

EXPOSURE OF POLICE GRAFTING

"Bald" Jack Rose Implicate Officials Of Force

SWORN STATEMENT

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

New York, July 30.—Sworn statements tending to show that the annual graft collected by high police officials in New York City from gambling 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 collector for Police Lieut. Becker, head of the "Strong Arm Squad" who tonight began his second day of incarceration in the Tombs prison as an alleged instigator of the murder of Herman Rosenthal, the gambler.

MORE EVIDENCE IN PASS PROBE

Tilman Leger Testifies to Having Purchased Transportation 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. Only two local witnesses were examined when Commissioner adjourned his court till August 8th, saying the attendance to some important witnesses was required, one of whom it is understood is from Winnipeg.

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 hundred and thirty-five first class passengers of the Empress of Britain arrived 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.

RACE CALLED OFF.

Rainey River, Ont., July 30.—The Duran-Hackett race, for the sculling championship of America did not take place this afternoon owing to Hackett'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 Beaudette course across the river from here and opposite Hackett's home town, Beaudette, 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 fall within the next few years to lead to enormous industrial development. No more serious problem will then confront the city than to provide suitable sites, with rail and water accommodation, 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 abandon their plans to carry on business here.

The topography of St. John places a limitation on the number of industrial sites where rail and water accommodation can readily be provided 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 Investigates.
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 extension south of the Ballast Wharf might be built to provide accommodation for another industry. A committee of the Board of Trade was subsequently appointed to investigate and report.

The committee took up the matter from a broad standpoint and decided to study the whole question of reclamation 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 estimate of the cost of reclamation. The engineers have now submitted a provisional report to the committee. The plan and information which The Standard publishes 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 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 involved 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 \$1500 an acre. The port of Vancouver, 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 position to state that outside financial interests are already favorably impressed with the proposition. The question whether the city or private enterprise will undertake the reclamation will likely come up for discussion in the near future.

Some details of the plan of reclamation may prove of interest. The area to be reclaimed is indicated on the accompanying 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. Turning 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 Courtenay 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 6,300 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 battered 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 enterprise, the 93 acres reclaimed, on account 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 business 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 approaches, which comprises about 13 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 comparatively little cost. It would also be feasible to construct a series of wharves and give deep water accommodation, longitudinally to the revetment wall.

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ALL MOURN DEATH OF EMPEROR

Foreigners and Japanese 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 Emperor Mutsuhito, while causing widespread grief, has had small effect on normal conditions here. There has been a remarkable absence of demonstrations of any kind, and aside from the closed banks and commercial houses, the crepe bound flags at every entrance and evident signs of mourning by 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 furnished 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 determined.

REFUSE TO AGREE TO REPEAL OF THE RECIPROcity ACT

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

Washington, D. C., July 30.—The house by a vote of 172 to 56 today refused to accept the senate Lafollette wool bill as a substitute for the house bill, but agreed to a conference if the senate should ask for one.

HOUSE DEFERTS BILL TO PROVIDE A TARIFF BOARD

Washington, July 30.—By a vote of 130 to 88 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 Representatives 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 occurred 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 Dardanelles.

Constantinople, July 30.—An official announcement in the Turkish Chamber of Deputies today of the willingness of the government to enter into peace negotiations with Italy, is the first important work of the new Turkish cabinet, and is the only definite 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 powers that it was ready and anxious to bring the war to an end, and was willing to pay a heavy cash indemnity to Turkey to transfer its sovereign 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.

PASSENGERS PRAISE C.P.R.

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

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The passengers while disappointed at the delay in reaching the other side, were loud in their expression of appreciation of the splendid treatment they had received from the company in the matter of special train accommodations and in the making of arrangements for the continuance of the journey so rudely interrupted by the collision with the Helvetia near Fame Point on Saturday.

NO SINGLE TAX.

London, July 30.—The British premier, 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; approximate loss of receipts to C. P. R. on account of perhaps four trips being cancelled—each trip it is estimated would net \$75,000—gross, \$300,000. Loss to British and Chilean Steamship Company, \$250,000.

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FIX DATES OF EXCURSIONS

Harvesters Will Leave Maritime 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' excursions 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 harvesters 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 Sarag and south thereof, while a fourth will start on Aug. 23 from northwest Ontario and the district between Toronto and Kingston and Sharbot Lake.

SMALL SURPLUS OF STEEL CO.

\$56,083 Remains After All Expenses, Interest and Dividends Have Been Paid—Better 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 committee and board of directors.

TURKEY MAY END THE WAR

Government Willing to Negotiate Terms of Peace with Italy—Latter Not Averse to Settlement.

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Since then conditions in Turkey have been overthrown and a new one with a different programme having 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

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