

The Standard.

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SAINT JOHN, CANADA, WEDNESDAY, JULY 31, 1912

PRICE TWO CENTS

EXPOSURE OF POLICE GRAFTING

"Bald" Jack Rose Im-
plicate Officials
Of Force

SWORN STATEMENT

Becker and Three Others Lev-
ied Tribute on Illegal Resorts
Last Year to Extent of \$2,-
400,000—Want Lieutenant
to Confess.

New York, July 30.—Sworn state-
ments tending to show that the an-
nual graft collected by high police
officials in New York City from gam-
bling houses and other illegal resorts
has amounted within the last year
to \$2,400,000 are in the hands of the
District Attorney Whitman tonight.
The statements were made to the
District Attorney today by "Bald"
Jack Rose, self-confessed graft col-
lector for Police Lieut. Becker, head
of the "Strong Arm Squad" who to-
night began his second day of testi-
fication in the Tombs prison as an
alleged instigator of the murder of
Herman Rosenthal, the gambler.
This \$2,400,000 protection money was
equally divided, according to the
story told by Rose, among four high
officials of the police department, one
of them being Becker, and from other
evidence the District Attorney has
collected, he has reason to suspect
that each \$600,000 was further dis-
tributed. In other words, there were
four separate systems or bureaus of
graft collection, each headed by a
high official.

Continued on page 2.

MORE EVIDENCE IN PASS PROBE

Tilman Leger Testifies to
Having Purchased Trans-
portation on I. C. R. from
Elmer Ferguson.

Special to The Standard.
Moncton, July 30.—Nothing very
new or important developed in the
I. C. R. pass investigation today. On-
ly two local witnesses were examined
when Commissioner adjourned his
court till August 8th, saying the at-
tendance to some important wit-
nesses was required, one of whom it is
understood is from Winnipeg.
Tilman Leger, who was the first
witness called today, said that some
three or four years ago he received
an I. C. R. pass from Elmer Fergus-
on, who worked in the Transcript
Office at the time. The pass was of-
fered him by Ferguson, who, he said,
was going to Halifax. The pass read
from Chatham to Halifax and he paid
Ferguson between three and four dol-
lars for it.

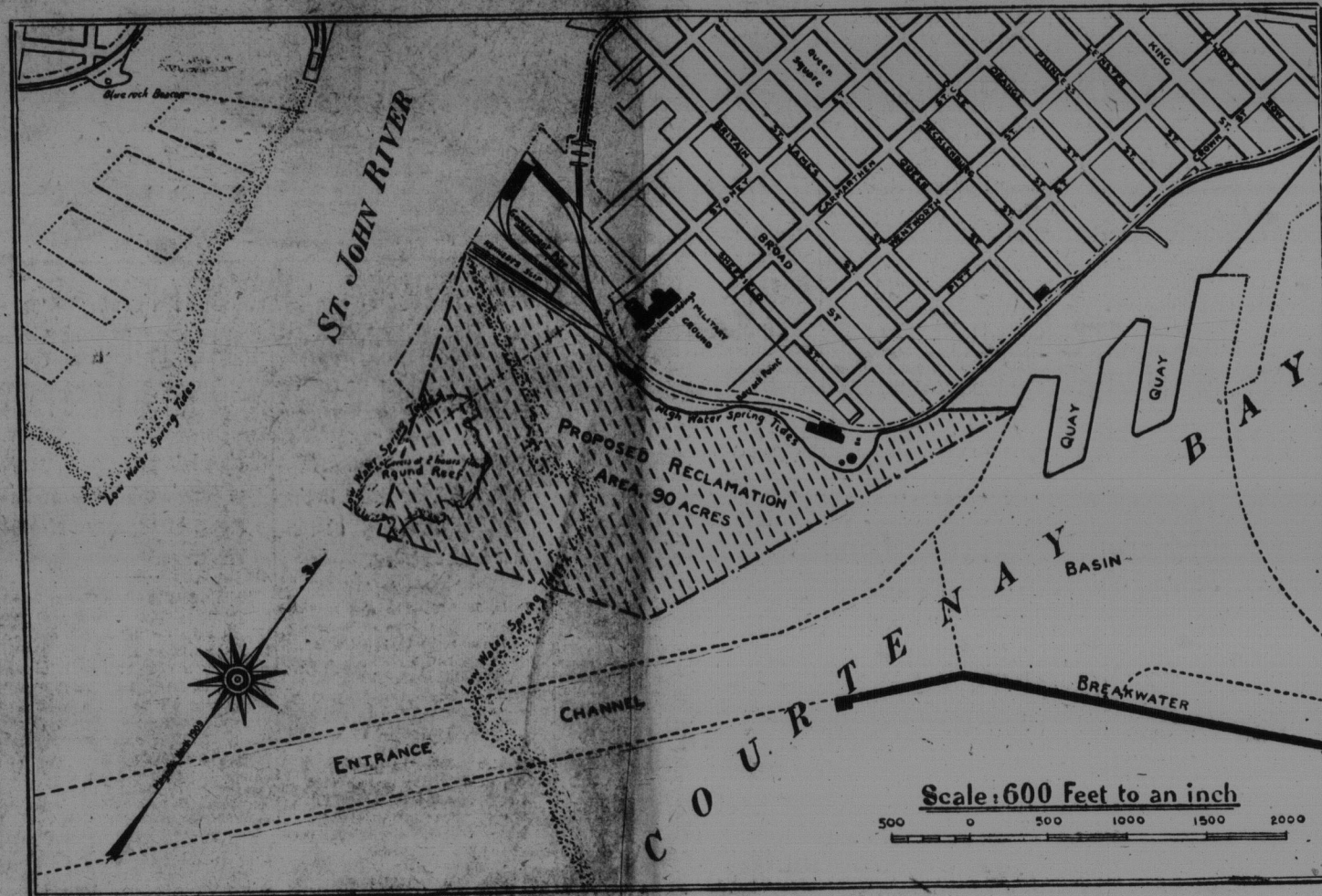
W. A. Vye was present when Fergus-
on offered him the pass and the
price was fixed by them. He paid the
money to Ferguson and received no
instructions as to how he was to use
the pass.
The pass was not taken up and he
returned it to Ferguson at the lat-
ter's request.
He did not know in whose name the
pass was made out. He asked whether
the pass was good and Vye said it
was all right.

Tilman Nielanson, proprietor of a
bookstore, testified that he went to
Campbell and Chatham in 1910 on a
cruising ship skippered by Dr. Murray
who said he would arrange the trans-
portation. He did not have a pass nor
ticket, nor did he see any. He paid
nothing for transportation and did not
know how it was arranged.
In The Standard's report of last
week's pass investigation proceedings,
the dropping of a word in trans-
mission did an injustice to Special Officer
Tingley, who made an investigation of
the pass business a year or two ago.
Instead of reading that Mr. Tingley's
report had never been made, it should
have been that his report had never
been made public. Mr. Tingley it is
understood, made a detailed report to
the department of such facts as he
discovered.

RACE CALLED OFF.

Rainey River, Ont., July 30.—The
Durnan-Hackett race, for the sculling
championship of America did not take
place this afternoon owing to Hac-
kett's refusal to row at 7 o'clock when
all conditions were favorable for the
event. The race was originally timed
to start at 3 o'clock, but at that hour
the wind was blowing so strongly that
it was impossible to row on the Best-
dette course across the river from here
and opposite Hackett's home town,
Beauport, Minn., on which Hackett
has insisted.

NORTON GRIFFITHS ENGINEERS REPORT ON RECLAMATION OF NINETY ACRES AS SITE FOR NEW INDUSTRIES SOUTH OF BALLAST WHARF



HOW ST. JOHN CAN MEET THE SITUATION.

With further great transportation
facilities now assured the position of
St. John as one of the great national
ports of the Dominion cannot fail
within the next few years to lead to
enormous industrial development. No
more serious problem will then con-
front the city than to provide suitable
sites, with rail and water accommo-
dation, for new industries desirous of
taking advantage of the commanding
position of the port. It is a problem
today. The city, at the present time,
has under consideration three large
industries requiring sites. Only one
can be accommodated—at the Ballast
Wharf. The others may have to aban-
don their plans to carry on business
here.

The topography of St. John places a
limitation on the number of indus-
trial sites where rail and water ac-
commodation can readily be provid-
ed on the harbor front. Is there any
solution of this problem, and if so at
what cost? These are questions which
will demand an answer within a very
few years. They may well be given
careful consideration today.

Board of Trade Inventory.
It is satisfactory to record that both
the City Council and the Council of
the Board of Trade are alive to the
situation. At a meeting of the Board

of Trade some months ago the mayor
made the suggestion that an exten-
sion south of the Ballast Wharf might
be built to provide accommodation for
another industry. A committee of the
Board of Trade was subsequently ap-
pointed to investigate and report.

The committee took up the matter
from a broad standpoint and decided
to study the whole question of re-
clamation in this area. The firm of
Norton Griffiths & Co. was approached
and an arrangement was made that
the firm's engineers should make a
survey of this area and give an esti-
mate of the cost of reclamation. The
engineers have now submitted a pro-
visional report to the committee. The
plan as published herewith may be
taken as an accurate outline of the
estimate and opinion of these experts.

The Area and the Cost.

Briefly summarized the proposed
reclamation would add from 90 to 95
acres, enclosed within a retaining wall,
to the city's real estate, and give
about 6,000 feet of additional harbor
frontage. The estimated cost of the
whole undertaking is placed at about
\$1,250,000. The filling in would be
done by pumping the spoil from the
fleet of dredges which will shortly be
operating in the Eastern Harbor.

It may be claimed, at first sight,
that the heavy outlay would
render this project impracticable.
Against this objection it is pointed
out that land in this area will in the
future be worth more for industrial
purposes than the actual cost of the
reclamation which works out at
\$15,000 an acre. The port of Van-
couver, which has twenty miles of
water frontage inside the harbor, may
be cited as an example. Anywhere
within a mile and a half of Vancouver
city, harbor frontage, without any
made land behind it, is being sought
for at a minimum price of \$1,200 a
foot frontage. On the basis of \$1,-
200 a foot, 6,000 feet of water front
in Vancouver would be worth \$7,-
200,000.

Outside Interests Favor It.

As far as the suggested reclamation,
outlined in the accompanying plan, is
concerned, The Standard is in a po-
sition to state that outside financial
interests are already favorably im-
pressed with the proposition. The
question whether the city or private
enterprise will undertake the recla-
mation will likely come up for dis-
cussion in the near future.
Some details of the plan of reclama-
tion may prove of interest. The area to

be reclaimed is indicated on the ac-
companying plan by hatched lines,
and covers about 93 acres. Starting
from the harbor end of Kennedy's
Slip the outer or harbor line runs in
a southerly direction for a length of
1,500 feet, almost parallel to the
main channel of the harbor. Turn-
ing easterly, and towards the Bay,
the line extends for a distance of
2,800 feet, bringing the southern
corner to within about 300 feet of the
new channel at the entrance of Cour-
tenay Bay, which will be dredged
to a depth of 32 feet under the Norton
Griffiths contract. Turning inwards
from this point the line goes north
a distance of 2,000 feet to join the
reclamation at the foot of St. James
street, which will be filled in under
the existing contract in the rear
of the new wharves on the West Side
of the Bay.

The Retaining Wall.

The retaining or revetment wall, to
be built of rubble, would have a length
of about 6,200 feet, the sum total of
the lengths of the easterly, southerly
and westerly sides already referred to.
The wall would be built to the level
of the new wharves, a height of
about 35 feet, with a two to one bat-
tered slope on the seaward side.
The cost of the entire reclamation

is estimated in round figures at \$1,-
250,000. While these figures may seem
high, the opinion is expressed that,
whether the work is undertaken by the
city of St. John or by private enter-
prise, the 93 acres reclaimed, on ac-
count of the central and commanding
position close to tide water and rail-
way facilities, would be of immense
and increasing value for all time as
a site for new industries and busi-
ness developments. Some idea of the area
that would be added to the city's real
estate by the reclamation may be
gathered from a comparison of the area
of the Ballast wharf and its ap-
proaches, which comprises about 15
acres.

Disposing of the Spoil.

The filling in behind the retaining
walls would be done by utilizing the
millions of cubic feet of spoil to be
removed by the dredges which will
be at work in Courtenay Bay during
the next few years. Instead of the
barges being towed out beyond the
breakwater on the West Side, the
spoil could be pumped on to the site,
forming the reclamation at compar-
atively little cost. It would also be
feasible to construct a series of
wharves and give deep water ac-
commodation, longitudinally to the re-
vetment wall.

PASSENGERS PRAISE C.P.R.

Company Made Every Effort to
Facilitate Resumption of
Interrupted Voyage—Many
Sail from New York.

New York, N. Y., July 30.—One hun-
dred and thirty-five first class pas-
sengers of the Empress of Britain ar-
rived here today by special train on
their way to England. They were met
at the station by representatives of
the Canadian Pacific Railway who had
engaged taxicabs for the whole party,
and drove them to the Hotel Breslin.
Forty-five secured accommodation on
the Kaiser Wilhelm Der Grosse, which
sailed today, but twice that number
have been booked by the Cunard liner
Caronia, which sails at ten o'clock
tomorrow.
The passengers while disappointed
at the delay in reaching the other side,
were loud in their expression of ap-
preciation of the splendid treatment
they had received from the company
in the matter of special train ar-
rangements for the continuance of the
journey so rudely interrupted by the
collision with the Helvetia near Fame
Point on Saturday.

NO SINGLE TAX.

London, 30.—The British prem-
ier Herbert Asquith, denied in the
House of Commons this afternoon, that
the government proposes to frame a
measure for a single tax on land.

ESTIMATE LOSS IN COLLISION

Steamship Men Say C. P. R.
and British and Chilean
Steamship Co. Are Out
About \$678,000.

Montreal, July 30.—An approximate
estimate of the loss to the C. P. R.
and the British and Chilean Steamship
Company as a result of the collision
of the Empress of Britain and the
steamer Helvetia in the Gulf of St.
Lawrence on Saturday afternoon, by
which the Helvetia was sunk and
the bow of the Empress was badly
battered, is given at nearly three
quarters of a million dollars by local
steamship authorities.
The total loss is as follows:
Approximate value of the Helvetia,
\$250,000; approximate value of
7,000 tons of steam coal at \$4 a ton,
\$28,000; approximate cost of repairs
to Empress of Britain, \$190,000; ap-
proximate loss of receipts to C. P. R.
on account of perhaps four trips be-
ing cancelled—each trip it is estimat-
ed would net \$75,000—gross, \$300,000.
Loss to British and Chilean Steam-
ship Company, \$250,000.
Loss to Dominion Coal Company,
\$28,000.
Loss to C. P. R. \$40,000.
Total, \$678,000.

Though the British and Chilean
Steamship Company have no agents
here, it is presumed by steamship
men that the Helvetia was fully in-
sured against damage only.

FIX DATES OF EXCURSIONS

Harvesters Will Leave Mari-
time Provinces August 12th
—58,000 Hands Required
to Handle the Crop.

Montreal, July 30.—The Canadian
Pacific Railway today announced the
dates of the numerous harvesters' ex-
cursions which it will run to carry
to the west the 58,000 hands required
to handle the crop this year.
The excursions will commence from
the Maritime Provinces on Aug. 12.
The second leaving on Aug. 16, will be
for the benefit of the prospective har-
vesters in the province of Quebec and
in eastern Ontario as far as Kingston
and Renfrew. The third will leave
Aug. 20 and will be run from Toronto
and west to Sarnia and south thereof,
while a fourth will start on Aug. 23
from northwest Ontario and the dis-
trict between Toronto and Kingston
and Sharnhor Lake.
The company has also arranged for
additional excursions to be run from
Toronto and all points east in On-
tario, Quebec and the Maritime Pro-
vinces on Aug. 28 and from Toronto
and all points west, Aug. 30.
The rate from Quebec and Ontario
will be \$10 while a rate of one half
cent per mile will be given from Win-
nipeg to western points.
Small as is this surplus, it com-
pares most favorably with the show-
ing in the quarter immediately pre-
ceding, when only a small part of
the common dividend was earned and
it became necessary to take the
greater part of the \$6,354,000 from
the undivided surplus reported at the
end of 1911.
Total earnings for the second quar-
ter are greater than those of the
first by \$2,725,392, while net earnings
or income increased by \$6,320,879.

SMALL SURPLUS OF STEEL CO.

\$56,083 Remains After All Ex-
penses, Interest and Divid-
ends Have Been Paid—Bet-
ter than Last Quarter.

New York, July 30.—The financial
statement of the United States Steel
Corporation for the second quarter of
the current year ending June 30 last
was made public today after the
usual meetings of the finance com-
mittee and board of directors.
Earnings for the quarter totalled
\$25,102,265, after deducting all ex-
penses incident to operation.
Net income, generally known as
net earnings, amounted to \$18,429,294.
After deducting interest for the
quarter on outstanding bonds and
payment of the regular dividends on
the preferred and common shares
there is left a surplus for the quarter
of \$56,483.
Small as is this surplus, it com-
pares most favorably with the show-
ing in the quarter immediately pre-
ceding, when only a small part of
the common dividend was earned and
it became necessary to take the
greater part of the \$6,354,000 from
the undivided surplus reported at the
end of 1911.
Total earnings for the second quar-
ter are greater than those of the
first by \$2,725,392, while net earnings
or income increased by \$6,320,879.

TURKEY MAY END THE WAR

Government Willing to Negoti-
ate Terms of Peace with
Italy—Latter Not Averse to
Settlement.

Constantinople, July 30.—An official
announcement in the Turkish Cham-
ber of Deputies today of the willing-
ness of the government to enter into
peace negotiations with Italy, is the
first important work of the new
Turkish cabinet, and is the only de-
finite indication hitherto given that
Turkey is ready to bring hostilities
to a conclusion.
On the last occasion, when there
was talk of peace, it was stated on
July 13th that the Italian government
had unofficially informed the powers
that it was ready and anxious to
bring the war to an end, and was
willing to pay a heavy cash inden-
tity to Turkey to transfer its sov-
ereign rights in Tripoli to Italy, and to
act in a similar way in regard to the
Turkish Islands in the Aegean Sea,
now occupied by Italy. The chamber
thereupon passed a vote of confidence
in the government.
Since then conditions in Turkey
have changed, the old government
having been overthrown and a new
one with a different programme hav-
ing taken its place. The war has
lasted since September 29, 1911, when
the Italian government published its
official declaration of hostilities.
The occupation of Tripoli by Italy

ALL MOURN DEATH OF EMPEROR

Foreigners and Japan-
ese Feel Loss
Keenly

BUSINESS NORMAL

Uninterrupted By Demise of
Monarch—Body Now Lying
in State While Family Keep
Vigil—Yoshihito Assumes
Duties of Office.

Tokio, July 30.—The death of Em-
peror Mutsuhito, while causing wide-
spread grief, has had small effect on
normal conditions here. There has
been a remarkable absence of dem-
onstrations of any kind, and aside
from the closed banks and commer-
cial houses, the crepe bound flags at
every entrance and evident signs of
mourning for foreigners and natives
alike, the nation moved along on its
accustomed business today.

A special chamber in the palace has
been arranged for the reception of
the coffin containing the body of the
dead Emperor. The coffin reposes on
a raised dais, covered with a white
cloth, in the centre of the simply fur-
nished apartment. It was surrounded
throughout the day by members of
the royal family. The Empress and
Empress, the Dowager Empress and
the imperial princes and princesses
formed the sole guard and kept vigil
which will be maintained throughout
the private lying-in-state prior to the
funeral. This is expected to take
place about September 1, although
the exact date has not yet been de-
termined.

A Company of Imperial Infantry
surrounds the palace. Thousands of
prominent personages called at the
palace during the day. These includ-
ed the entire diplomatic corps.
The Emperor Yoshihito was occu-
pied today with business of state.
He conferred with the councillors,
took active part in the arrangements,
and appointed the chief officials of
his household. The order issued in-
cluded the suspension of the official
administrative offices for five days,
the retention of mourning flags until
after the day of the funeral, and the
establishment of a special bureau for
the funeral arrangements, of which
an Imperial Prince is the director.

A salute of 21 guns for the new
Emperor will be fired tomorrow, and
the following day sixty guns, enu-
merating the age of the dead Emperor.

REFUSE TO AGREE TO REPEAL OF THE RECIPROCITY ACT

House Turns Down Senate's
Amendment to Excise Tax
Bill—Wool Bill is Also Re-
jected.

Washington, D. C., July 30.—The
house by a vote of 172 to 56 today re-
fused to accept the senate La Follette
wool bill as a substitute for the house
bill, but agreed to a conference with Re-
presentatives Underwood, Hull, Palmer,
McCall and Payne representing the
house.

HOUSE DEFEATS BILL TO PROVIDE A TARIFF BOARD

Washington, July 30.—By a vote of
120 to 98 the house today declined to
accept the senate's amendment to the
democratic excise tax bill providing
a permanent tariff commission. The
bill now goes to conference with Re-
presentatives Underwood, Hull, Palmer,
McCall and Payne representing the
house.

Followed soon after. Severe fighting
between the Italian troops and the
Turkish and Arabian allies has oc-
curred frequently and both armies have
lost considerable numbers of men.
The fight resulted in the alternate
success of both sides. The Italian
navy was only lately repulsed in an
attempted dash for Constantinople
by forcing the passage of the Dar-
danelles.