

THE CITY—FREE MARKET

Fatality Mars Holiday in California.

Long Beach, Cal., May 24.—Too weak to uphold the burden of nearly ten thousand human beings assembled for the festivities of "British Empire Day," the land end of the big double-deck municipal pier in front of the city auditorium collapsed today.

CROWDS FELL OVER TWENTY-FIVE FEET

Horrible scenes as human mass plunged through flooring—Had gathered at Long Beach to celebrate Empire Day.

The victims were subjects of former subjects of Great Britain, resident in Southern California.

The accident occurred a few minutes before twelve o'clock. The Empire Day parade, the principal feature of the celebration in honor of late Queen Victoria's birthday, had just ended and the party with crowds of other visitors were crowding up the steps of the pier and starting toward the auditorium when the pier floor sagged.

Scottish bagpipers had just entered the portal of the auditorium when still marking time when the timbers were sundered.

In addition to the thousands gathered on the pier and its approaches, the Strand was thronged by a crowd of probably twenty-five thousand persons.

The tide was out when the crash occurred and the collapse was into a sea and many drownings would have been added to the list of fatalities.

Only a comparatively small number of men were caught in the trap, most of the men were pushed into the vortex and those who escaped crowded panic-stricken toward the outer rail of the pier, starting a wild scramble for safety.

Those who fell into the hole last were able to scramble over the tangled bodies to the broken ends of the floor, so deep was it massed with struggling bodies.

Mr. Stewart introduced. "Some time afterwards I was called to the Taxpayers of the City and County of Saint John."

COMMISSIONERS' ISSUES FINAL STATEMENT

"In order that you may more fully appreciate my reasons for supporting the giving of an opinion to The Eastern Trust Company, I will have to tax your patience, to the extent of requesting you to follow closely the following description of the Norton Griffiths Co.'s different meetings with the city and the county of Saint John since this company was first introduced to our minds."

"The first time that I met one of their representatives was, when Mr. Palmer, accompanied by some of the owners of real estate on the eastern side of Courtenay Bay, called upon the Commissioners and asked our consideration of a proposition involving the installation of a water main running from Kane's Corner to the Norton Griffiths property."

"After meeting the commissioners Mr. Stewart proceeded to Fredericton to interview the provincial government in connection with the guarantee, and it was heralded in the newspapers that a guarantee had been secured."

"Mr. Stewart and the citizens met to discuss the matter, and the citizens expressed themselves as being very strongly in favor of the proposition."

"He very nicely explained that the guarantee might not be called for, as it would be a guarantee prepared by some expert, it was expensively paid a dock would, in all probability, pay a handsome sum."

"He also stated that it might be arranged that the guarantee would not be put in operation for five years, after the flotation of the company and in this case the sinking fund would not be operative for more than 30 years but the interest on that case would be slightly increased."

"During the discussion Mr. Stewart laid great stress on the possibilities of a steel plant coming here, through his company's efforts as the Norton Griffiths Co. had sufficient land for the site, and he mentioned the names of the Drummonds with regard to the guarantee of the city and the provincial government were to be reclaimed."

"Mr. Stewart invited questions by the commissioners and the Mayor asked the following: In the development of your work at Courtenay Bay will you require the Municipal Home site? The reply was that they, in all probability, would. The Mayor said: 'In that case, I suppose you would provide another home equally as good,' and Mr. Stewart stated that they would expect to do so. He certainly impressed me at least with his certainty that his company would require the site."

"I questioned Mr. Stewart regarding the amount of cash value the Drummonds would have, and also as to the disposition of the option on it. He explained that they would use a sinking fund to construct a retaining wall, a sewer, and a retaining wall of the extra length of dock, and a specific amount for certain expenses they would be put to."

"I imagined I could see the sinking fund being used for other than original purpose it was intended for, and the sinking fund would have to be created, by the same methods, as the question was, 'Did you intend to be issued, namely, \$4,000,000. I thought I would ask Mr. Stewart one more question, and it was, 'Did you intend to use the Imperial Dock charter?' and the answer was, 'Yes.' Then he asked, 'Did you intend to use the Public Works Department of Justice?' and the answer was, 'Yes.' I was then satisfied that Mr. Stewart was not very particular regarding his answers."

NEW BRUNSWICK LEGALS

SENATE SPEAKER'S RULING UPSET BY PARTIZANS.

Ottawa May 24.—(Canadian Press Despatch)—The Senate yesterday put the amended Highways Bill through its final stages and passed it on to the Commons. This was done by the Liberal majority against the protest of Hon. Mr. Loughheed who objected to the bill as amended going any further. He declined to move the third reading of the measure and protested against Sir George Ross being allowed to do so. The Speaker ruled that Sir George did not have the right to make the motion for third reading. There was an appeal from the ruling and the Speaker was turned down. It is now for the Commons to say whether it will concur in the amendments or refuse to do so.

At the opening of the afternoon sitting Mr. Speaker announced his decision on the objection of Hon. Mr. Loughheed to Sir George Ross being allowed to move third reading of the Highways Bill because it was a Government measure and therefore could not be taken charge of by a Senator not authorized by the Government.

Mr. Speaker stated that this bill could have originated only with a member of the government. A person who could not introduce a bill could not proceed with it. The leader of the government in the Senate had declined to go with the bill as amended. Mr. Speaker quoted Todd and May as authorities for the view that if a member entrusted with a bill refuses to proceed with it the House cannot force him to proceed. He quoted instances in the British House to sustain his contention, and ruled that the motion of Sir George Ross for a third reading of the amended Highways Bill was out of order.

Sir George appealed from the ruling to the Senate, which declared against the Speaker's ruling by 44 to 19. Motion of Sir George Ross for third reading of the bill was then put and carried by 45 to 18.

MEMORANDUM. Regarding the construction of a Dry Dock at St. John, N. B., and the establishment of a Ship-building Yard.

"Norton Griffiths and Company Limited, have entered into a contract with the Dominion government to construct a dry dock 900 feet in length and 100 feet in width, and to install a ship-repairing plant under the Dry Dock Subsidies Act, 1910. They have now been approached by the Public Works Department as to the possibility of their constructing a larger dock, 1,150 feet in length and 120 feet in width and 40 feet over the sill, under the Subsidies Act of 1912, which provides for the payment of a subsidy of 3 1/2 per cent. on 1/2 millions for 35 years, for a dock of the following dimensions: 1,150 feet in length, 110 feet in width and 37 feet on sill.

"The company do not feel that they can undertake this obligation without further financial assistance. In order to finance the construction of the larger dock successfully it will be necessary to create a bond which will be attractive to financiers.

"The subsidy available under the act of 1912 amounts to \$192,500, which will be sufficient to pay interest at 4 per cent. on \$4,800,000 for 35 years. In order to make the bond attractive a sinking fund must be provided, the amount required for this would be about 1 1/2, say \$65,000 per annum.

"It is proposed that the government of the province of New Brunswick should jointly guarantee the payment of this sinking fund, should the proposed dock and shipbuilding company not earn sufficient to meet this requirement.

"I would appear, however, that it might be advisable to arrange that the sinking fund should not be put in operation until 5 years after the flotation of the company. In this case the sinking fund would operate for 30 years and the annual requirements to meet it would be slightly increased.

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BILL SENT BACK TO HOUSE OF COMMONS

Good Roads Measure Amended by Men who Put Party Expediency Before Country's Good Partizanship Openly Charged.

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MCCARTY'S DEATH DUE TO DISLOCATED NECK

Calgary, Alta., May 25.—A dislocated neck caused the death yesterday of Luther McCarty, during his fight with Arthur Folley, according to information given out tonight following an autopsy conducted by Dr. Mosher at the request of Coroner Costello. It was stated by the physicians that death undoubtedly had been caused by the dislocated neck, and that the heart was found to be sound. A clot of blood on the brain aided in convincing the physicians.