

of the company's business had been kept in spite of the large amount of work and the disbursement of \$257,959 in 1911. During these 3 years Moyes has opened several bank accounts, five of which stood in his own name, and to each of which some railway money was traced. Mr. Neff had proceeded to work out a normal account, but even so, the destination of thousands of dollars is unknown.

**Dishonest Management.**  
Chairman McIntyre proceeds to show how the company under Moyes' direction, was dishonestly managed from beginning to end. The Railway Act provides that only when 25 per cent. of authorized capital stock is subscribed and 10 per cent. paid into the bank can permanent organization be secured. At the organization meeting in Goderich in 1908, Moyes, as chairman, stated that the percentage, \$125,000, had been paid, and that 10 per cent., \$12,500, was then in the Toronto Dominion Bank. Under examination he said that he got the money from Mr. Snook.

"Both these statements are false," says the board, and proceeds to show that A. J. Pattinson of Toronto had been prevailed upon to advance it, but even so, it had failed when six days later it was wiped out by a cross debit entry.

"This piece of financial jugglery—obviously fraudulent and intended to deceive—is the only pretence that anything was ever paid on account of the capital stock. In view of this the company was never validly organized," comments the board.

"Apparently no permanent capital whatever has been furnished outside of the proceeds of the guaranteed bonds."

The relations of the Huron construction and railway companies are then considered and mention is made of the delay caused by the "evasive and untruthful" answers of Moyes. The evidence taken to prove that Moyes sent him to seek incorporation of the Huron company and, this failing, carried on the work for himself. This was a direct breach of the Railway Act, and one for which Moyes is today liable.

**Failed in His Duty.**  
As to the issue of progress certificates it is pointed out that the municipalities left this entirely to the railway and Engineer Roberts failed grievously in his duty. He was not in accord with the trust deed. In a word, the financial necessities of Moyes, not the deserts of the company, determined the quantum of his demand. He "abdicated his functions as the certifying engineer and placed them in the hands of Moyes, thus facilitating the fraudulent purpose of the latter."

Illustrating Moyes' method it is stated that he drew \$58,900 on false and fraudulent certificates of work and material when not one dollar went into construction.

The sum of \$402,837.37 remains to be accounted for and of this \$174,656 is traceable to Moyes. The documentary evidence makes it clear that large sums were deliberately misappropriated.

**Moyes Still Has \$165,000.**

The balance of the bonds, valued at \$165,000, in the mind of the board, is still in the control and keeping of Moyes and unless there be some unknown lien the railway is entitled to the delivery of the bonds of them.

In closing the report the board outlines the position of the shareholders. It is clear that no real liability exists under this head," is stated, "as nothing of value was paid or given for the stock and the contract with the Huron company is void."

## CURB ON RAILWAYS' POWERS IS DEMAND MADE BY PUBLIC

W. F. Maclean, M.P., Urges Joint Committee at Ottawa to Respond to Overwhelming Public Sentiment—Control of Stock and Bond Issues Essential Feature.

By a Staff Reporter.

OTTAWA, May 12.—The first joint meeting of the special committees appointed by the senate and the house of commons respectively to consider and report upon the government's bill to revise and amend the Railway Act, was held in the senate railway committee room at noon today. Senator Finlay Young and Mr. Armstrong (East Lambton) presided. After some discussion it was ordered that the meetings of the committee should be held upon Tuesday and Thursday of each week, commencing next Thursday. The committee is anxious to hear from the railway companies, the railway employees, the municipalities and all persons interested.

Mr. Nesbitt (North Oxford) asked if the government had any intention of passing the bill at this session.

Senator Loughheed, government leader in the senate, made a rather non-committal reply, but suggested that the committee could hear evidence and collect information which would be valuable to the government and parliament at the next session.

**Must Control Issues.**

W. F. Maclean (South York) did not approve of any such dilatory tactics. He said the bill, as brought down by the government, dealt with several important questions, and there were still other issues to be dealt with. Parliament should at once meet public opinion by legislation which would place the stock and bond issues of the railway companies under the control of the government. Equality of freight rates should also be established, together with a uniform passenger rate. The railway act should also be amended so as to give the large cities an adequate suburban train service without discrimination between nearby towns and villages desiring to have commutation rates. Parliament should also deal, he said, with duplication of railways, not only as to construction, but as to operation; there should be a joint use of entrances to cities where the same were at an elevation, and railway companies in constructing their bridges should co-operate with other companies and with the municipalities upon fair terms.

**Overwhelming Demand.**

Many of these progressive reforms were provided for in the bill now before parliament, and he doubted if anyone would dare to oppose them. They were demanded by an overwhelming public sentiment. Why should not the committee deal at least with these pressing problems so that the necessary legislation demanded by the people could be passed at this session of parliament?

Some discussion then arose as to the reprinting of the bill. Senator Loughheed explained that Mr. Price, K. C., of St. Thomas, who drafted the bill, had prepared a memorandum dealing with the various clauses, which should be a great help to the committee and to the public. It was ordered that the said memorandum be printed for distribution, and that Mr. Price be requested to attend all the meetings of the committee.

**Labor Well Represented.**

Chairman Young then asked if any interests desiring to be heard were represented, and the following gentlemen representing organized labor responded: Harvey Hall, Toronto, representing the conductors of Canada and also appearing for the railway trainmen; C. Lawrence, representing

the locomotive engineers; W. L. Best, representing the locomotive firemen; D. McCaughrin, representing the railway telegraphers, and Fred Cooke, representing the Union of Canadian Municipalities.

It was arranged that Mr. McCaughrin should be heard at the next meeting and the committee then adjourned until Thursday, May 14.

## WILSON RECEIVES N. O'SHAUGHNESSY

Charge Reports President Still Resolved on Deposition of Huerta.

Canadian Press Despatch, WASHINGTON, May 12.—Nelson O'Shaughnessy, charge d'affaires of the American Embassy at Mexico City, tonight told President Wilson the story of what happened in the Mexican capital during the days immediately preceding and following the occupation of Vera Cruz, and gave him an intimate picture of General Huerta. It was the first time Mr. O'Shaughnessy had seen the president since his arrival in Washington last week.

The charge said that General Huerta was a stubborn man, and not likely easily to surrender the dictatorship. The president thanked him, he said, for his services in Mexico, and expressed approval of his course.

No other post has been offered the charge, and this indicates that he will be allowed to take an extended vacation in the United States.

It is understood that O'Shaughnessy's account of General Huerta was such as to strengthen President Wilson's determination that the dictator must go. "General Huerta," said O'Shaughnessy, "knew nothing about the Tampico affair until I took it up with him."

Mr. O'Shaughnessy will continue to retain the title of first secretary of the American Embassy at Mexico, and will draw the salary attached to the post.

**CARPENTER FACES THEFT CHARGE.**

Dennis Sullivan of 41 Huron street, a carpenter in the employ of the separate corporation, was arrested by Detective Guthrie last night charged with theft. Sullivan is alleged to have gone to the Rice Lewis Company, and on the strength of being employed by the board, secured a quantity of tools, which he afterwards disposed of in pawn shops. He was granted bail.

**Overwhelming Demand.**

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## HUERTA'S REMOVAL MAY BE OUTCOME

Mediators Will Propose Provisional Government Scheme for Mexico.

(Continued From Page 1.)

world's navigation. Mr. Bryan told the mediators also that the navy and war departments were seeking to learn the facts concerning the arrest of five South Americans accused of "sniping" at American forces during the landing at Vera Cruz, and that a report would be made probably tomorrow.

**Conferred With O'Shaughnessy.**

Nelson O'Shaughnessy, who, as charge d'affaires, conducted the business of the American embassy at Mexico City during the months of stress in which relations with the Huerta government were in a tense and critical state, had a long conference with President Wilson at the White House tonight. It was the first talk he had had with the president since his arrival, and it was understood that some of the indignities, including the Tampico incident, which led to the break with Huerta, were discussed, as well as some details that might come up in the mediation conferences.

Justice Lamar and Frederick W. Lehmann, former solicitor-general, who have been named as the two American representatives at the mediation conference, spent the day studying data on Mexico and official reports, familiarizing themselves generally with the Mexican problem.

**To Release Vice-Consul.**

One tense phase of the situation was relieved by the news that J. R. Gillman, American vice-consul at Saltillo, has been ordered released by the Huerta government.

Tampico was under bombardment by the constitutionalists the entire day. Admiral Mayo, commanding the American ships lying off that port, reported that artillery fire had been in progress from 9 o'clock this morning. Whether federal or constitutionalists were gaining was not stated.

## SHIPPING MEN FIND IMMIGRATION IS HEAVY

Bookings on Steamers From Great Britain Reported About Normal.

Canadian Press Despatch, MONTREAL, May 12.—The falling off in immigration has not been so pronounced as most shipping men anticipated, apparently, considering the depressed trade conditions here. It was stated at the C.P.S. office today that bookings from Great Britain were about normal, the there was a marked difference in the number of passengers booked from European places.

**OFFICER RAN HIM DOWN.**

James Kern no home, was arrested by Detective Leavitt last night after a chase extending three blocks, charged with stealing \$30 from Arthur Moore in the lavatory of the Grand Central Hotel. Moore first gave Kern a ticket when he discovered his loss, and when he finally found him found he had thrown away half of the money during his flight.

**MARRIED SIXTY YEARS.**

On Friday afternoon, May 15, Mr. and Mrs. John Verner will be at home to their friends at their residence, corner of St. Clair avenue and Bathurst street, the occasion being the sixtieth anniversary of their wedding.

**FATAL AEROPLANE ACCIDENT.**

LONDON, May 12.—Two army aviators, Captain F. D. Anderson, and a mechanic, were instantly killed, and Lieut. C. W. Wilson was gravely injured when two biplanes collided in the air at Aldershot this evening. The biplanes were manoeuvring over a crowd of 800 spectators when they suddenly dashed into one another and crashed to the ground. Both machines were destroyed.

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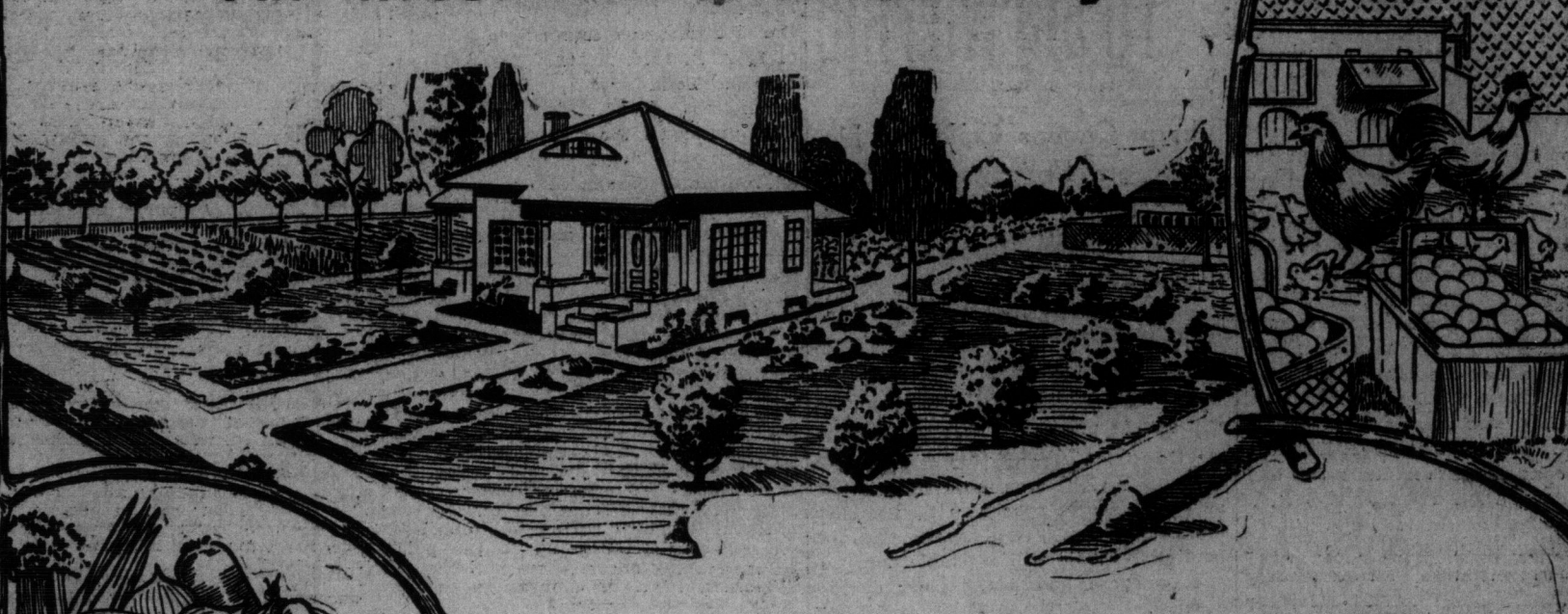
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LAND PURCHASED FREE OF ALL  
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This offer is in effect until Tuesday, May 26th, 1914.

The money you spend for rent is money virtually wasted--you can pay rent for years and have nothing to show for the money spent--you have had a roof over your head--but you have nothing tangible to represent your money.

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