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RAISED TENDER, CONTRIBUTED TO ELECTION FUND

Manitoba Government Contractor Tells How He Acted on Rogers' Suggestion.

HELPED OUT CAMPAIGN

Contributed \$7,500 in Two Days to Conservative Party.

NEW PROBE UNDER WAY

Strings on Agricultural College Work Pulled From Ottawa.

[Canadian Press.] WINNIPEG, Sept. 12.—W. H. Carter of the construction firm of Carter, Halls & Aldinger, swore this morning before the agricultural college commission that he had made contributions to the campaign funds of the Conservative organizations for Dominion and provincial purposes. Carter, Halls & Aldinger had contracts for much of the work on the agricultural college, the power-house contract being under investigation. Shortly before the Dominion election in 1911, said Carter, Hon. Robert Rogers telephoned him and asked him if his tender on power house was not too low.

"I said perhaps it was," continued witness, and he said, "I think the Government can help you out." The original tender for the power house was at \$60,228.

An amended contract at \$64,239 was prepared, he said, and signed. Soon afterwards, said Carter, D. E. Sprague asked him for a contribution for the Conservative election fund. He paid Sprague \$5,000 at this time and \$2,500 later, he declared.

Carter said he had also made contributions to the provincial fund, making payments to Dr. R. M. Simpson. He paid Dr. Simpson \$5,000 on July 9, 1913, \$5,000 on November 6, 1913, and a similar amount on March 15, 1914. These payments to Sprague and Simpson, he declared, were "pure and simple contributions to Dominion and Manitoba Conservative funds, respectively."

The payments, he said, were made by check and put through as though charged to contracts under way, though they were not for payment on any account.

Collected \$7,500.

Captain D. E. Sprague, formerly a lumberman in Winnipeg, told the commission this afternoon that in the three days which preceded the federal election in September, 1911, he collected \$7,500 from the firm of Carter, Halls & Aldinger for the Dominion Conservative campaign fund. Capt. Sprague was called to the stand by Hugh Phillips, K. C., counsel for the Government, following evidence given by W. H. Carter in the morning, that he paid \$7,500 to Capt. Sprague, and \$15,000 in three sums of \$5,000 each to Dr. R. M. Simpson, for the provincial Conservative campaign fund amount of money.

Capt. Sprague said he was given a check for \$5,000 by Mr. Carter on September 18, 1911. He cashed this on September 20, and the same day was given a second check for \$2,500. They were payable to him, and he signed vouchers made out in the name of the Sprague Lumber Company. His recollection was that he saw no person in regard to these contributions, except members of the local finance committee, among whom were, he thought, W. J. Christie, W. J. Sullivan, W. J. Boyd and G. V. Hastings. He could not specify positively what the money was for—it was a "matter of general knowledge" that a certain amount of money was required for any campaign. He might have had a list of those who were to be asked for contributions, but he was not sure. He approved Carter's because, he said, he regarded him as a supporter of the Conservative party, to which the witness belonged.

Contract influenced him. Capt. Sprague said he placed the money in the hands of the finance committee, and he thought he gave some of this to Mr. Boyd. He knew at the time that Carter had a contract with the Government, and this, he said, "might have influenced my ideas a little as to the amount of his contribution." No books were kept of these contributions. He would not admit that he knew the vouchers he signed for the two checks were false.

"Why can't you be frank, and say the voucher is false, as it appears," asked Commissioner Duff.

"It was not false so far as I was concerned," was the reply.

Mr. Carter then took the stand for a short time, and will continue his evidence tomorrow. He agreed with Mr. Phillips' statement on events in September, 1911, as they concerned his firm's power-house contract. On September 7 the amended contract was signed by the Government. On September 12 they received a payment from the Government of \$24,543 on the same day sent in a tender of \$7,720 for alterations to the power-house; on September 18 and September 20 they made the payments to Capt. Sprague, and on September 25 they were notified that the \$7,720 tender had been accepted. He did not recollect whether Hon. Robert Rogers had told him their power-house tender might be increased to \$8,700, or whether he was told this by the principal architect or the deputy minister of public works, but he agreed he must have had the information from some source, since the amended tender was made up to that figure.

MINNESOTA GETS MILLION FROM JIM HILL'S ESTATE

Net Sum as Inheritance Tax of Great Railroad Man's Estate.

[Canadian Press.] St. Paul, Minn., Sept. 12.—Minnesota will receive approximately \$1,250,000 as an inheritance tax from the estate of James J. Hill. It will be the largest in the history of the state. Probate court officials of Ramsey County said yesterday when they learned that a preliminary inventory of the empire builder's estate shows holdings totalling approximately forty million dollars. The tentative figure given by the appointment of Lewis Hill as administrator, was \$10,350,000.

Day and night services, Overland Garage, 75 and 78 York street, London. Brown Overland Sales. Phone 2 60m.

DR. HERMAN DEAD.

[Canadian Press.] Chicago, Sept. 12.—Dr. George K. Herman, former president of the Amateur Athletic Union, died at his home here last night of heart disease. Several weeks ago he underwent an operation for appendicitis. He was 55 years old.

ENTIRE FIRST LINE OF GERMANS FOR 4 MILES CARRIED BY THE FRENCH

Hill 145, Marrieries Wood, and Trenches as Far as Bethune —Peronne Road Taken in Renewed Attacks—Fifteen Hundred Prisoners Taken.

[Canadian Press.] Paris, Sept. 12.—10:15 p.m.—The French infantry started a vigorous offensive today along a front of six kilometres north of the Somme, from the Comblès region to the river, and in half an hour took an entire first line of German trenches, says the official communication issued tonight. Another portion of the French forces carried a system of trenches along the road from Bethune to Peronne. Prisoners of the number of 1,500 had been taken when the report was filed.

Elsewhere on the front there was only artillery activity.

Their text of the statement follows:

"Attack Developed Quickly.

"The battle continued today north of the Somme. Our infantry delivered a vigorous offensive on a six-kilometre front between the district south of Comblès and the river. The attack started at 12:30 in the afternoon and developed rapidly, thanks to the spirit of our troops, who had less than half an hour captured the whole of the first line German trenches.

"Subsequently pushing eastward with the same vigor, we took successively Hill 145, Marrieries wood, and the whole system of trenches as far as the Bethune-Peronne road, which we now touch from the southern outskirts of Bancourt to the district south of Bouchavesnes. Further south we pushed our lines on to Slope 76, west of Feuillaucourt.

Many Officers Taken.

"Up to the present the total number of prisoners reaches 1,500. These include numerous officers.

"South of the Somme the artillery fighting was violent in various sectors, without infantry action. There was an intermittent cannonade on the remainder of the front."

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BRITISH CAPTURE FIFTY PRISONERS.

LONDON, Sept. 12.—11:30 p.m.—The British official statement from general headquarters reads:

"The situation is unchanged. There was intermittent hostile shelling on the front south of the Ancre. Our artillery destroyed some enemy gun pits and set fire to an ammunition store. During the last 24 hours some 50 prisoners have been brought in.

"In the course of aerial fighting yesterday one of our machines, which was turned safely, collided with a hostile aeroplane, which fell out of control, and disappeared in the clouds. Today a hostile machine was brought down in flames in the line near Pozieres. Two of our aeroplanes failed to return."

A statement issued this afternoon said:

"Yesterday evening our heavy artillery caused two large conflagrations in the enemy's ammunition depot at Grand Court. There was some hostile activity during the night against our lines between Delville wood and Mouquet farm. Otherwise there were no developments."

GERMANS FEARFUL OF A BRITISH BLOW VIA THE NORTH SEA

Think An Invasion Will Be Made To Catch Them Behind.

[Canadian Press.] Berlin, Sept. 12.—Great Britain again is taking up serious consideration of the old plan of landing somewhere on the North Sea coast, which would enable her to attack the Germans in Belgium from the rear, according to information coming through The Hague.

Just how much, if any, truth there is in this is not known here, official circles denying any knowledge of such contemplation on the part of Great Britain. The same channels allege that there is a growing party in Great Britain holding that in such a move is the only chance of forcing the Germans out of Belgium, but that Holland is no more to be trifled with, and is grudgingly determined as ever to defend her neutrality against whatever side might attempt to violate it. They contend also that as the war goes on the people of Holland more than ever desire to keep out.

American businessmen coming from Holland declare that a strong anti-American feeling is developing there in financial and business circles because America has not vigorously taken the lead of neutrals in defence of their rights.

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SHONTS REFUSES TO ARBITRATE TROUBLE WITH THE CARMEN

Rejects Proposal of New York Mayor To Discuss the Differences.

[Canadian Press.] New York, Sept. 12.—Refusal by President Shonts of the Interborough Rapid Transit Company to arbitrate a proposed by Mayor Mitchell and the public service commission to arbitrate the controversy between the company and its employees, left today little hope of settling the street railway strike by that method. Mr. Shonts promised to make a formal reply to the mayor and the public service commission later, but issued a statement flatly refusing to "let outsiders come between us and our employees."

William B. Fitzgerald, one of the strike leaders, promised that he and his associates would attend a conference with the mayor today, when his reply to the arbitration proposal will be given.

The Mayor's Plan.

The mayor's plan was to appoint arbitrators to decide whether the contracts between the Interborough Company and its employees were a violation of the peace agreement resulting from a previous strike, and whether the company had used fraud, misrepresentation or coercion in making these contracts.

The New York Railway Agency, operating the majority of the city's lines in Manhattan, hoped today to increase the number of cars in operation yesterday, when 278 of its cars were in service.

Although transportation within the city is far from paralyzed, thousands are compelled to resort to the use of automobiles, moving vans, trucks and other vehicles. Policemen beg rides from motorists, and are often seen on the running-boards of private cars. Many automobiles have been pressed into public service.

Austrian General In Transylvania Forced to Resign

Vienna Announces Action Is Taken on Account of Ill-Health.

VIENNA, Sept. 12.—Via Amsterdam to London, 2:45 a.m.—General Pfanner-Bellin has resigned from his command on account of ill-health. Emperor Franz-Joseph has accepted his resignation.

According to recent reports, General Pfanner-Bellin was intrusted with the defence of Transylvania along the Rumanian frontier.

LUDWIG STILL DREAMING

Says Germany Will Not Make Peace Without Bettering Position.

BERLIN, Sept. 12.—(By wireless).—No peace will be made by Germany which will not place her in a better position than she occupied before the war, declared King Ludwig of Bavaria in a speech inaugurating the new palace of justice at Nuremberg as quoted by the Overseas News Agency.

"We do not know how long the war will go on," said King Ludwig in his address, "but we know to a certainty that we shall make no peace which lowers us, but only such a peace as will give us a better position than we had before."

"Long before the war broke out I said repeatedly that we could not be grateful enough towards the emperor, who so long maintained peace. In spite of our emperor's pacifism we are engaged in the greatest of wars, and we shall be able to win it, thanks to the tenacity and resistance of our brave troops."

WILSON'S SISTER DYING.

[Canadian Press.] New London, Conn., Sept. 12.—The naval yacht Mayflower, with President Wilson aboard, steamed out of the harbor at 6 o'clock this morning. The Mayflower will take the president to Sandy Hook, where an automobile will be waiting to take him to the summer White House at Long Branch, N. J. The president decided to leave New London last night after physicians attending his sister, Mrs. Anne E. Howe, whose critical illness brought the president here, had advised him that from now on Mrs. Howe would be constantly under the influence of opiates and would be unable to recognize him, and that she might live for several days.



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A good idea of the quality, efficiency and popularity of McLaughlin Sixes can be formed from a knowledge of the type of men who buy McLaughlin Sixes.

As a class they investigate before they invest.

They are strong men of good judgment and keen discrimination, who approach the task of purchasing a car with the same clear analytic reasoning that they use in any business venture. Unswayed by glowing accounts and glittering generalities clothed in high sounding phrases, in newspaper print or salesmen's talk, these men assimilate the facts and recognize in the McLaughlin Six the combined qualities of the car they wish to own.

Abundant power is a necessity and these men realize that the McLaughlin valve-in-head engine develops more power with less gasoline consumption than any other type of motor of the same bore and stroke. Moreover the power of the Six is flexible power, easily controlled, making gear shifting almost unnecessary. The long wheelbase and deep wide seats, luxuriously upholstered in genuine leather, provide supreme comfort. The spring suspension smooths out the rough roads.

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Nature's Bounty
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The delicate, native sweetness of finest northern wheat—
The mellow, flavory zest of malted barley—
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Grape-Nuts
—a food for brain and brawn.

Ready to eat, easy to digest, concentrated, delicious—every table should have its daily ration of Grape-Nuts.

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