preparation of the Seamen's bill, and declared the measure as passed by the Senate today would accomplish three important shipping reforms—the giving of greater freedom to seamen, the promotion of greater safety at sea for passengers and crews, and the equalizing of the wage costs in operating vessels in foreign and domestic trade.

The La Follette substitute differed in many respects from the original bill which passed both houses of Congress last winter, but which did not meet with the approval of President Taft. Its provisions would require that ships be run under better conditions on ships; increase the requirements for safety appliances, and efficiency of sailors; release sailors from some of the present stringent regulations that compel them to remain with ships when in foreign ports, and passengers, the boats, if they do proceed immediately to sea, are bailed by means of bow and stern lines and the ships' winches across the dock to the south side of No. 3 pier—no operation that can be carried out in any condition of the tide in 15 minutes or so. At this time the dock on the south side of No. 3 pier—no operation that can be carried out in any condition of the tide in 15 minutes or so.

There is only one berth, that at the north side of Pier No. 3, at which grain can be loaded, and it is said that this winter with the big mail boats "turning" here and claiming precedence at Pier 3, there will be considerable difficulty handling grain. Halifax has one grain elevator with a capacity of 500,000 bushels, and loads a ship at 6,500 bushels an hour.

Sailings to Halifax.
Here is a list of sailings to Halifax for this winter:
Mail boats—Allan line, 11 sailings; C. P. R., 11 sailings; White Star, 11 sailings; Royal Line, 12 sailings.
Freight and passenger—Allan line, 18 sailings; Cunard Line (westbound), 15 sailings; French line, 3 sailings; White Star, 13 sailings; Italian line, 7 sailings; Furness line, 25 sailings; Manchester line (estimated), 12 sailings; Russian line (westbound), 12 sailings; Russian line (eastbound), 12 sailings; Warren line (westbound), 12 sailings; Australian line, 12 sailings.
Total number sailings, 171.

Additional boats expected by not scheduled—Cunard line, 4 sailings; Hamburg-American and North German Lloyd, 4 sailings.

But on Elevator.

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REED B. FREEMAN, AT SIXTY-SIX, STARTS LIFE ANEW AFTER DISBURSING \$3,000,000 AMONG FAMILIES OF THIRTY GIRLS WHO PERISHED IN BINGHAMTON HORROR—NOW CLOTHING SALESMAN.

New York, Oct. 23.—After paying every creditor dollar for dollar and dividing the remainder of his fortune for the families of the thirty girls killed in the burning of his clothing factory in Binghamton, N.Y., Reed B. Freeman announced yesterday that at the age of sixty-six years he was starting life anew.

"When I went to my clothing factory in Binghamton the morning of the fire," said Mr. Freeman in his little furnished room in Walnut street south, East Orange, yesterday, "I was worth probably \$3,000,000. The world certainly looked fair to me then."

"A few hours later I saw thirty of my employees killed and my factory swept away. As I saw the flames lick up my property and saw the thirty bodies spread before me in the morgue I realized that I would use every dollar I possessed for the benefit of those besides myself who had suffered. I realized that my loss was many times outside of losing my employment, many of whom had been my friends, but their families had suffered a loss that could not be measured in dollars and cents."

Tears came to the eyes of the aged manufacturer as he spoke of the girls who had been burned to death or killed in leaping from windows of his factory.

"I have done what I could," he said, "but God knows I have done everything I could for the benefit of those poor girls' families. I have made papers of my own family."

Several years ago, when Mr. Freeman was in his New York office in the New York Life Building, Leonard St. and Broadway, he was stricken with typhoid fever and was sent to a hospital in East Orange. His charities in Binghamton and his Chautauque work of East Orange, and they made his convalescence so pleasant that he then promised himself that if ever he changed his residence from Binghamton it would be to East Orange. Therefore, after he had settled his affairs in Binghamton after the fire, he went to East Orange, and here is living in a modest boarding house.

"I haven't a dollar today," he said, "but I have lots of good friends. Tomorrow I start out as a clothing salesman in New York city, and with my first commissions I will send to Binghamton for my wife and our daughter who is nine years old."

"I prayed God earnestly, long and frequently to guide me, and I know I did what was right."

"You know I always have been religious. I come from the old Puritan stock of New England, and all my life I have taken a deep interest in churches. For many years my Binghamton factory paid me a net profit of \$200,000 or \$300,000 a year, and most of that money went to build churches of all denominations within a hundred miles of Binghamton, to the Y. M. C. A., the Y. W. C. A. and to the Chautauque and other similar uses."

Mr. Freeman was president of the Y. M. C. A. in Binghamton for many years, and was instrumental in the erection of its fine building here. He also was president of the Carmel Grove, Chautauque.

"A few days after the fire I took an invoice of everything I owned," said Mr. Freeman. "I called for bills from all merchants and business houses and banks to whom I was indebted. Then I began the forced sale of all property, even my home, and began to pay debts. Business houses and banks assured me that they were in the market to take my time and that my credit was good for any further advances. But I paid everything. I personally called upon the families of the girls who had lost their lives. Many absolved me from any blame, but my resolution was firm, and what was left of my fortune after paying the debts went to the relief of those who were in need."

FREE

of pain is the way we extract teeth by the famous Hale method, which is used exclusively at our offices. WE CHARGE ONLY A NOMINAL FEE—25 CENTS.

We make the most beautiful artificial teeth in Canada. Crown and Bridge Work a Specialty. BOSTON DENTAL PARLORS, 527 Main St.—245 Union St. DR. J. D. MAHER, Proprietor. Tel. Main 683. Open 9 a. m. until 9 p. m.

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Money - Saving

Cash Specials For Saturday, Oct. 25th

CAMPBELL'S SOUP is just the thing for supper, and so handy. Just open the tin and heat. 15c tin for 11c
SWEET POTATOES are now plentiful and good. We have an extra fine lot that we will sell on Saturday in five-pound lots for 15c
GRAPE FRUIT MARMALADE. We have succeeded in buying this at a price that puts it within the reach of all. Large jars only 18c each
You will like it.

CHEESE—that rich old Canadian. We have a few more left. Special price for Saturday, 18c lb.

SUNDRIES.

1 tin Std. Canned Peas 8c
1 tin Std. Canned Tomatoes 7c
1 tin French Canned Peas 13-12c
Shaker Salt 8c pkgs
30c jar Peanut Butter for 25c
10c tin Tribble's Polish 8c
10c tin B.K. Knight Stove Polish 8c
White Jar Macaroni 18c
Marmalade for 14c
10c cake Infant's Delight Soap 7c
3 pkgs. Aspeto Powder 12c
5 cakes Sunlight Soap 21c
20c bottle White's Pickles 17c
25c bottle Maconochie's Pickles 21c
25c bottle Hobbrook's Sauce 18c

OATMEAL. This is the season for porridge. On Saturday we will sell 5 lbs. of Fresh Rolled Oats (extra quality), for 17c

CANDY today has become a necessity, and is pronounced by many leading doctors to be very wholesome. Our candies are absolutely pure.

Fresh Maple Walnuts 27c lb.
Chocolate-coated Marshmallows 27c lb.
Pink and White Eng. Gums 27c lb.
The latest Fruit Delight and Creme de Menthe in fancy tins. Very fine 20c tin
Mixed Fruit Drops in one lb. bottles 25c
Swiss Mixture in 1-lb. bottles 30c

Gilbert's Grocery

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