

NEW SENSATION IN
MANITOBA SCANDALTelegrams Between Rogers and
Ex-Cabinet Ministers
Destroyed

"SUGGESTION" BY LASH

Toronto Globe Declares "Looting"
of Treasury of Province Was
Not a One Man Job But Was
"a Plant"

Winnipeg, June 14.—It is understood that the telegrams filed over the G. N. W., which the royal commission particularly desire are those passing between Hon. Robert Rogers and Dr. Simpson, at Ottawa, and Hon. G. R. Caldwell and Hon. Dr. Montague at this end. These telegrams were demanded from the local G. N. W. manager here on June 11, but he had destroyed them, he states, the day before on a wire from President Z. A. Lash, of Toronto, who mentioned that the company did not require them under the new system.

The Dominion Railway Board will be dragged into the scandal when Dr. R. M. Simpson's name was mentioned by N. W. Horwood, the former provincial architect, in his evidence at Minneapolis, a hurried telegram was despatched to the Liberal counsel in Winnipeg, to have the C. P. R. and G. N. W. telegraph managers subpoenaed to produce certain telegrams.

These telegrams passed between Cabinet Ministers here and Dr. R. M. Simpson and Hon. Robert Rogers at Ottawa between March 1 and May 31.

On "information received" it was also alleged to secure telegrams sent to or from Hon. Robert Rogers. He, too, was mentioned in the subpoena.

Manager Goldstein protested against the production, but admitted having collected the telegrams required—showing that such exist. He was ordered to produce them.

It was not even an order that Goldstein received from President Lash. It was a suggestion but it had come by wire. This wire was dated June 10 last Thursday. The subpoena was served on Friday. By that time the telegrams had vanished.

Lash is outside the jurisdiction of the commission and he cannot be compelled to take action. This is where the Dominion Railway Commissioners come in. There is said to be a regulation compelling telegraph companies to keep their business six months, and it is usual for destruction to take place once in six months. Therefore, if such regulation is in force, the action of the G. N. W. is in violation of the Commission's ruling, on the company received special permission from the railway commissioners to admit to new regulations.

Liberal counsel asked the commission to refer the matter to Z. A. Lash, the president of the G. N. W. He said the commission agreed that Lash ought to be informed by wire that messages had been destroyed and that he furnish copies.

Local Manager Goldstein admitted that it was customary to keep telegrams six months. He didn't know of any other whole destruction.

Yesterday's Evidence.

Winnipeg, June 16.—M. G. Hook, a witness at the Manitoba legislative building inquiry this afternoon, asked for the protection of the court in a statement he wanted to make. Chief Justice Matheson replied he would be protected to this extent, that evidence he might give would not be used against him in any criminal proceeding, except for perjury at the inquiry.

Hook then said he wanted to correct some statements he had made on his former appearance on the stand. He said he did not know money was sent to Montreal and Ottawa, and that on Friday morning his local manager, Mr. Goldstein, advised him that he had been subpoenaed to produce this particular business up to a certain date.

The present practice, said the witness, was to keep the files of messages transmitted for six months. He had known some cases where they were kept only four months, and the old practice had been to keep them a year.

The Hon. Robert Rogers was present in court when the Royal Commission resumed this morning, and it was reported he would be subpoenaed and called as a witness.

Caldwell to Testify Today.

Hon. George R. Caldwell will be put into the witness stand before the Royal Commission tomorrow. He will be examined by J. B. Corry, counsel given by William Salt and V. W. Horwood in Minneapolis, the notes of which have been transcribed. Mr. Corry will be followed on the stand by Hon. James H. Howden, who, in turn, will probably be followed by Sir Rodmond Roblin. Hon. Dr. W. H. Montague, it is reported, is seriously ill and the commission will not require him to take the witness stand again until his physicians give their consent.

SURELY NOT THE "TIN-POTS"

(Halifax Recorder.)

In the evening edition of the Tory organ of June 10th, the following statements appeared: "Australia saved Canada from attack. Australia had established her fleet of a battle cruiser and six other vessels. These had been the Pacific and saved from attack New Zealand and Canada, at least British Columbia. They had garrisoned the islands. Seven German colonies which we intend to hold."

We gasp with amazement, think something must be wrong, and read it over again. It is all there, however, in black and white. Verily the whiffing of time brings its revenges, when we find any such announcement as this, even as the report of a speech, in the columns of a paper which for years kept yelling "tin-pots, tinpots," at everything in the shape of colonial warships, and which declared that no ships were of any use or counted for anything in naval matters save super-dreadnoughts all built and manned in Britain and placed in the North Sea. It now appears that ships other than dreadnoughts have their uses, and that other seas needed patrolling and attention besides the German Ocean.

The truth of the matter is that up to date the results of the war have been a triumphant vindication of the policy of colonial fleets and secondary naval bases. It is safe to say that the Borden contribution bill will never be introduced in parliament again.

LOSE CAPTURED GERMAN TRENCHES
BUT MAKE GAIN ELSEWHERE

London, June 16.—For the first time in weeks there has been heavy fighting over a comparatively extensive line of the British front in Belgium and France. The Berlin official communication makes note of it and describes it as an Anglo-French movement, synchronizing with the Russian reverse in Galicia.

To win a mile of front, and then to lose it before terrific German counter-attacks, was the experience of the British on Tuesday night near Festubert. In a statement, frank, if brief, Field Marshal French records this incident, but does not state the losses, which must have been heavy on both sides.

The Germans are as frank in conceding the loss of ground near Ypres, but they make no mention of having been forced, even temporarily, to yield a mile of their Festubert stronghold.

In the east the Austro-German advance continues to swing forward, with the exception of the section between the Delstet and Zuzawa, where the Russians holding the bridge-heads are making some headway.

General Von Mackensen, according to despatches, has given himself a fortnight in which to capture Lemberg, and it would seem that, at the rate his and co-ordinate forces are going forward, this time limit will be ample if the Russians are unable to initiate a stiffer resistance than they are showing now.

The latest Zeppelin raid on England has created hardly a ripple of excitement. Aircraft protection was one of the subjects discussed today in the House of Commons. William Johnson Hicks urging a marked increase in this branch. He said that London must soon expect a serious raid, and added that at one time more than five Zeppelins of the latest type were over the English coast.

The under secretary for war, H. J. Tennant, besides giving assurances that bigger aeroplanes were under construction, said that since the beginning of the war the number of machines had been increased ten-fold, and the number of men engaged in this branch five-fold.

London, June 16, 8.30 p.m.—Sir John French, commander-in-chief of the British forces in France, reports that the British troops captured and then lost a line of German trenches at Festubert, but that the British have occupied the German positions to the north of Hooge for a distance of one thousand yards.

London, June 16, 11.18 p.m.—The following official statement regarding the Zeppelin air raid was issued tonight:

"Further inquiries show that the casualties in connection with the visit of a Zeppelin to the northeast coast Tuesday night amount to sixteen killed and forty injured."

"It is now possible to state more exactly the casualties resulting from an airship raid on the northeast coast of the northeast coast on the night of June 6. The number of deaths there were twenty-five, comprising five military, thirteen civilians, and six children. There were also forty cases of more or less serious injuries."

The principal fires were in a drapery establishment, a lumber yard and a group of small houses."

And he even had doubts if he would for \$10,000.

Two days later, at Horwood's office, Horwood gave Hook \$10,000 and explained that he was to offer it to Salt on condition that Salt would go away and stay away indefinitely. Horwood told him afterwards he got the money from Mr. Caldwell and Mr. Howden.

Robbed of the Hush Money.

Telling of his experiences on this trip, Hook said he arrived at Omaha about 100 in the evening, and registered at a hotel.

"Then," he said, "I started down the street towards the station. I had in my inside pocket \$10,000, and also \$400 expense money which Horwood had given me. I got down towards the station when two men behind me shoved me into a doorway, put a gun in my face and took the money away from me."

They got both rolls, told him to stay there five minutes, and left him. Hook then returned to his hotel, and went to bed.

Witness said his nerves were badly shaken when he returned to Winnipeg. He said Horwood told him he had seen the "old man," who said Hook was not the \$10,000. Hook said he was at first thought Sir Rodmond Roblin was meant by the "old man," but afterwards he thought Mr. Caldwell was referred to.

Liberal counsel, through A. J. Andrus, asked Hook to produce the key which it was believed he possessed of Sir Simpson's correspondence. Hook said he had no key, and no steps have yet been taken by the commission to obtain a key to the box.

Destroyed Records of Telegrams.

J. Padington, district superintendent of the Great Northwestern Telegraph Company, on the stand, thought it was a mere coincidence that his local office, on Thursday night or Friday morning, last, destroyed records of messages exchanged up to May 31 with Toronto, Montreal and Ottawa, and that on Friday morning his local manager, Mr. Goldstein, advised him that he had been subpoenaed to produce this particular business up to a certain date.

The present practice, said the witness, was to keep the files of messages transmitted for six months. He had known some cases where they were kept only four months, and the old practice had been to keep them a year.

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OLD TIME SPORT

More Great Speed Work By
Hugh McCormick

VICTORIES OVER DOWD

Chas. Gillespie's Half Mile Backward in 1.37—Athletes of The Year 1888 in a Y. M. C. A. Series of Sports

The first half mile of the McCormick-Black race in the Victoria rink on Tuesday, March 29, 1888, was one of the best contests ever seen in the rink. The ice was in good condition for fast skating and the race between the representatives of New Brunswick and Ontario was one of the feature events of the season.

The race was started from opposite sides of the rink. At the starter's word the men were off like a flash. The race was terrific. It was one sprint from the start. Black, with his peculiar stroke, gained inch by inch upon the Ontario boy, but not so fast as St. John's star, who, with his noiseless and reaching strides, gained inch by inch upon the upper Canadian. Black had to turn his head to see him and, realising that the world's champion was gaining on him, he redoubled his efforts and skated himself out. Foot by foot, yard upon yard McCormick gained on his rival until, instead of the original half, there was only a quarter of a lap between them. As McCormick finished the half mile and swept onward the stop watch registered 1.37 seconds, a 2.55 clip, the fastest ever skated in the Victoria rink or anywhere in the world. The Ontario boy was fast losing his power and speed and McCormick was soon at his heels. Still the pace was fast until the end of the first mile, when the leader slowed and both men eased and regained their breath.

The time for the first mile was 3.03. The second mile was finished in 6.41. The third was a succession of sprints and was finished in 10.31. On the 10th lap of the fourth mile Black showed how game he was by a tremendous effort to get away from McCormick, but it was no use. The fourth mile ended 14.03. The fifth and last mile ended in 18.08. Black finished the race in 32.54. The Ontario boy was fast losing his power and speed and McCormick was soon at his heels. Still the pace was fast until the end of the first mile, when the leader slowed and both men eased and regained their breath.

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