

PROBS.—Moderate to fresh winds; fair; stationary,
or slightly higher temperature.

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ASQUITH'S OFFER NOT APPROVED BY REDMOND

Nationalist Leader Caused Sensation by Intimating That Break With Liberals Might Result From Home Rule Compromise Proposal of Premier.

Canadian Press Despatch.
LONDON, May 12.—The speech of John Redmond, the Nationalist leader, this afternoon, in which he declared that he and his followers would not commit themselves to support Premier Asquith in a compromise on the home rule bill, has created a sensation in political circles, but opinions differ as to its practical effect. The present position is that the home rule bill will be sent to the lords before Whitman, the house of commons having tonight voted Premier Asquith's proposals for hastening the remaining stages of the bill. Then if an agreement is reached with the opposition, Mr. Asquith will introduce an amending bill, enabling the Ulster counties to vote themselves out of the home rule bill for six years.

While some interpret Mr. Redmond's speech as a warning to the government against further concessions to the Unionists, others interpret it as a warning to Ulster that once the home rule bill is on the statute books, any further concessions can only be had by consent of the Nationalists.

Pledge to Amend Bill.
Premier Asquith pledged the government to introduce an amending bill to the home rule for Ireland measure in the hope of it being passed by agreement between the parties. If this offer is accepted, he said, both the original home rule bill and the amending bill will become law practically simultaneously. This, he contended, was the only proper way of carrying out any agreed settlement which might be reached.

The prime minister added that obviously in order to take advantage of the provisions of the parliament act no change could be made in the home rule for Ireland bill while it was in the committee stage, and therefore any debate during that stage would be pure waste of time.

The parliament act provides that if any public bill is passed by the house of commons in three successive sessions and is rejected or unacceptably amended by the house of lords in each of these sessions it may become law by receiving the royal assent provided that two years have elapsed between the second reading in the first of three sessions and the final reading in the third session.

A Supplementary Bill.
In announcing that the third reading of the home rule bill on its third passage thru the house of commons

MR. LANCASTER RESTS TO RESTORE HEALTH

Leaves Home for Point on Nova Scotia Coast in Premier's Car.

Special Toronto World.
ST. JOHN'S, N.S., May 12.—E. A. Lancaster, minister for Lincoln, father of the marriage bill and chairman of the railway committee of the Dominion House of Commons, left town tonight, accompanied by Mrs. Lancaster and daughter, for a point on the south coast of Nova Scotia, where he will rest in the hope of regaining his lost health. To guard against correspondence reaching him, physicians are keeping his destination a secret. Premier Borden placed his private car at the disposal of Mr. Lancaster to avoid a change of cars.

TO MAKE GIFT TO SIR WILFRID

Liberal Caucus Called to De- cide on Presentation on Fortieth Anniversary of Maiden Speech.

By a Staff Reporter.
OTTAWA, May 12.—A Liberal caucus has been called for tomorrow morning, at which Sir Wilfrid Laurier will not be present. The object of the meeting is to arrange for a presentation to Sir Wilfrid on the 40th anniversary of his first speech in the Dominion Parliament. A big gathering of leading Liberals will assemble here for that purpose before the close of the session.

PROVISIONAL GOVERNMENT PLAN IS DESIGNED TO REMOVE HUERTA JOINT CONTROL TO BE PROPOSED

Vice-Consul to Be Released On Return to Mexico City

MEXICO CITY, May 12.—Acting Foreign Minister Ruiz today telegraphed the South American mediators at Washington that American Vice-Consul Stillman, under arrest at Saltillo, charged with aiding the rebels, had been ordered sent to Mexico City under guard, to be delivered to the Brazilian minister for return to the United States.

JOHN W. MOYES STAMPED AS A SWINDLER OF SHAMELESS CYNICISM AND CUNNING

Attorney-General's Department Is Expected to Take Action

William Proudfoot, K.C., who represented the municipalities interested in the West Shore Railway before the Ontario Railway and Municipal Board during the intervention, was seen at the Ontario Club by The World last night. Asked for his opinion on the findings of the board, he stated that the attorney-general's department probably would take action against John W. Moyes. There were sufficient grounds, in his opinion, and far more grounds than in many other cases where the attorney-general's department had stepped in.

SIX BOYS HELD FOR THEFTS IN WEST END OF TORONTO

Organized Gang Ranging in Age From Fourteen to Seven- teen, Rounded Up and Will Face Charges of Burglary, Theft and Horse Stealing.

Acting Detective Nichols of No. 9 police division made a clean-up of the juvenile criminals in the western section of the city last evening, and before he got thru had six youngsters, ranging in years from 14 to 17, in the cells, on charges of theft, shopbreaking and horse-stealing.

The lads apparently had organized themselves into a gang, with petty thefts and sneak-thieving as their object. Four of them will be charged with entering vacant houses at 54 West Lodge avenue and 1 Fern avenue, and stripping the house of plumbing accessories, which are thought to have been disposed of in pawn shops. Hundreds of dollars' damage has been done to both residences by the thieves. Another of the boys will be charged with stealing three bicycles, and two with breaking into the Outwood Coal Co. at 122 Brock avenue, and the Action Publishing Co., Queen and Gwyne. Both these offences were entered Saturday afternoon, and small sums of money and postage stamps stolen. Still another charge of entering the stables of William Ball at 1202 West Queen street, and stealing a horse and rig, will be laid against two of the boys.

BIGGER SUBSIDY FOR DRY DOCKS

Government Seeks to Encour- age Waning Industry by Assuming Larger Share of Responsibility.

By a Staff Reporter.
OTTAWA, May 12.—With the object of giving additional encouragement to the construction of drydocks in Canada Hon. Robert Rogers has given notice of the following proposed resolution: "That it is expedient to provide that the subsidy payable in respect of first-class drydocks under section 8 of the Drydocks Subsidies Act be increased from three and one-half per cent. to four per cent. per annum of the cost of the work as fixed under the act, during a period not exceeding 35 years."

When the act was passed in 1910 the interest for which the government assumed responsibility was fixed at three per cent. Later on it was increased to three and one-half per cent, and it is now found necessary to make it four per cent. in order to encourage capitalists to put their money into Canadian drydock projects.

DR. MUSGROVE ENDORSED.

NIAGARA FALLS, Ont., May 12.—The executive committee of the Conservative Association this evening unanimously endorsed the candidature of Dr. G. J. Musgrove for Niagara Falls riding in the provincial legislature.

ENORMOUS SALE OF SILK HATS IN LONDON.

The London correspondent of the W. & D. Dineen Co. Ltd., informs this firm that the sale of silk hats in the old metropolis by the Henry Heath Company of that place has broken all records.

His Majesty King George the Third, and ever since that time has acted as hatter and George the Fifth has long since adopted this very exclusive silk hat.

The Dineen Co. Ltd. are sole Canadian agents for the Henry Heath Hat Co. Ltd. Just now they are showing the new spring styles in both silk and felt. Silks, \$8.00. Felts, \$4.00. The above cut represents the latest in silk.

Ontario West Shore Railway is Called a Swindle From Beginning to End, and a Deliberate Scheme Used by Moyes to Defraud the Country.

"DEAD MEN TELL NO TALES."

"Appreciating This Moyes Sought to Unload Upon the Dead Vice-President the Vanished Books and Papers With All the Odium Attach- ing to Their Disappearance."

The truth about the Ontario West Shore Railway, that notorious flotation engineered by John W. Moyes and today pressing with a heavy yoke of debenture obligations upon several municipalities along the shore of Lake Huron, came out last evening in the report of the Ontario Railway Board, and it reads very black. The enterprise is stamped from beginning to end as a swindle. From every angle of inquiry Moyes is castigated as one who went into the scheme with the deliberate intention of defrauding the country. The devious trail of high finance which he pursued, is branded at every interval by the finger of falsehood. He is charged not only with wholesale misappropriation of funds and the juggling of accounts to conceal his machinations, but in the round utterance of established conviction the board states that he descended to the weaving of an "infamous fabrication" to lay the blame upon a dead man and thus save his own position.

"Dead men tell no tales, and appreciating this, with shameless cynicism and calculating cunning, Moyes sought to unload upon the dead vice-president, Mr. Smoke, the vanished books and papers, with all the odium attaching to their disappearance," reads one of the more withering passages of the report.

Moyes is Liable.
The board shows up in glaring fashion the flimsy fabric of the whole structure, and points to the hand of Moyes being always in the treasury box. No direct recommendation for a criminal charge is made, but it is said in two places that if such a charge were brought, he has become liable for the whole amount of profit accruing from the contract made with the Huron Construction Company. This is shown to be the part of the money and securities traced to his possession and control, and it is stated "he has no just ground of complaint if he is held accountable."

Moyes and the Huron Construction Company were one. In spite of his reiterated statements under oath that he had nothing whatever to do with it, the board is convinced of the fact. They take it as an established premise to proceed upon.

The Sole Actor.
"That company was without doubt John W. Moyes," reads a section, "He was the sole initiating, efficient actor thruout, the others who appeared upon the stage, Roberts the engineer, MacEwan, secretary, and Pattinson, the accommodating broker, being admittedly mere agents moved by him and doing his will."

In summary of the whole investigation the board reports in brief as follows:
(a). That Moyes, by false and fraudulent representation, that \$12,500 had been paid to the Dominion Bank, Toronto, on account of capital stock, procured the Ontario West Shore Railway to be permanently organized.

(b). That no permanent capital was contributed to the undertaking beyond the proceeds of the sale of bonds guaranteed by the applicants, although 15 of these at a par value of \$15,000 appear to have been taken by the Provincial Steel Company in part payment of rails.

(c). That Moyes, in breach of the Ontario Railway Act, procured a colorable agreement for the construction of the railway, to be entered into between the railway company and the so-called Huron Construction Company, which latter was Moyes.

(d). That by procuring to be issued false and fraudulent progress certificates, Moyes withdrew from the Toronto General Trusts Corporation the proceeds of the sale of the bonds, guaranteed by the applicants, amounting with interest to the sum of \$402,837.37, and Vaughan M. Roberts, engineer, by gross negligence and breach of duty, aided and abetted Moyes in his fraudulent design.

(e). That owing to the fact that no books of account of the company's business were kept, and that many vouchers for payment are missing, the board cannot report with exactness how much of the amount so fraudulently withdrawn by Moyes was properly expended. This much is clear, that while several thousands were applied to purposes foreign to the railway, that the sum of \$228,272.06 was properly expended in railway construction and materials.

(f). That the assets of the company consist of the right of way (which for the entire distance, except for twelve parcels, has been acquired), and construction work and material, which according to the corrected valuation of Mr. Middlemist, C. E., is worth \$276,021.21.

(g). That all the liabilities of the company known to the board are the bonds guaranteed by the applicants (Townships of Ashfield and Huron, and Towns of Goderich and Kincardine), of a par value of \$400,000, and a parcel of unguaranteed bonds of par value, \$15,000, both of which are secured by a mortgage on the company's undertaking and \$2000 worth of outstanding, unsecured accounts.

Details Given.
The board, in their report, go into the full details of the history of the railway, telling of how it was incorporated under 1902 revised statutes, as the Huron, Bruce and Grey Electric Company, to construct out of Goderich. The change of name brought increased powers, the share capital to be \$500,000 and bond issue of \$600,000 based on the mileage from Kincardine to Goderich. The latter town had guaranteed \$150,000 worth of these; Kincardine \$50,000 worth, and the other parts interested making up \$400,000. The deed of trust was placed in the hands of the Toronto General Trusts, being construed by Mr. Justice Middleton. On his receiving from time to time progress certificates certifying to 90 per cent. of the value of services and materials, the trust company at once paid over to the railway (actually to Moyes) out of the money on hand.

The sale of guaranteed bonds was handled by Moyes and the proceeds deposited. Construction began in 1908, and continued intermittently into 1911, when, in September, Moyes ordered the work stopped. Then followed Middlemist's report and the board hearing.

No Trace of \$400,000.
Referring to Moyes' evidence concerning the handing over of the papers to the late S. C. Smoke as vice-president, the board states that of the \$400,000 disbursed, not a trace could be found. The enquiry "had been plotted into this cul-de-sac" by Moyes and "there, no doubt, he intended it to end."

"And yet," states the report, "this story so solemnly affirmed and reaffirmed, was an infamous fabrication." Reference is made to the difficulty met by Accountant Neff with the papers. No systematic record



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