SEMI-WEEKLY SUN, ST. JOHN, N. B., OCTOBER 31, 1908,

THE WORLD'S TWO MOST ENTERPRISING SEAPORTS. BY DEXTER MARSHALL.

Neck-and-Neck Race Between Antwerp and Hamburg for Commercial supremacy in the Continent of Europe. The Quaint old Belgian city with its 300,000 souls generally rada slightly the German port with its 900,000, but the figures are close.

ning a neck-and-neck race for suprem-acy in world commerce, the quaint, an-cient Belgian city of Antwerp and the with two of the toy engines which haul only slightly younger but much less the English rallway trains about. quaint German city of Hamburg, now claim third and fourth place in the list and water, and as powerful as any of the world's twelve great ports. The states, You will find them in the shipclaim is probably correct; in the latest yards, the great manufacturing plants list to which I have access at this moment, Hong Kong, in China, leads them both, and is entitled to second ican wharves as here and nowhere more place, London, only, being ahead of the

TWO

Chinese port, and the Belgian cities, The German and the Belgian cities, therefore, are clearly entitled to the number in Hamburg being 519. therefore, are clearly entitled to the commercial feathers which they stick in their caps. They have won through a combination of government assistof ships are carried on.

AMBURG, Germany, Oct. 11-Run- | ease. One of these could lift one of our of the port here are as thoroughly by the French and by the Austrians. It

Now cranes run by steam, electricity and in many other places, but nowhere effectively. There are more than a thousand of them on the wharves and

Standing in long rows as they do at 'Antwerp, constantly lightening the labors of man, their creator, they suggest irresistibly the fabled giant Antigno. ance and true American hustle; hustle which has included the adoption of the According to the old legend, he used to most modern methods in every possible direction. No other two ports in the world equal these two old European ports, either in the arrangement of who refused to pay the tax. But the their docks and wharves or the facility four-legged, one-armed hydraulic giants with which the loading and unloading of Antwerp are benevolent, not malignant creatures.

New York, especially, may well hide its commercial head with shame wherever its antiquated, ultra-conser-the half thousand cranes of Antwerp is the hydraulic station, where great wative port methods are compared with steam engines strain constantly in the

CROWDED BASIN IN ANTWERP HARBOR

those of Antwerp and Hamburg. Some operation of gigantic pumps, and from of the big lake ports handle ores, coal, which the water to operate the granes structural steel and other cargoes in an is distributed at high pressure through up-to-date way, but there is no port, miles of pipes. Here in Hamburg there either on salt water or fresh, in Amer- is an electric power house which supica which remotely aproaches these plies the necessary current to the dock European ports in rapidity or economy | cranes. of cargo handling.

ANTWERP'S DOCKS AND ANT-ON WHARVES-CRANES WERP'S PLANS.

THE FAMOUS SANDTHORQUAI AT HAMBURG

about twelve and a half miles of docks In 1648 the Schelde was completely and quays. And despite Antwerp's asclosed by the decrees following the pirations the shipping and business peace of Westphalia. In 1799 Antwerp had a population of only 40,000. en of Hamburg have no fear of being left in the race. They possess that splendid confidence in the future which There was then a brief increase of prosperity. is shown by the business men of the most progressive and hustling Ameri-By 1830 the population had grown to can cities, and are looking forward to the Netherlands in 1814 and her trade the continued and almost unlimited with the Dutch colonies being considgrowth of their port. erable. In 1863, when the right to levy navigation dues on the Schelde was commuted, an era of new growth set The free port is so termed because goods and materials brought into it and exported, either in the same condi-

tion as imported or after being manufactured into some other article of trade, are obliged to pay no duty. while the population has grown four-The free harbor was created in 1888. Until that year Hamburg was not a fold. The greatest impetus ever received by member of the Imperial German Customs "Zollverein." the Franco-Prussian war, the growth Many Hamburgers then believed that

the change would ruin the trade of the port. This afternoon a framed news. then, being even more rapid than in the that of the grim instruments of torture sixties. Hamburg's origin is more obscure paper page, published in 1888, bearing a cartoon prophetic of the supposedly evil days to come, was pointed out to than Antwerp's. Charlemange is supme by a German friend whose faith posed to have founded Hamburg; cerin the port's future was typical at the tainly he sent a bishop there to preach time. His faith has been abundantly the Gospel. By the year 834 the town usefiled. Since then the port's combounds," and today Hamburg stands contests wit hits neighbors. It was long in the jurisdiction of the Counts twenty-second among the cities of the

of Holsten, who obtained for it many Like the hydraulic cranes of Ant- privileges. Its connection with the werp, the electric cranes of Hamburg Hanseatic League came afterward.

The league's dissolution was followare of several types. Those in use on the Kaiser Wilhelmhafen quays and ed by the discovery of America, and the others of the new harbor, com-pleted four years ago at an expense of did Antwerp. Still, the present era of The Mur du Quai, which is leased many millions, are even more impres-by several great steamship companies these in appearance, collectively, than later. Hamburg escaped the Spanish those in Antwerp. A long perspective fury altogether, but in 1810 it nor Antwerp wastes a pfenning or a running liners to most of the ports on of them is shown in one of the photo-antwerp wastes a pfenning or a running liners to most of the ports on of them is shown in one of the photo-the borders of the Seven Seas, was graphs which illustrate this letter. In 1813 to the more than a discharge their cargoes built by the city of Antwerp at a cost including the Belvedere, or elevated to the Pittsburg steel mills. \$60,000,000, a much larger sum then than it would be today. In 1842 there was an enormous fire, Twenty thousand people were expelled which set the town back. Still Hamfrom their homes that the "Freihafen' burg's prosperity has never flagged as Antwerp's has, and from the close is covered with iron sheds, built for which occupied five years, kept several the Franco-Prussian War, which It follows that no wharf in either port beauty as well as utility, and its stone thousand men busy during that time. brought the city into the It would be impossible to collect acthere a pier for deep sea or heavy places. tiver shipments without its full com-But while the wharves of the Mur of Hamburg's harbor works today, but the must have been more than \$100,000. Empire the commerce of Hamburg has been constantly increasing, especially since it entered the Imperial Zollverein plement of cranes, operated, not by the du Quai alone would furnish more than it must have been more than \$100,000,- and set apart a large portion of its harbor as a "Freihafen. The carrying on of the free port fur-Travellers Say It is the Best ALWAYS ESSENTIALLY COMMERnishes an essentially picturesque ele-ment. The "Freihafen," which lies en-CIAL. tirely on the northern or right bank From the nature of their respective of the Elbe, is separated from the locations, Antwerp being at the head customs harbor by a barrier of navigation for ocean-going vessels on looks more like a great picket fence the river Schelde, sixty miles from the set in the water than anything else sea, and Hamburg, ninety miles up the fulorfidlwu nuon uoinu ionu unnnun second mainly to the ships which ply is no doubt in my mind," said a man river Elbe, the two cities have practi- Its necessary openings are guarded both who returned from Yellow Head a few cally always been essentially commer- by men and swift harbor craft, whose days ago, "that the Grand Trunk Pacial. The origin of the present Antwerp functions are precisely the same as cific has the best railway pass in the may be traced back to the sixth cen- those fulfilled by our own revenue cutmountains. I have crossed the moun-

In this truly unique publication the "wharves and docks" receive scant attention, despite the fact that but for them the ancient town would now be little more than a cluster of houses surrounding the "Steen," the fine old cathedral and the statue of the painter Rubens.

The contrast betwen the old and the 75,000, the city having been annexed to new Antwerp is sharp. The "Steen," the only building of the oldest part of the town not destroyed when the "Mur du Quai" was built, is now surrounded by the most up-to-date improvements This ancient building dates back to the in for Antwerp. The average annual tenth century, its exact origin being tonnage of the port in the decade from shrouded in mystery. In its 900 or 1,000 shrouded in mystery, In its 900 or 1,000 1860 to 1870 was less than 900,000; it has years' history it has served many pur-increased tenfold since then. Mean- poses.

During the Spanish occupation housed the inquisition, and a part of the original structure remains intact. Antwerp's commerce came soon after It is now used as a museum, and visitors may turn from the contemplation of the port just after 1870, and since of the latest things in ship loading to preserved in the "Steen."

> PARALLELS BETWEEN THE PORTS.

> > That Can Be Found

eighteen miles one per cent. grade will

be necssary. There is also another

piece of two and three miles just on

the other side of the divide between that and Bear Lake, or Yellow Head

Lake, as it is now officially known

one per cent. Climbing up the pass

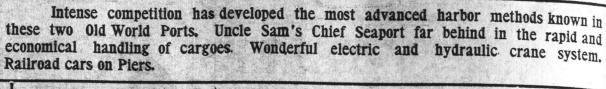
where it goes the merest fraction over

rom this side is a snap. The heaviest

grade anywhere is along Miette, to-wards its head waters, where for a

Three languages predominate in Antwerp-French, Dutch and Flemish-and there are streets in which the people on one side speak only Dutch, while on the one side speak only Dutch, while on the other they speak only Flemish. In JOE THOMAS WINS FROM Hamburg German is the general ton-gue, though both ports have a large floating cosmopolitan population seamen, as a matter of course.

In Hamburg there are constantly 250 ocean-going steamers and sixty sailing vessels in port; there must be about as many in Antwerp, and this means thou- Thomas, champion welter-weight, of sands of seafaring men, guests at the the world, knocked out. Dick Fitzhotels and boarding houses. patrick, of Chicago, in the sixteenth It is not specially flattering to Amer- round of a scheduled thirty round conican pride that only six vessels flying test last night at Colma. our flag visited Hamburg in the last had the class all the way and did all ten years. One which flew the Stars and the work. The end came shortly after Stripes called here last year, but she the opening of the sixteenth Stripes called here last year, but she was not registered and she carried a cargo of contraband arms for Japan. While, because it is a part of the Ger-man empire, Hamburg's prosperity and growth seem bound to continue as long the compine itself the continued pros-be received enother blow which put as the empire itself, the continued pros- he received another blow which put Mr. Marr in June next. The acceptance perity of Antwerp depends far more him out.



which, in turn, was modeled upon the than the American reader might sup- first railroad built in Europe, by the which, in turn, was modeled upon the that the American reduct hight sup-ice-breaker that keeps upon the straits pose upon the politics of Europe. So between Lake Michigan and Lake long as the German Imperial Govern-and the quaint Belgian port has never was fought over during the wars waged At the present time Hamburg has by and against the Prince of Orange. ment is friendly Antwerp's trade may lost the advantage it gained from this Huron late every fall and opens them increase and wax great. Antwerp is the circumstance. Naturally the friends natural outlet and entrepot not simply of Hamburg would not be sorry to see early every spring.

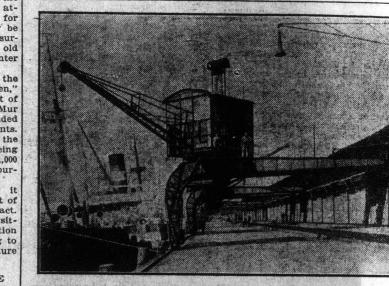
ANTWERP'S SHARP CONTRASTS.

of little Belgium, whose commerce is an anti-Antwerpian policy adopted by really insignificant, but of all the the empire. This will not be done, Aside from the fact that these ports southern parts of the German empire, however, in all probability; at least are in close competition for supremacy in Continental commerce, Antwerp and the northern parts of France, Switzer- during the life of Emperor William land, and even part of Austria. Hamburg have few points in common. In the first place, Hamburg is nearly three times as large as Antwerp, its population now being almost 900.000. Antwerp has expended practically all her energy in building up her trade, but Hamburg has entered extensively in manufactures. Her steel output is very great, and steamships built there sail every sea. Besides there is a great output of chemicals, oils, spirits, rubber goods, manufactures of ivory, etc. Notwithstanding the greater relative dominance of the port proper in Antwerp, it did not appear to me to be of nearly so much interst to the Antwerp-pians and their visitors as the port of Hamburg is to the citizens and visitors here. This may be because Antwerp is

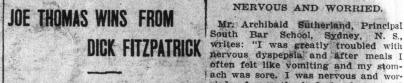
He realizes that the people of the The port is fed not only by the south of Germany can be more cheaply Schelde, but also by the Rhine, boats served commercially through Antwerp coming down the latter being able to than through Hamburg, and it is due reach the port through the intricate network of its outlets, which communilargely to his influence that the project for building an interprovincial canal in cate with those of the Schelde. Hun-dreds of boats and barges come down Germany to connect the Rhine, the Elbe, the Oder and the Vistula is about both the rivers, and also by way of the canals from the interior, bringing The friends of Ha The friends of Hamburg have congoods of many sorts, including cheese, sistently opposed this project, since the new canal will make the passage of woolen and cotton fabrics, yarns, wines and liquors, the wooden toys which the boats and barges from the upper Swiss make in the long winter evenreaches of the rivers mentioned to the Schelde an easy matter. This may inings, and steel and iron manufactures

in great variety, and so on. Hamburg serves North and Middle Germany in much the same way com-mercially. Of course, goods from the outside world find their way to many European regions mainly through the rates which will be worth while. the richer of the two cities in historical sights and buildings and "artistical two rival ports. The network of rail-roads in which they are enmeshed greatly facilitates their commerce. The of both Hamburg and Antwerp. works," to copy the phraseology of the genius who compiled "The Stranger's

Guide to Antwerp."



PERSPECTIVE VIEW OF GREAT ELECTRIC DOCK CRANES AT HAM.



ach was sore. I was nervous and wor-SAN FRANCISCO, Oct. 25 .- Joe ried, frequently had headaches and

at the young ma shadow for the er is his only visi you count me."

The Wit "You see that over the fire," M companion. "It nd the witch through the loop you hold, into a see, she is doing into the form of which-oh, Nellwhich—oh, Nell— self to call to the patrons. "Let m like golfsticks!" "Then I must Arty's lifelong de torted the other, at the young ma

961 9d

A. 101

b. has

24- A-11-5]

State in experience of the second second

ab she stepped of She was a slip tumbled blond odd eyes, who in the eerie ligh but Beth Mari thought of pumpk century jack-o positively creep; the witch if you thing else indo walk down a mu in high-heeled chance of picklin who is to occup my future hust She led the w sweep of rooms furniture and room for Hallor to encourage statuesque you gown to ruin th bing frantically senthemum imb

network of cord wise in all direct

a written solut for those who w untangle its has finally arrived a

which the with

BY THE HUNDREDS.

The immense new basins now under

BURG.

of Antwerp wer

In the first place, neither Hamburg goes received or to be taken away by river boats are handled direct also. Lighters are seldom employed, even when a cargo is to be shifted from one when a cargo is to be shifted from one shed to make room for it. It is nearly ical as a rule to do the transferring by two miles long and 300 feet wide. It might be built, and its construction, rail

is without its railroad track, nor is work is richly sculptured in many oisy, dirty steam engine, but by elec- ample shipping room for some of our 000. tric or hydraulic power. The former ports, it suffices for only a fraction of inates in Hamburg, the latter the Antwerp shipping. There are now predominates in Hamburg, the latter the Antwerp shipping. There are now in Antwerp. Both ports formerly used steam, but its day upon the piers has passed away. Despite the difference in power, the Next come the American and the

working of the cranes is much alike in Lefabvre, the first given up to trade the two ports. Go and watch them in with the western continent and the either and you will be fascinated by the apparent ease and quietness with between Antwerp and Africa. For the which the work is done. You are sure to be impressed also by the apparently the trade with the Congo Free State, resistless power displayed. There is little creaking of chains and little shouting. You book in vain for the army Some of the smaller piers were built Some of the smaller piers were built

shouting, you now in van tor the arms, during the French occupation by the shoremen, working strenuously in long First Napoleon, who, by his decree of processions, which are so important a feature of the New York water front. I first saw the cranes doing their si-lent work on the Mur du Quai, which extends along the town front of the another is rather more than 500. river Schelde, on which the city is sit- Napoleon spent 13,000,000 francs and

The freight cars, are, run alongside the steamers on tracks of the standard American gauge. The cranes stand astride the cars, on trucks resting on astride the cars, on trucks resting on tracks with a gauge of twelve or fifteen feet, the track for the cars being laid to the middle of the wider one Fach feet, the track for the cars being laid in the middle of the wider one. Each crane is surmounted by a little house or cabin. In it sits the eperator. Sup-pose a cargo of steel rails has to be taken from flat cars and loaded into a taken for flat cars and loaded into a

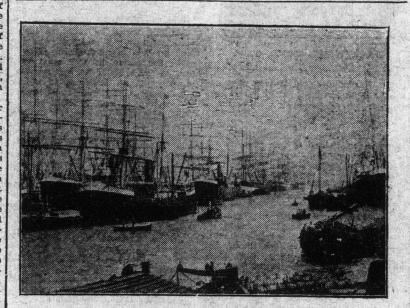
fifteen or twenty years. Then, if the At a signal from the man in charge docks and quays the crane's gigantic arm swings over stretched in a straight line, they would the car, the depending chains mean-while being lowered. Men working on clude a complete change of the the ground pass them around as many Schelde's course for some miles, the rails as it is desired to raise. Another destruction of three or four villages signal is given, the rails are hoisted, the and the creation of an island to be surarm swings them over the ship, and rounded by the old and new channels they are swiftly lowered into the hold, the only noise being the clanking of the 000,000, is to be borne by the city ultirails. Cargoes composed of packages mately, though the Belgian govern-are handled so easily and noiselessly ment is advancing the money for the that you are hardly aware, as you basins now being built. Most of the watch, that anything special is being wharves and quays are leased to the done, yet they load ships at both Ham- big steamship companies. burg and Antwerp in only a fraction

of the time required at New York, Most of the cranes are made to lift only moderate weights-of a few tons,

say-but there is a coal-tip at Ant- I made the rounds of the Antwer werp that will pick ap a loaded coal harbor works in a cab most prosaically car, carry it to the chute and incline it. A few days later I visited the "Frei-so that the contents will slide into the hafen" or free port of Hamburg, hold of the steamer as quickly as a ton which comprises by far the larger of coal can be transferred from truck part of the harbor here, in a steam to cellar in any American city. There launch most picturesquely. To my

are several such coal tips at Hamburg, American eye Hamburg appears much and at both ports there are shears and the busier, and consequently much

tury, when a Saxon colony took posses-sion of some ruined Roman fortifica-The docks in the free port include



HAMBURG'S "SEGELSCHIFFHAFEN"

tions and settled thereon. They named "hafen," devoted to petroleum, in the settlement "An't Werp," which means literally, "On the Pier." THE BUSTLING PORT OF HAM By the seventh century ships from this port were visiting most of the Ger- etc. The last named of these is sacred man Ocean or North Sea ports, includ- to sailing vessels, as its name indi- connect with the commissary depart-I made the rounds of the Antwerp

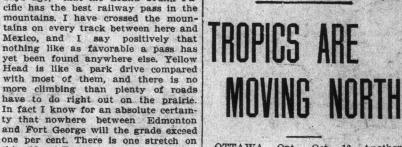
ing those of England. America's discov-ery gave Antwerp a great impetus; by 1568, under Charles V., it had 125,000 in-habitants and was the most flourishing Christendom surpressing even City in Christendom, surpassing even Venice. From that time until 1830 its burg, being well to the north, its port Tete Juan and Little Smokey.

to be seen; an "Indiahafen." an "Afr'kahafen," a "Segelschifthafen,"

Venice. From that time until loss is history was a succession of ups and downs. It suffered from religious disturband at both ports there are snears and the bushes, and to bushes, and to bushes, and at both ports there are snears and the bushes, and at both ports there are snears and the bushes, and the bushes, and at both ports there are snears and the bushes, and the bushes, and the bushes, and at both ports there are snears and the bushes, a

which Standard Oil shops are always veyors over there had a pretty

G. T. P. MOUNTAIN PASS attons at Little Smokey they found that the cache in which their grub was stored had been destroyed by forest fires, and they had to get out as quickly as they knew how. This left the Rolston party the only one working between Tete Juan Cache and the junction of the Nicola and the Fraser Rivers at Fort George, and they are doing everything that endurance can ccomplish to get the gap closed up before the winter sets in. Beyond Fort EDMONTON, Sask., Oct. 26-"There George a string of survey camps is omplete right through to the Pacific coast.'



OTTAWA, Ont., Oct. 16 .- Another this side of Tete Juan Cache where fcr event has occurred which tends to con- 1 firm the belief of a large number of scientific men that the ocean currents along the Atlantic coast of Canada are badly wounded, managed to escape. changing and the colder waters are being replaced by warmer. Prof. Prince, commissioner of fisheries, recently received for identification parts of a large fish taken at Hanigan Cove, Nova Scotia. It has been found the fish is a tarpon or giant herring, the greatest of ocean game fishes and a native

piece the grade will go eighty-five onenundredths of one per cent., but in nountain railroading these grades are This is the first one taken as far north This is the first one taken as far north as Canada. so low as to be unprecedented. There is no doubt in my mind," continued Other warm water fish received in Canadian waters by the marine biothe speaker, "that the Grand Trunk logical experts in the last few years Pacific surveys will be pretty well completed before the gangs come in this are Spanish mackerel, sword fish, tunfall. On this side and over as far as , ny and other tropical sharks. The dog Tete Juan Cache the surveyors are fish, which has become so numerous in Canadian waters of late, was only well along, in fact most of them will

be about wound up now. On the other side, however, in low Tete Juan, there cently. A change has been observed in the is considerable to be done yet. Surannual movement of ice towards the Gulf of St. Lawrence. It has become time. The Rolston party, which was made up in Victoria, and came in via more irregular. All these things are held to be evidences of a change which and on the word "ready," before the may bring the Maritime Provinces under the influence of warm currents and qualify that portion of Canada to claim a place in the banana belt.



doctors failed I decided to try Dr. Chase's Nerve Food, and it has entirely cured me. I shall be glad to be the means of bringing this medicine to the Thomas notice of any one who is suffering as I did."

> Rev. J. M. Heaney, B. A., pastor of the Silver Falls Methodist church, has notified the Quarterly Board of the Carleton Methodist church of his acceptance of their call to succeed Rev. is subject to approval of the conference

THREE VICTIMS CLAIMED BY APACHE VENDETTA

PARIS, Oct. 27 .- A desperate Apache n which two notorious Apache leaders have ben murdered since Sunday night, and a third wounded.

The vendetta is believed to be a revival of the celebrated feud between he Apache chiefs, Manda and Lucca, who fought for the love of Mlle. Casque d'Or several years ago.

On Sunday night a number of Apaches walked into a little cafe in the Boulevard de Clichy, and shot dead an Apache known as "Le Demicheur," vho was sitting at one of the tables. The murderer, known as "Luluces," escaped, but last night he was shot through the head by a friend of "Le Demicheur" as he was leaving the cafe in the Rue Couscon, a tiny thoroughfare frequented by the worst type of Apache.

"Luluces" friends thereupon swore revenge, and at one o'clock this morning they shot an Apache known as "Titus," who is believed to be "Lulu-"Titus." although murderer. ces'

> **DUELIST FIRES SHOT** ERE SIGNAL IS GIVEN

MADRID, Oct. 27-The minister of justice has ordered strict investigation to be made into the details of a strange duel which has just aroused extraordinary indignation in Saragossa. A well known Republican, named Barcelona, was challenged by the editor of 'the Journal El Evangelio, Senor Varela, and four officers acted as see onds.

met with in southern waters until re-The terms of the duel were unusually severe. Three shots were to be ex. changed at twenty paces, and if blood was not drawn the combatants were

to continue the fight with sabres. The combatants stood back to back, signal to fire, Varela turned and shot Barcelona in the back, the ball entering the right shoulder near the backbone, and plercing the diaphragm and stomach. It is stated that Varela, ignoring the wounded man, immediately departed with his seconds. The driver of the carriage, however, seeing how the duel had been conducted, abandoned his fares and drove rapidly away. Varela has been arrested.

Fashions in THERE is a from edu shoe string ing that s cover a fashion hasn't been so lo the proper thin the proper thing spot, where they the man's busine his available cas had "all the time what a barren ph have been if the each other. By and by, whe ed every mutual tion, a few that