

The Battle Begun.

Trial of the Petition to Unseat C. S. Hyman, M.P.

A Goodly Array of Prominent Legal Talent.

Preliminary Skirmishing by the Several Solicitors.

Officers of the Young Liberal Association Examined—The Petitioners Attempt to Prove Agencies.

The trial of the petition of Pring v. Hyman began at the Court House yesterday afternoon. The trial bearing Judge Ferguson as judge, and Mr. Hyman as defendant, and Mr. Pring as plaintiff. The trial began at 12.30, minutes late. They arrived at the court room as usual, and commenced exactly at the time announced. Before that hour the room was well filled, and when the doors were opened by the police, the room was packed to the doors with expectant people, including many prominent members of both political parties, and a number of ladies. Scores were glad of an opportunity to get standing room.

Mr. C. S. Hyman, M.P., the respondent, was present. His counsel were: Hon. E. H. Blake, Q.C., of Toronto, and George C. H. Gibbons, Q.C., of Toronto, and J. B. McKillop, Q.C., of Toronto, and E. Meredith, Q.C., and J. C. Judd.

The position of the tables gave the lawyers a good deal of trouble and Messrs. Blake and Oser each seized an end of one and placed them according to their liking. Mr. Hyman and his supporters took the table to the south and the petitioner's counsel were situated at another behind the reporters. The seats in the jury box were seized on with avidity by spectators and the aisles and doorways were crowded by the crowd. The county constables were armed with long pointed poles as usual, and kept up a spurring process in an endeavor to keep the crowd back. When the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

PROCEEDINGS BEGIN.

At 1.47 p.m. their Lordships entered and took their seats amidst silence. The judges wore the robes of the bench, and the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

PROCEEDINGS BEGIN.

At 1.47 p.m. their Lordships entered and took their seats amidst silence. The judges wore the robes of the bench, and the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

PROCEEDINGS BEGIN.

At 1.47 p.m. their Lordships entered and took their seats amidst silence. The judges wore the robes of the bench, and the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

PROCEEDINGS BEGIN.

At 1.47 p.m. their Lordships entered and took their seats amidst silence. The judges wore the robes of the bench, and the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

PROCEEDINGS BEGIN.

At 1.47 p.m. their Lordships entered and took their seats amidst silence. The judges wore the robes of the bench, and the court began the chattering ceased, and the audience was most attentive.

High Constable Schram, in his new officer's gown, was present, and did his best to keep the people silent during the tedious wait. He varied the monotony by announcing in a loud voice that the witnesses for the petitioner who were not discharged to-day could call to-morrow at 10 o'clock, and Mr. Oser's office for their pay. Junior Fletcher brought in a huge bundle containing the ballots polled at last election, and which gave Charles S. Hyman, M.P., about 185 majority of the 5th of last March.

central committee was formed. The chairman of each ward committee, with Mr. Hyman or himself, met together and acted as the executive, although not formally organized as such. Sub-committees were also formed for each sub-division.

Mr. Oser—I understand there was a railway committee? A.—There was undoubtedly a special committee working among the railway vote.

Q.—Who looked after that? A.—The secretary or somebody under his direction.

Q.—Did you do anything regarding the absent vote? A.—No, I only received half a dozen letters from outside voters expressing their desire to come to London on election day. I wrote them saying we would be pleased to have them come, but that I could not assist them.

Q.—Who had all this special train business in hand? A.—I don't think anybody in London had anything to do with it.

Q.—Did you know there was a special train? A.—I have heard that there were two special trains came—one on the C. P. R. with Conservative voters and another on the G. T. R. with the Liberals. (Laughter.)

Mr. Oser—Let us stick to the old Grand Trunk. Do you know of tickets being issued? A.—I do not.

Q.—Did you have any communication with W. T. R. Preston? A.—Yes, in regard to speakers and minor matters.

Q.—Did you know of any other committees besides what you have named? A.—No.

Q.—Did you have a treasurer? A.—Yes; George M. Reid.

Q.—Who put up the money? A.—It was raised by subscription; I subscribed some myself.

Q.—Who made the disbursements? A.—I know nothing about the disbursement—the money.

Q.—Who was the statutory agent? A.—James Magee.

Q.—Do you know that voters were brought from Chicago and elsewhere? A.—I do not know, but I have heard so.

Q.—Do you know anything about the arrangements for bringing in the outside voters? A.—No.

Mr. Gibbons asked to be examined on the criminal charges, but Mr. Oser was not ready.

JOHN MACPHERSON.

Mr. John Macpherson, secretary of the Liberal Association, was the next witness. Mr. Oser asked him if he had any books or papers.

Witness said he had none. He used books and papers as secretary of the association. The last he knew of them they were put in a wooden box and taken from the committee rooms, in the Albert Hall, to George M. Reid's warehouse.

Q.—Did you keep a letter book? A.—No.

Q.—Did you do any cash handling? A.—I did.

Q.—Who did you have as assistants? A.—Fred Evans, Fred Saunders, Martin McKillop and Arthur Sippi.

Q.—Were they paid assistants? A.—A gratuity was paid them after the election.

Q.—Were they voters? Mr. Blake objected.

Mr. Oser—Did you know them as voters? A.—No.

Q.—Were some of them messengers? A.—Martin McKillop was a messenger.

Mr. Oser asked if witness remembered Wm. J. McFarlane, a clerk, and Frank Lilley a clerk and telegraph operator.

Witness said he knew they performed services.

Q.—Who helped you remove the boxes? A.—Lilley.

Q.—Was anything destroyed? A.—Not that I know of.

Q.—Were the names of your committee members on the books? A.—I think so.

Q.—Why did you leave the papers there? A.—It was a convenient place, and it would be safer there than in Albert block, which we should soon have to vacate.

Q.—Did you write to the voters? If not, who did? A.—I did not write; I believe Mr. Thomas A. Browne had charge of that.

Q.—Did you have anything to do with the question as to admitting the additional particular judgment was reserved until to-morrow.

MR. GIBBONS ON THE STAND.

George C. Gibbons, Q.C., was first witness and was examined by Mr. Oser.

What offices do you hold in the Liberal Association?

I was president of the association, but my successor, Mr. Cronyn was appointed before Mr. Hyman was nominated.

Mr. Oser to Judge Ferguson—N. I am not examining Mr. Gibbons on any ritual establishment of agents, but on the fact that Mr. Oser to witness—What else did you hold after your resignation?

Witness—I did not hold any. George M. Reid was appointed treasurer, John Macpherson acted as secretary, Thomas A. Browne acted largely in doing the secretary's work.

Q.—Who were the vice-presidents? A.—I do not remember that any vice-presidents were elected.

Q.—What relationship existed between the Young Liberals and the senior association? A.—They worked together.

Q.—Were some of the members of the Young Liberals consulted as to the election? A.—Yes, those who were getting half-headed. (Laughter.)

Mr. Gibbons was questioned as to the organization of committees during the late campaign. The first meeting was held about Feb. 5, to consider who would be the president, the vice-president, and Charles Leonard, Wm. Snider, John W. Little, George Barnes, others whom witness could not recollect. A public meeting was held on the following Saturday night in the Grand Opera House, at which Mr. Hyman was proposed as a candidate, nominated, and he accepted.

Mr. Oser—I suppose he had the usual speech about putting the shoulder to the wheel, etc. A.—I don't remember the exact words he used.

MR. H. H. BLAKE—IN SUCCESS.

THE QUESTION OF AGENCIES.

The purpose of the petitioner's counsel yesterday afternoon was to establish that Mr. Geo. C. Gibbons continued his evidence as to organization. On Monday a committee was formed for each of the four wards, J. W. Little, Geo. M. Reid, Thos. S. Hobbs and J. C. Judd being appointed chairmen for Nos. 1, 2, 3 and 4 wards respectively. To his knowledge no

rooms. Because of this the papers were hurriedly gathered up and put in the box and then taken to Mr. Reid's—the next building. He had had nothing to do with the box since. All that he had entered in his book he gave to Mr. Magee, the financial agent, with the exception of one item.

Mr. Blake here handed in Mr. Magee's financial statement.

Mr. Blake to witness—What was the item? A.—It was a cable to a relative that I paid for myself.

Witness, continuing—Some of the men in our employ told me that Mr. Carling's men got \$1.50 a day, and they—our men—were dissatisfied, as they did not get that much. A good deal of assistance was required. There were 5,000 voters in the district and these were supplied periodically with literature distributed from door to door. Bills had to be posted announcing meetings. Witness did not pay out anything but what was earned by legitimate and necessary work.

THOMAS S. HOBBS.

Thomas S. Hobbs was examined by E. Meredith. He was assistant chairman of No. 3 ward committee. Mr. Hobbs was questioned closely as to the organization of the Liberals. He saw the committee books a short time before the election, but never since. The books were not talked about in the Liberal rooms.

Mr. Meredith—You were subpoenaed to produce the books?

A.—No.

Q.—Did you make any inquiries about these books? A.—I asked Mr. Reid where they were, and he told me he did not know.

Q.—Did you discuss the absent voters in your committee? A.—Yes; they were marked absentees in the books.

Q.—Were no arrangements made about the bringing in of the absent voters? A.—Our committee was not asked about the Toronto vote? A.—Mr. Taylor, of the Globe, was written to by me and asked if some of the voters there could be brought down on the Globe train.

Q.—Did you speak to anyone about the absent vote being brought in? A.—I do not recollect doing so.

Q.—Do you want to say that you did not communicate with anyone in the central committee about the absent vote? A.—I swear it.

Q.—Were you aware of the G. T. R. tickets being issued? A.—No.

Q.—What about the special trains? A.—I know nothing beyond writing to Mr. Taylor, who said he would do all he could. I heard afterwards the train was coming.

Q.—Did you write to any outside voters about coming to London? A.—No.

Mr. Hobbs was questioned about the members working on committees. The names of Dr. Gardiner, Samuel Stevely, John W. Little, George Barnes, Henry Edmunds, Charles McClary, Charles Thorne, John Pardon, John Clark, Charles Stevens, Finlay McNeill, Alfred Talbot, Wm. J. Snider, Hugh McLaren and D. Sare were among those he enumerated.

Witness had nothing to do with disbursement of money. Upon one occasion he had bought refreshments for his committee.

Q.—Did you write to any outside voters about coming to London? A.—No.

Mr. Hobbs was questioned about the members working on committees. The names of Dr. Gardiner, Samuel Stevely, John W. Little, George Barnes, Henry Edmunds, Charles McClary, Charles Thorne, John Pardon, John Clark, Charles Stevens, Finlay McNeill, Alfred Talbot, Wm. J. Snider, Hugh McLaren and D. Sare were among those he enumerated.

Witness had nothing to do with disbursement of money. Upon one occasion he had bought refreshments for his committee.

Q.—Did you write to any outside voters about coming to London? A.—No.

Mr. Hobbs was questioned about the members working on committees. The names of Dr. Gardiner, Samuel Stevely, John W. Little, George Barnes, Henry Edmunds, Charles McClary, Charles Thorne, John Pardon, John Clark, Charles Stevens, Finlay McNeill, Alfred Talbot, Wm. J. Snider, Hugh McLaren and D. Sare were among those he enumerated.

IRON HIGHWAYS.

The Metal Rail Tie Coming to the Front.

Continued Trouble Over the Ticket Commission Matter.

Appalling Record of Daily Casualties on American Roads.

Perils of Transcontinental Routes—Railway Earnings—Fast Time—New Features and Evolutions of Progress.

The metal rail tie is coming to the front quite rapidly. A number of leading railways in the States have been experimenting for several years and have demonstrated that the cost for maintenance is so much less than with the wooden tie as to more than justify the additional first cost.

TICKET COMMISSIONS.

There is yet trouble over the ticket commissions. The Alton directors are on, and yet that road carries through passengers. How they get them is what worries the boycotters, and they are getting tired of it. It is reported that some of the eastern roads are conspiring with a western line to evade the trunk line agreement. The issue now is: "Who shall decide the course and distribution of travel—the railways, the travelers or the ticket sellers?"

TRANS-CONTINENTAL ROUTES.

Henry Villard, the railway magnate, while in Seattle yesterday visited most of the railway offices in the city. He walked up to the counter of the down town Northern Pacific ticket office and said to Ticket Agent Johnson, who had not the slightest idea that he stood in the presence of the highest official on his road:

"Give me a ticket to Boston over the Canadian Pacific."

"Canadian Pacific's blocked," ironically responded Johnson.

"Don't believe it," said Villard.

"Want to go to Boston over the Northern Pacific," said Villard, briefly.

"Can't do it," said McGinnis.

"Why?"

"Four feet of sand on the road at Pasco, Lake Pend d'Oreille overflooded and Indians on the warpath in Dakota."

"Anything else?"

"Yes, Gang of train robbers near Helena, prohibition force in Dakota and a strike on the Eastern division."

"Jewbillers," exclaimed Villard. "Think I'll go and try the Union Pacific, then. That's all right, ain't it?" sarcastically observed McGinnis, who stopped telephoning to Johnson for assistance. "That's all right," said McGinnis again, with a sort of tooth-poke move of the hand, as his supposed customer was about to leave.

"What do you mean?" inquired Villard.

"Oh, nothing. Go on and take the U. P. You'll see time enough if you live through it."

"Oh, good morning, Mr. Johnson," said McGinnis, greeting his ally as if he had not seen him for a month. "Have you had any tidings of your father yet? Would you mind telling this gentleman what you know about him?"

Johnson, after struggling with his feelings and wiping away several imaginary tears, spoke up, sorrowfully:

"It pains me to speak of it, but my father started west six months ago over the Union Pacific. He died on the way of course, and we hope to receive his corpse before Christmas."

"Well done boys," said Villard after a hearty laugh, and handing each agent his card.

"When the Canadian Pacific fails to approve of some case come over and see us, Mr. McGinnis."

"Johnson," he said, laying his hand on that gentleman's shoulder in a fatherly manner, "some day you will take my place." (Seattle Press Notes.)

CAIRNCROSS & LAWRENCE,

CHEMISTS,

ARE HEADQUARTERS FOR

DELICATE AND FRAGRANT

PERFUMES,

TOOTH BRUSHES

—AND—

HAIR BRUSHES.

fused to give him a pass. He shipped his hand press by another road, and walked the whole distance, 75 miles.

Grand Trunk Railway earnings for week ending Nov. 21, 1891, \$410,594; in 1890, \$301,940; increase 1891, \$108,654.

Mr. George H. Smith, jun., has been appointed chief train dispatcher of the Northern Pacific. He was formerly with the St. Paul and Duluth.

Mr. Edgar Hill, formerly general freight agent of the Big Four, has been appointed manager of the National Cordage Company, of Cincinnati.

Mr. R. P. Humphrey, superintendent of the Tonawanda and Cuba road has been appointed superintendent of the Danville and Mount Morris road.

Mr. C. C. Reynolds, has been appointed superintendent of the Chicago and Erie with headquarters at Huntington, Ind. He was trainmaster on the Erie at Buffalo.

The return of traffic earnings of the Canadian Pacific Railway from Nov. 14 to Nov. 21, 1891, is \$485,000, as compared with \$411,000 in 1890, being an increase for 1891 of \$74,000.

Chicago, Burlington and Quincy quarterly dividends have taken a step upwards to 14 per cent. Only 1 per cent has been paid for this the last three quarters. This is seriously below the 8, 9 and 10 per cent which used to rejoice the stockholders in the good old days, gone never to return.

A. B. Chafee, well known in railway circles in Canada, died at his residence in Brockville last week, from the effects of a cold. He was formerly with the South-eastern Railway, but later president of the International Railway Guide Company, also connected with several business enterprises in Canada.

At the adjourned annual meeting of the shareholders of the Canadian Pacific in Montreal it was found that the necessary unanimous consent of the shareholders of the Calgary and Edmonton Railway could not be assured, therefore the further consideration of the acquisition of that road was postponed until Dec. 14.

Nineteen of the twenty railroads entering Chicago have formed an association called the Columbian Passenger Committee. The object is to secure united action in passenger and baggage transportation during the World's Fair. The Lake Shore and Michigan Southern is the only road that has not become a member. It's not the Alton this time.

The C. P. R. Company are erecting another giant elevator at Fort William. The movement of grain from the Northwest has been so heavy that it has taxed the capacity of the railway to the utmost to handle it, and with the close of navigation the pressure will be still greater, and it has been deemed necessary to build another elevator and store the grain as it is received.

A remarkable illustration of long-distance telephoning was made recently on a wire between Chicago and Oskosh, Wisconsin, 175 miles. The conversation was carried on with greater clearness than is often the case between points only a few blocks apart. This has been done by a transposition of the wires of high-drawn copper at different intervals, which equalizes the induction and overcomes the electrical resistance.

The new Canadian Pacific Railway station at Ingersoll is nearly completed, and it is said to be one of the largest and most expensive stations ever found anywhere on the road. It is constructed throughout of brown stone and brick, and will be formally opened in a few days. When the opening day has been fixed upon an elaborate dinner will probably be given in honor of the event, to which many prominent gentlemen from different parts of Western Ontario will be invited.

The New York Central and Hudson River and Lehigh Valley have concluded a deal that means considerable. The N. Y. C. has leased to the L. V. the branch from Tonawanda to Batavia, and gives the L. V. traffic rights over the Central's Buffalo and Suspension Bridge branch on condition that the L. V. does not insist on building a line from Suspension Bridge to Buffalo as has been contemplated. The Lehigh has been using the Erie tracks to the Falls and Suspension Bridge.

The stationer of the Interstate Commerce Commission is responsible for the following appalling statement: Every day in the year 17 persons are killed and 72 others injured on the railways in the United States. These figures include employes, passengers and others who meet their fate at street and road crossings or otherwise on tracks or trains. The proportion of actual employes is 7 killed and over 61 injured daily. Legislation or any other means used that will reduce this frightful record of suffering and death should be imperative.

The harness manufacturer is the only successful rein-maker.

New York Store.

Imported and Native

Wines and Spirits

Wholesale and Retail.

E. B. SMITH,

125 Dundas Street and 9

Market Square,

LONDON, - - - ONTARIO.