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BAYLEY'S.

MR. HYMAN WELCOMED

(Continued from page 1.)

complaints had been heard about the redistribution.

Did Not Advance Personal Interests.

In the work Mr. Hyman did not seek to gain any advantage for himself to make his election in the city the easier. It would have been easy for him to arrange the county and city to make his own election surer. (Hear, hear.) Having shown his metal thus far, it was not surprising, said Mr. Little, that Sir Wilfrid Laurier should ask him to become a member of the Government. To his onerous duties in connection with the public works department, Mr. Hyman had while acting as minister, applied himself in a manner that was of great benefit to the department, and was but another evidence of his perseverance. Mr. Hyman's early life and honorable business career were known to very many, and in the many more or less bitter contests in which he was engaged, when the fierce light of criticism was on him, no one ever ventured to cast any reflection on his honesty. In the present contest what were the charges brought against him? asked Mr. Little. He was said to be high and mighty, and rides in a private car. And as to the private car. The railway men present will understand all about this charge. How many railway officials use private cars simply to enable them to transact business along the road? And so the members of the Government use private cars, part of which are fitted up as offices to enable them to keep up the work of their departments when going through the country. It was unfortunate that Mr. Hyman did not suit his opponents in this respect. All knew Mr. Hyman as friendly and genial at all times. London never had a more approachable representative, one more anxious to benefit his constituents in any possible way. He was further worthy of the support of the electors because he is a member of the best Government that Canada ever had. The Laurier Government deserved to be sustained because of what it has done for the country. Many remembered the dark days of 1894—men out of work, business failures, factories closed down All these things have changed. Factories are fully employed. There was work for everyone at good wages There were no empty houses in the city. The country was prosperous. Did the people want to go back to the old days again?

Chorus of voices—No, we don't.

Right Kind of Stumbling.

Mr. Little—Then, if you don't, support the present Government. Dealing with the extravagance charges, Mr. Little said that economy was very desirable, but every person knew that the country was advancing and that a person cannot run a business of $50,000 with no greater expense that is entailed in the management of a business amounting to $20,000. Mr. Little took up the question of the Grand Trunk Pacific briefly, and warned his hearers not to be frightened by the figures of the Conservatives as to the cost of the road to the country. The necessity of the railway, the speaker pointed out, was agreed to by both political parties, and even Mr. Osler, himself, a director of the Canadian Pacific Railway, had made the statement that there was room enough in the Northwest for six railways. Mr. Little dealt with the advance in trade, showing that now Canada, with its population of less than 6,000,000, did as much trade as all of the South American countries, with their population of over 40,000,000 combined. Why should there be any attempt to remove the men who brought about this condition of things? They had been accused of stumbling across these things.

"Well," concluded Mr. Little, "all I can say is let them do some more stumbling." (Applause.)

MR. HYMAN'S ANSWERS

Liberal Candidate Replies to Criticism of Mayor Beck and Harvey Hall.

When the chairman arose and introduced Hon. Mr. Hyman as the next speaker there was an outburst of applause that continued for some considerable time. The mention of the popular candidate's name was the signal for an outburst of cheering, the majority of the audience rising to their feet and joining heartily in it.

When the applause subsided, Mr. Hyman proceeded to express the pleasure he felt at the privilege of addressing the people of East London for the first time. He had the pleasure and honor, he continued, during the last Parliament of being the chairman of the redistribution committee, for the redistribution of seats, and there was no single act of his, while acting in that capacity, that he performed with a greater pleasure than the signing of the act which made East London a part of the city of London for electoral purposes. (Applause). It was the place, where East London should long ago have been. (Applause).

"I notice," said Mr. Hyman, "that last evening Mayor Beck referred to the question as to why there was only one member for the city of London. Now, if there is one dangerous ground upon which our opponents can tread in this contest, it is upon the redistribution of the constituencies. Look back for one moment to the redistribution of the Conservatives on the two occasions prior to the redistribution by the Liberals. What do we find? A most unfair attempt in almost every constituency to get a verdict which was not a verdict of the majority of those who went to the polls. A large credit is due to Sir Wilfrid Laurier for his choice of the committee, and also for the work of the committee, which was enabled to honestly and fairly distribute the constituencies. Such has been our success that in this whole campaign I have heard of but one single charge made against the Government or the committee, owing to the acts performed in that redistribution. That was made by Mr. Clarke, the Conservative candidate in Center Toronto. He claimed the other day that Toronto was not given proper representation by the new distribution of seats, but if Mr. Clarke really felt that Toronto was not given proper representation, why did he not bring in a motion in the house to secure it? Mr. Clarke, did not do so. The reports of the House show that he did not, because he knew that Liberals and Conservatives alike felt that Toronto was fairly and liberally treated.

The Middlesex Redistribution.

In regard to the redistribution of our own county, Mr. Beck made a reference to it at the meeting last evening. He took a peculiar position. The city of London according to the census had 37,900 inhabitants. The county had 54,000. If we had followed strictly in accordance with the figures the city would have two members and the whole of the county only two, Middlesex had four members before, and we would have had to take two members from it. Under these circumstances the committee felt that London should be satisfied with one member and leave the county with three instead of two. What about Mr. Beck? He did not tell you that his leader, Mr. Borden, was not satisfied to give London only one member. He (Mr. Borden) wanted to give the county only two members, leaving only three members for the population of 91,000 persons. He coolly wanted to cut the representation of this county, which is one of the largest, if not the largest in Ontario, from five to three representatives, so that whatever I have done in the matter Mr. Borden wanted to go me one better. (Hear, hear). Mayor Beck during his address last night mentioned the question of interswitching. He seems to be afraid that I am attempting to claim some great credit for bringing about the interswitching arrangement between the Grand Trunk and the C. P. R. I claim not the least credit for it. I was simply doing my duty as the representative of the city of London.

Mr. Hyman Did His Duty.

I did nothing more than my duty. I did nothing less than my duty. But I want to tell you that for ten or fifteen years the citizens of London have felt the importance of London as a shipping and distributing community, entitled to free interswitching arrangements between its railways. The Grand Trunk felt it had a great deal more switches on its line, and it said it was hardly fair to ask it to join with the C. P. R., which has less switches, and give it the same facilities as the Grand Trunk would have on its lines. Notwithstanding this opposition, I am glad to say, I was able to persuade Mr. Hays, general manager of the Grand Trunk, that the shipping interests demanded the sacrifice the Grand Trunk would have to make in entering into such an agreement. Mr. Hays agreed to the plan. Mr. Beck had an interswitching scheme — that there should be an electric road run to the C. P. R. from the Grand Trunk, over which the freight cars could be shunted. Which would mean that over the streets in East London you would have had freight cars going over the roads. I thought there was a better way to bring about the scheme and that was by building a line to connect the two systems. That will be done, and there is no part of the city that will get the same benefit as the section lying east of Adelaide street, where the majority of the manufacturing interests are located. (Applause).

"At the meeting last night Mr. Beck expressed his regret that the arrangement did not extend to the other roads entering London. I have this to say—that I will never be satisfied until the arrangement for interswitching extends not only to the Grand Trunk and the C. P. R., but also to the L. E. and D. R. R., the M. C. R. and any other railway that may come to London in the future. To secure this is not going to be a very hard thing, for the simple reason that the Laurier Government has established a railway commission which has full and complete control of matters of that kind, and instead of quarreling with the mayor as to who should have the credit for this and that, and instead of challenging him to meet me on the platform about this or that, I challenge him to join with me in getting any concessions possible for the citizens. (Cheers.)

"Smallpox" Politics of Mayor.

"This campaign has been so bitter towards me that I feel I should make some explanations to an audience of this size. Mr. Beck makes the charge that I failed to take some action in regard to the claim of $500 which the city of London made on the Government for the treatment of a smallpox patient. (Laughter.) I can only say that when the claim was forwarded to me I sent it to the proper department. The claim was not in accordance with the usage of the department and payment of it was declined. The Government was also charged—and me also—by Mr. Beck with refusing to pay for the medical treatment of another smallpox patient, a member of the Twenty-second (Oxford) Rifles, who was taken sick at the military camp in June. I might say that I only heard of this matter the other day, but when I did I wired the deputy minister not to take any action on the claim until I had seen him. Again the Government and myself were charged with not taking any action in regard to securing a permanent breakwater for West London. To this I can only say that the mayor knows, and if he does not he should know, that the question of a breakwater is not within the jurisdiction of the Department of Public Works of Canada. It is simply a little attempt to get back at me, the matter being within the jurisdiction of the local House. Why did not Mr. Beck move at Toronto to get some aid for the breakwater?

A Voice—He did not sit there long enough. (Laughter.)

Mr. Hyman—Mayor Beck also took advantage of the occasion to make certain personal references to me, to which I have nothing to say. If he considers he should appear on the platform and make nasty personal references I have no objection, and I have no answer to make to them.

A Voice—He can't do you any harm.

Harvey Hall Answered.

"Mr. Harvey Hall, of Toronto, was also one of the speakers last night, and he made certain charges against me as your representative. They were in regard to a bill before the railway committee of the House of Commons concerning car equipment. He said a number of the members wanted him to accept a part of the bill, but he refused, insisting that he should get the entire bill passed. Then he wound up by asking where Hyman was. Hyman was mum, he said.

"I was mum," said Mr. Hyman, "because I was chairman of the railway committee and as such I have never said a single word in the committee in regard to a bill before that body. It is my duty as chairman to see that all members are given a hearing, but beyond that it is not the custom of the chairman of the committee to take any part in the proceedings." There was another bill, Mr. Hyman said, in regard to which a considerable amount of discussion has taken place. It is known as Bill No. 73, and was in regard to the recovery of damages for injuries received by employes on Government railways. The bill came before the committee on two occasions, and on the first an amendment proposed by Mr. Lennox which did not change the meaning of the act, was inserted on a vote of 23 to 22. The charge was made that he jumped up and left the chair, whereas he left the chair simply because the business for the day was concluded. The measure was further considered on the following Tuesday, when the section was negatived and a clause inserted in its place providing that if the Dominion Government had the jurisdiction to adopt such legislation, an act should become law enabling employes of all Canadian roads, except the Intercolonial, to sue for damages for injuries. Mr. Hyman said that not a single member of the committee was against the principle of the bill. Not a single argument was advanced against it. The only question was as to the jurisdiction of the House of Commons. That is the whole explanation. It was true he (Mr. Hyman) never spoke in favor of it. It was not his place to do so, as chairman of the committee. (Cheers.)

Mr. Hall's Mission.

"Mr. Hall came here, I presume," continued Mr. Hyman, "in certain interests. I do not know why he came to attack me, except that it is because he wanted to attack me politically. No stronger politician exists today than Mr. Hall. If he came here for the purpose he alleges, don't you think he would have told you something about the labor legislation the Laurier Government has passed—that in 1886, when the Conservatives were in power, a commission was appointed to report on labor matters? The commission took three years to report. It cost $81,000 and nothing was ever heard of it afterwards. That is the record of the Conservative Government in regard to labor, whereas the Laurier Government has passed a considerable amount of labor legislation.

Labor Legislation.

"Mr. Chairman, the present Government has established a labor department," Mr. Hyman went on, "and there is no doubt that this was a wise

Continued on page 8.

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FREIGHT SMASH-UP

Fatal Accident on T., H. and B. Near Hamilton.

Hamilton, Nov. 1.—A fatal wreck occurred early this morning on the line of the Toronto, Hamilton and Buffalo Railway, just east of the city limits. A freight train from the east, due here shortly after 5 o'clock, was coming down the mountain grade, when a coupling pin broke, separating the train into two sections. Shortly after the front half had reached the level near Trolley street, the other section, which had gathered great speed coming down the heavy grade, crashed into it with great force. Many cars were smashed to atoms and piled up on a small station. Fortunately the wreck did not take fire. Engineer McCarthy and Conductor Henderson made a search of the debris and found horribly mangled remains of an unknown man. They also picked up Carter Markle, Main stret east, and William Meyers, of Orillia. Both men were badly injured, and were taken to the hospital. The remains of the dead man were taken to the morgue and the coroner opened an inquest at noon. Markle was returning by way of Buffalo from Memphis, Tenn., with the great pacer Gallagher, owned by Havis James, of this city. The animal was injured and will be unable to run again for another year. The dead man and Meyers were supposed to be riding on the bumpers. Meyers jumped when the crash came, but his companion was caught between two cars before he could move. An auxiliary was immediately sent out, and the line was blocked for some time.

A Healthy Stomach is the Basis of All Strength

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All But a Few Forts at Mercy of Japanese.

RUSSIANS BATTLE DESPERATELY

Many Conflagrations Started by Terrific Bombardment—Ships in Harbor Badly Damaged.

St. Petersburg, Nov. 2 12:46 p.m.—The official reports from Tokio describing the desperate assaults on Port Arthur beginning Oct. 26, have created visible depression at the war office. The sustained character of the bombardment with siege guns, and the breaching of the walls by underground mines, but above all the fact that the Japanese Government after weeks of silence, regarding the operations of the besiegers has given out these reports before actual success has crowned their efforts, convinces the military authorities that after long preparation Gen. Nogi is not only making a supreme effort to carry the fortress, but feels confident of success. They believe the assault was timed for the announcement of the fall of the fortress to be made upon the birthday of the Mikado tomorrow, which by a strange coincidence is the tenth anniversary of the accession of Emperor Nicholas, and a great Russian holiday. Tomorrow, therefore, is expected to be marked by fate for a day of rejoicing either for Japan or Russia, according as the present assault succeeds or fails.

The war office is trying to buoy up the Russian hopes with references to the long and successful defense Lieut.-General Stoessel has thus far conducted, but things have now reached such a pass with the garrison and the character of the present attempt upon the fortress is evidently so determined that the authorities frankly admit they would not be surprised if the end was at hand.

In the face of the gloomy reports direct from Tokio the Invalid Russ, the army organ, today announces that the storming operations ended with a repulse of the Japanese on Monday, but the paper fails to give its authority for this statement. No official report warranting it has been received by the war office.

The Scene at the Front.

New York, Nov. 2.—A correspondent of the Herald telegraphing from Mukden says: "I have traveled for 40 miles along the Russian front. It is a stupendous martial spectacle. The country around is bare, the crops being for the most part trampled on and destroyed. I saw only one village where any Chinese were living, although I passed through 40 towns lately very populous. The villagers have fled, not because of Russian cruelty, but because of bullets and shrapnel. The soldiers are using the furniture and rafters of the deserted houses and felling the trees for fuel.

"I met only a score of Chinese, mostly peddlers. The only woman I saw was an old one searching among the ruins of her home. Chinese translators are now unnecessary as there are no Chinese in the villages. Those in Mukden understood well enough. Figures resembling vigorous Chinese men dot the field. They are Russian soldiers in Chinese winter dress.

"In startling contrast to the cheerful autumn weather are the deserted villages and barren fields wherein are multitudes of starving dogs and great flocks of crows.

"The whole country is burrowed by trenches, and artillery positions. Some are occupied and many abandoned. In some places the ground is strewn with fragments of shells. Blood-stained boots cut from wounded legs and pieces of cloth are there too, and Japanese knapsacks. The mud walls of the villages are pierced by loop holes. The soldiers at the front are living snugly in underground bomb proofs. Russian graves are everywhere."

Tokio, Nov. 1. — 9 p.m. — Imperial headquarters tonight published a series of reports covering the operations against Port Arthur during the months of August, September and October. The chief interest centers in the tremendous attack, which was begun Oct. 26, and is still continuing. Hundreds of Japanese guns began battering against the northerly and easterly forts on Oct. 26, the infantry moving forward with desperate rushes where the artillery had prepared the way while the pioneers and sappers were running mines against the Russian forts. The reports record a series of desperate encounters at close ranges and tell a dramatic story.

The reports beginning with the attack of Oct. 26 follow:

From 8:30 a.m. the forts on Sungshun and Rihlung Mountains, the eastern forts of Keekwan Mountain, and a fort lying north of the latter, were bombarded. The parapet or Rihlung Mountain fort was demolished and openings were made in the fort. Two of the most important covers on Sungshu Mountain fort were destroyed. One 15-centimeter gun was dismounted and another damaged. One gun on the northern fort of East Keekwan Mountain was destroyed. From 2 p.m. other siege guns were directed against the trenches on Sungshu and Rihlung Mountains and against the trenches on the south side of Pohsian Mountain. All were heavily damaged. A portion of our right wing charged against the trenches on Sungshu Mountain, and a portion of our center against those on Rihlung Mountain, and on Pohsian Mountains, and took them without heavy loss. The enemy in the near-by forts, together with those in the forts on West Sitai Yangkow, Mantao Mountain, Golden Hill, Pai Yua Mountain, and Laolinchus concentrated an ineffectual fire against the points where our assaults were progressing. A large mine exploded on the slope of Rihlung Mountain without fatalities. That night, to prevent the Russians making repairs, we shelled the forts of Rihlung Mountain, east Keekwan Mountain, and Sungshu Mountain, together with the warships and machinery buildings.

The enemy holding Sungshu and Rihlung Mountains under the protection of a shell fire, undertook several unsuccessful night attacks. On Oct. 27 our bombardment was continued and much execution was done. Our engineer corps that night was sent against the northern part of East Keekwan Mountain and destroyed the outer casemate of a projected point. The enemy tried every means to obstruct our work, assaulting and using bombs, at the same time working energetically in effecting repairs. On Oct. 28, the bombardment was continued with good results. A conflagration occurred in the old city and a second conflagration was observed near Golden Hill. During the night and on Oct. 29 a machinery building near the harbor was bombarded. At dawn 100 of the enemy assaulted our line extending toward Rihlung fort, but were repulsed with heavy loss. Simultaneously a similar force of the enemy assaulted our mine projected against Sungshu Mountain. Our men bravely withstood the attack, but were forced to lose a portion of the mine, which, however, was regained later. A mine directed against Rihlung Mountain fort reached the outer limit of the fort last night. A portion of the outer limit of the fort was blown up. Against the outer casemate of the eastern point of the fort lying north of the East Keekwan Mountain, dynamite was applied twice last night, causing wide openings and killing several of the enemy inside the casemate. Our bombardment is proving effective. Of five Russian ships which were bombarded, three were heavily damaged, and the other two were set on fire.

Che Foo, Nov. 1. — The meager additional details reaching Che Foo concerning the last general assault on Port Arthur, which began on Oct. 24, and developed into the third attempt, of the Japanese to secure a commanding position, say that on the night of Oct. 28 the Japanese, who, on Oct. 26 had daringly entrenched themselves on the slope of Rihlung Mountain, forced their way further and drove the Russians from their last trench before that fortification. The Russians retreated from their trenches to the other side of the mountain. It is alleged that the Japanese might have entered the fortification, but that they refrained from doing so, as it would obviously be impossible for them to hold the position in the face of the fire which would be sure to be directed against them from other forts.

It seems to be the intention of the Japanese to enter several co-operative forts simultaneously or not at all. The Japanese have found it impossible to remain in any solitary fortification, while the other big forts were able to concentrate a fire upon them.

The Japanese also have advanced somewhat closer to Etse Mountain, having occupied a position above the cremation works. On the night of Oct. 30, the Japanese flag was seen flying over two new positions, the names of which are not known to the correspondent's informant.

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15 dozen Ladies' Vests and Drawers, Vests open front and trimmed; Drawers ankle length, open and closed; special fleeced for Ladies who cannot wear wool. On Thursday at per garment only..... **25c**

20 dozen Ladies' Vests and Drawers, Vests trimmed and open front; Drawers ankle length, closed or open, part wool and warm for winter wear. On special sale Thursday at only per garment..... **50c**

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