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Co., 28 Victoria-street.

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FOURTEEN PAGES—FRIDAY MORNING SEPTEMBER 6 1907—FOURTEEN PAGES

"MALTESE CROSS" INTERLOCKING
RUBBER TILING
makes the most durable floor that can be laid. It
will outlast stone, wood, metal or marble.
THE GUTTA PERCHA & RUBBER MFG. CO.
of Toronto, Limited.

ONE CENT.

MOB ON PACIFIC COAST SAKS WAR OF HINDUS HUNDREDS ON THE RUN

Mobs in Washington Territory
Begin Attack on Mill Hands—
Many Sinks in Jail For Their
Own Safety.

HURRYING FOR CANADA
TO CLAIM PROTECTION

BELLINGHAM, Wash., Sept. 5.—Six
badly beaten Hindus are in the hospi-
tal, while 100 frightened and half-naked
silkies are in jail and the corridors of
the city hall guarded by policemen, and
somewhere between Bellingham and
the British Columbia line are 750 na-
cled, making their way along the
Great Northern Railroad to Canadian
territory and the protection of the Brit-
ish flag.

The long-expected cry: "Drive out
the Hindus!" was heard through the
day and along the waterfront last night.
The police were helpless. All authority
was paralyzed, and for hours 500 white
men raided the mills, where the for-
eigners were working, battered down
doors of lodgings-houses and dragging
the Asiatics from their beds escorted
them to the city limits with orders to
keep going.

The trouble started in a lodging-house
district. The houses were cleared and
the mob then swept down to the water-
front and mill after mill was visited,
the white employes joining the mob.
Every Hindu was hustled outside.

Here the police suggested that the
mob victims be taken to jail. This was
hailed with delight, and the Hindus
were hustled along. From this time on
were beaten, the blood-thirstiness of
the mob seemingly being satisfied
during the attack on the lodgings-
houses.

The mob kept up its work along the
waterfront until early this morning,
when Larson's mill, at Whatcom Lake,
was visited and a hundred Hindus were
brought in from there. Four women
were found this morning among the
crowd in the city building. The city
is quiet to-day, but there is a strong
undercurrent of opinion which appar-
ently approves the action of the mem-
bers, and it may be found impossible to
prosecute the leaders.

Racial feeling has played no small
part in the affair. Every day whites
are being replaced in the mills by the
Asiatics. Many Hindus are being
pushed into the gutters or insulted
on street cars by the foreigners who
are also reported. General uneasiness of
the whites is given as the reason for
this, and this case is being placed be-
fore the British authorities.

Two-FIFTHS OF A VOTE
MAKES PRETTY PROBLEM

Deputation From Teeswater Brings
Local Option Before Govern-
ment.

A curious case arising out of the local
option campaign of last winter was
brought before Hon. Mr. Hanna yester-
day morning by a deputation from
Teeswater.

The vote on the question of local op-
tion took place on Jan. 7, with a poll
of 135 for and 89 against. The majority
being exceedingly close, the opposing
interests demanded a scrutiny and re-
count, which were granted. This took
place about Feb. 1, before Judge Mal-
colm of Walkerton, when it was dis-
covered that the cross on one of the
ballots had been placed on the bet-
ween "yes" and "no." This ballot,
however, was counted in the negative,
on the ground that the cross in-
clined towards "no." But the inclina-
tion was so slight and perceived with
such difficulty by the ordinary observer
that a magnifying-glass was used to
settle the difficulty. Even then a ma-
jority of precisely 60 per cent. existed
in favor of the "yes."

But a very curious state of affairs
was soon developed, when two
ballot papers, one containing the initials
of the returning officer and the other
stuck together, were observed to be
the voter's cross. It was evident that
the returning officer had handed the voter
two ballot papers so fastened together,
and that neither party was blame-
worthy. The legality of this ballot,
which voted "yes," was called in ques-
tion in pursuance of a decision render-
ed by Judge McLennan, sitting as a
single judge as court of appeal in the
Huron election case.

A Close Margin.

The result of this ruling was that
the by-law was defeated by precisely
two-fifths of a vote. Sometime subse-
quently the government despatched tele-
grams to the license commissioners
throughout the province, requesting them
not to issue licenses whenever local
technicalities had been defeated on
technicalities. But in this instance the
commissioners granted licenses to three
houses in Teeswater.

As the date of this had been done
before this request reached them, these
licenses will expire on April 30
next, and the deputation wished to ob-
tain from the government, thru Mr.
Hanna, an assurance that no licenses
will be permitted in Teeswater next
year and afterwards.

The deputation maintained that the
Teeswater by-law had clearly been de-
feated on what was practically a pure
technicality.

In his reply, Hon. Mr. Hanna as-
sured them that this matter would be
closely examined. The complaint made
was really to the effect that, although
they had obtained 60 per cent. of the legal
vote cast, they had been robbed of the
fruits of their victory upon a pure
technicality.

The Government Policy.

The policy of the government upon
the entire question at issue was
originally a temperance policy, as men-
tioned but not decided upon by the
cabinet as a whole, and although they had
permitted the license commissioners to
issue licenses to the houses in Teeswater,
it was their duty as a government to re-
place any commissioners who might be recal-
citrant by commissioners who would
carry out their wishes.

Alex. Mills, who appeared as solicitor
on behalf of the deputation, and who
also acted for the temperance people,
pointed out the instructions issued in
the province other judges had allowed such
double deputation consisted of Rev. Mr.
Rhodes, Church of England; Rev. Mr.
Tait, Presbyterian; Mr. J. Wilson,
Methodist; William James Robertson,
chairman of the Citizens' League; Mr.
John Skilling, Mrs. Skilling, Miss Moore
and Miss Watson and several other
ladies and gentlemen, all residents of
Teeswater.

SITUATION IN MOROCCO
NOW ALARMING FRANCE

Referred to as a "War"—Con-
vention May Have to Be
Called.

PARIS, Sept. 5.—While there has
not been any real fighting at Cas-
ablanca since the fierce engagement of
Tuesday, the seriousness of the gen-
eral situation in Morocco and the
possibility of its leading to a new
diplomatic difficulties with the other
powers of Europe, notably Germany
and Great Britain, to say nothing of
the apparently growing necessity of
increasing the size of the French
force on the Moroccan coast, is occu-
pying the attention of the French
people.

The press is calling attention to the
difficulty of keeping within the terms
of the Algeiras convention, and to
the difficulty of the parliament to discuss
and decide what course the nation
should pursue is becoming more im-
minent. There is a growing feeling
that the important decisions in the
matter of France's policy in Morocco
should not be left entirely to the
members of the cabinet.

The situation is now referred to as
a "war" and no longer as heretofore,
as an "expedition of pacification."

The situation at Mazagan is reported
to be growing threatening, and the
exodus of Europeans from Tangier
continues. Premier Clemenceau, how-
ever, announced to-day there was no
reason to believe that neither Abdul
Aziz, the reigning sultan, nor Mulai
Hanna, his brother, who has been pro-
claimed sultan in the south, intended
to make war against France.

Native advisers received at Tangier
declare that 20,000 hostile Moors have
concentrated not far from Casablanca,
and that 10,000 Kabyle tribesmen have
mobilized near Alceba.

Spain is preparing to send rein-
forcements of men and ships to Mor-
occo. One Spanish battleship, the
Emperador Carlos V., arrived at Tan-
gier to-day.

BROCKVILLE MAN DROWNS.

Wm. Casey Falls From Steamer in
Buffalo Harbor.

BUFFALO, N. Y., Sept. 5.—(Special.)
While climbing down one of the
fenders on the steamer Clarion, Wil-
liam Casey, 21, of Brockville, Ont.,
fell into Buffalo Creek and was
drowned.

Casey spent his winters in the Cana-
dian town, where his brother is a well-
known hotel man.

The body will be taken to Brockville
for burial.

Hon. Wm. Wood, a relative of Earl
Grey, visited the parliament buildings
yesterday and called upon Hon. Mr.
Hanna. He left town on a western
tour by the 1.45 train.

MANITOBAN'S PHONES.

Government Awards Contracts for
Building of Exchange.

WINNIPEG, Sept. 5.—(Special.)—
Contracts were let this morning by
the Manitoba Government for the erec-
tion of the new telephone exchange at
the corner of Charlotte-street and Mc-
Dermott-avenue, and also for 15 miles
of subways.

The exchange contract was let to
James M. and John J. Kelly of Win-
nipeg, the figure being \$97,172. The
contract price covers everything ex-
cept plumbing and heating. The sub-
way contract was let to Messrs. Stone
& Green of Minneapolis at a minimum
of \$82,000, as the exact amount of work
to be done has not yet been decided
upon.

FIFTY KILLED.

Avalanche of Snow Destroys Cig-
arettes House in Chill.

SANTIAGO, Chill, Sept. 5.—Fifty
persons are said to have been buried
alive by an avalanche of snow that has
rolled down the mountain side and
obliterated the Chillian houses at
Juncal.

This station is on the Argentine fron-
tier, high up in the Andes.

DIED ON TRAIN.

FORT WILLIAM, Sept. 5.—Mrs.
Burns, mother of Patrick Burns, mil-
linaire cattle king of Calgary, died on
a Pullman car on the westbound ex-
press near here last night. She was en
route to Calgary.

BANK ESTIMATE YIELD OF WESTERN CROPS

Value of Near \$100,000,000
Placed on the
Season's Yield of
Wheat, Oats
and Barley.

The head office of the Canadian Bank
of Commerce has received from its
Winnipeg manager the following re-
port on the condition of the crops in
the Provinces of Manitoba, Saskatche-
wan and Alberta under date of Aug. 29:
Owing to the late date at which the
seed was put into the ground, the crop
is two or three weeks later maturing
than last year. It is at present, how-
ever, in fair condition, and with the
continuation of reasonably good weath-
er for two to three weeks I estimate
the result as follows:

Province	Crop	Yield	Value
Manitoba	Wheat	2,789,563 at 14	39,053,000
	Oats	1,213,596 at 30	36,407,000
	Barley	640,570 at 25	16,239,000
Saskatchewan	Wheat	2,789,563 at 14	39,053,000
	Oats	1,213,596 at 30	36,407,000
	Barley	640,570 at 25	16,239,000
Alberta	Wheat	2,789,563 at 14	39,053,000
	Oats	1,213,596 at 30	36,407,000
	Barley	640,570 at 25	16,239,000

15 DIE IN HOTEL FIRE
LEAPS FOR LIFE FATAL

TACOMA, Wash., Sept. 5.—Fire de-
stroyed the Webb Hotel at Shelton
last night, and 15 persons perished.
Seven bodies have been recovered.

The following are known to have
perished: William Holmes, master me-
chanic Peninsular Railway shops;
Pearl F. Larson, boy; Mrs. Gray; D. J.
Hennessy.

Eight or nine are still unaccounted
for. The hotel was a three-story
frame building, with front and side
stairs, but no elevator.

The fire was discovered at 1.40 this
morning. It started in the hotel prob-
ably from a lighted cigar butt. With-
in a few minutes the hotel was a mass
of flames. Persons in the upper stories
were entirely cut off from the stair-
way, and at least seven or eight jump-
ed from the windows before help could
reach them. Ten are known to be
dead, and one dying.

All but three were killed by jumping
from windows.

Track Repairer Gives
Sensational Evidence
---Warned his Gang to
Leap Fence, Saying
That Train Would Not
Round the Curve.

INQUEST AT CALEDON
WILL NOT CONTINUE.

Samuel Mossop, for twenty-five years
employed on a bridge and track repair
gang about the name Caledon "horror"
and who saw the ill-fated
train leave the track at the time of the
accident Tuesday, swore last night, be-
fore Coroner Johnson, that the train
was going thirty-five miles an hour
when it left the rails. He jumped the
fence enclosing the right-of-way, fear-
ing that the train would leave the rails.
He had seen many trains round this
curve before, but had never entertained
this fear.

The train left the rails before it
reached him.

George Hodge, the 23-year-old engi-
neer who ran a passenger train for the
third time in his life when he took
out the packed special, declared that
the speed of the train at the point of
leaving the rails was between 15 and
20 miles, and that the brakes were on.

He swore, however, that he had ad-
vanced a considerable distance along
the curve and down the grade before
he applied the brakes, but that he had
not seen the train until it was within
the speed of the slow-speed sign
before the grade. He said that he was
not over-worked, and had had plenty
of sleep, although he had not been on duty
a night before.

It is likely that the investigation
opened here will be the only one at
any place in the province where the
Crown Attorney W. H. MacFadden
of Brampton, who is conducting the en-
quiry for the crown here by order of
the attorney-general, who is acting
at the Caledon inquest, said to The
World last night.

"The other inquest will likely be
abandoned. It would be foolish to hear
the witnesses twice, and they will all
be heard here."

At the inquest, which was ad-
vised to be held at the Caledon police
station, the C.P.R. was represented
by Angus MacMurchy, K.C., and
George Hodge, the engineer, and with Mr.
MacFadden as Inspector Joseph Rogers of
the provincial detective force. In ad-
dition, the C.P.R. was represented by
Superintendent James Oberne, Superin-
tendent A. L. Smith and Conductor
Matthew Grimes of the C.P.R. T. C.
Walker of the C.P.R. was also present.

The first witness heard was George A.
Walker, who stated that he had the
train of Richard Bell while on the train
conductor at Caledon.

W. H. Allison, the train dispatcher
of the railway at Toronto, was an
important witness. He was on duty
at the time of the accident, and was
in charge of the train with a special
with a special schedule. The train
started from Markdale, and was to
stop for passengers between that point
and Orangeville.

He was not on duty
when the train started, but it left at
7.35, an hour and 20 minutes late. It
arrived at Caledon Station at 9.20 and
left at 9.21 o'clock. The train had
four coaches behind engine 555, lead-
ing Markdale. These were all passen-
ger coaches.

His first word of the accident was
from the agent at Cardwell Junction,
who wired at 10 o'clock that the train
had been derailed at Caledon Moun-
tain. He could not fix the exact time
of the wreck definitely. It went the
45 miles between Markdale and
Orangeville in an hour and 20 minutes
with about five minutes off for
stops. The regular took one hour and
38 minutes to run 87 miles, taking 45
minutes less with stops. The dis-
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service.

He said he did not give the train its
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the train left Melville at 9.13, arriv-
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The accident was 3.56 miles from
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Speed Frightened Him.

Samuel Mossop of Orangeville, a
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Cont'd on Page 7.

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Cont'd on Page 7.

BISHOP INGRAM.

Preparing for the Reception of Bishop Ingram of London

The Bishop of London, who sailed
from the old country Aug. 31, is ex-
pected to arrive in Toronto on the 18th
inst.

On Saturday evening Dr. Ingram will
be entertained at dinner by the Lieu-
tenant-governor of Ontario.

Dr. Ingram, speaks at the Canadian
Club luncheon on Monday.

Admission on these occasions will
be by tickets only, but in the case of
the public meeting to be held on Fri-
day evening, ticket holders will be ad-
mitted up to 8 o'clock, after which the
hall will be open to the public.

The members of the party who sail
with the bishop are: Rev. E. P. An-
gerson, Vicar of St. John the Evan-
gelical Church at Paddington and Stan-
ley Christy.

A reception will be given by Arch-
bishop and Mrs. Sweatman at Trinity
College on Saturday afternoon, the 14th
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MUST COMPLETE CHASING HAT QUEBEC BRIDGE MAN DROWNS

Government Determined
to Hold the Com-
pany Respon-
sible.

Unknown Falls in the
Bay--Frantic Efforts
at Resuscita-
tion Fail.

MONTREAL, Sept. 5.—(Special.)—
On Tuesday last, Sir Wilfrid Laurier
paid a visit of inspection to the ruins
of the Quebec bridge.

The premier expressed his profound
grief to those about him, and later,
relatives of workmen who lost their
lives.

Sir Wilfrid had no formal interview
with officials of the Phoenix Bridge
Co., but made a number of enquiries
into the immediate circumstances con-
nected with the collapse.

Although no official announcement has
yet been made, it is stated on the
highest authority that the Dominion
Government has decided to take a very
firm and definite stand on the question
of responsibility.

If, as now appears to be certain,
the report of the official enquiry proves
that the pier were in no way respon-
sible for the collapse, the Dominion
Government will hold the Phoenix
Co. in all details strictly to the actual
contract.

That is to say, the company will be
held directly responsible for the dis-
aster, and will be required to rebuild
the bridge as if no accident had occurred,
and in addition the federal government
will require the company to meet all
requirements of such penalties as may
be provided in the contract for non-
completion by date specified.

Sir Wilfrid is determined that the
bridge shall be completed, and with
this end in view the government will,
if necessary, take the most drastic
steps to enforce the completion of the
contract.

Not as Good as Ours.

W. A. Gallier, M.P., of Kootenay,
B. C., who has been touring the old
land for the past six months, stated
yesterday that the Dublin Fair could
not approach our own national in any
sense of the word.

WILL CONTEST ELECTION.

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at sea about Mr. Graham's successor.
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nounced in a speech in the Ontario
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"This convention talk is mainly
newspaper puff," he said; "if the party
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"Will the Liberals contest Brockville
for the local house, in case the Con-
servatives allow Mr. Graham to be re-
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tion?"

"Certainly we will. Why on earth
should we not contest the Ontario Gov-
ernment with a seat? Mr. Graham is
simply taking Mr. Derbyshire's seat;
there is no political gain or loss in
that, but we have both seats in Brock-
ville; why give one of them away?"

H. M. Mowat, K.C., president of the
Ontario Reform Association, was en-
thusiastic in saying that the Liberal
party should not be deterred from
contesting the seat by the fact that
it would be chosen by members of the
legislature and not by convention.

"How can a convention provide a man
with a seat?"

A Brockville despatch says: A con-
vention of the Conservatives of this
riding has been called for the 10th
inst. to take into consideration the
question of nominating candidates for
the Ontario and Dominion seats at
present vacant.

A HAT-LIKE THE KING'S.

Their Royal Highnesses the King
and Queen and many members of the
royal family patronize the famous
hat house of Henry Heath in Lon-
don. The Heath hats are made in
Buffalo, N. Y., by the Canadian
agents, Dineen's, Yonge and
Temperance-streets. The newest fash-
ions in English hats for men have just
arrived in the city hats at \$4.00 and
the silk hats \$7.50. See the Dineen
specials in all the newest shapes.
English and American hatters. The
good dressers wear them.

Plague in Frisco.

WASHINGTON, Sept. 5.—By direc-
tion of President Roosevelt, the pub-
lic health and marine hospital service
has assumed charge of the measure
to stamp out the plague in San Fran-
cisco.

Oscar Hudson & Co., Chartered Ac-
countants, 5 King W. M. 4786 135

NEW MINISTER'S POLICY FOR THE I.C.R.

Should Pay Its Way and
Perhaps a Little
Interest on
the Invest-
ment.

Hon. George P. Graham, minister of
railways and canals, was busy yester-
day at the parliament buildings.

"I am cleaning out my desk and
saying good-by," he explained to The
World reporter.

Later in the day he filed his formal
resignation as member for Brockville.
This was probably unnecessary, as Mr.
Graham has accepted an office of
enjoyment under the crown, but he
took the position that it could do no
harm to put on record his formal re-
signation.

"Is it true," he was asked, "that
you have called a meeting of the
Liberal members of the legislature
for the purpose of resigning the lead-
ership and enabling them to choose
your successor?"

"No, I have not called any meeting
yet, but I suppose that something of
the kind will be done before long."

"Do you not think that the
leader of the opposition was
rather a thankless job?"

"Oh, I enjoyed it," said Mr. Gra-
ham, "yet I have no great fondness
for politics. I am a business man,
and I like to transact business. I am
glad to have a department where I
will have plenty of hard work."

"Is the Quebec bridge under your
jurisdiction?"

"Only in general way. My de-
puty went to Quebec at the premier's
request, but there is no liability on
the part of the government."

"Do you not think that a great
public work of this kind should be
subject to government inspection while
building?"

"I avoid Responsibility.

"No," said the minister, "I can't say
that I do. Government inspection
would carry with it responsibility on
the part of the government. Take
this present case. It seems that the
Phoenix Co. are liable, but if their
inspection, the situation might be dif-
ferent."

"As to leaving the provincial field,
Mr. Graham had only to say that his
translation to federal honors had been
unsought by him and that there were
500 men in Ontario just as competent
as himself to lead the opposition."

"I have no patience with the idea,"
he said, "that any one man is es-
sential."

"As to the horsehoe curve wreck
Mr. Graham observed that it was being
investigated by the Dominion
railway board and also by the provin-
cial government, but that he did not feel
that at present a case was called upon to
do anything.

"As to the I.C.R. Mr. Graham's plat-
form may be summarized as follows:
1. The road must give good ser-
vice to the people.
2. It should pay its way and, if
possible, pay some interest on the
investment.
3. Beyond this a government road
should not aim at profit, but
should reduce fares and thus help
to bring about a reduction of fares
upon other roads.
4. It should pay its way and, if
possible, pay some interest on the
investment.
5. Beyond this a government road
should not aim at profit, but
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to bring about a reduction of fares
upon other roads.
6. It should pay its way and, if
possible, pay some interest on the
investment.
7. Beyond this a government road
should not aim at profit, but
should reduce fares and thus help
to bring about a reduction of fares
upon other roads.
8. It should pay its way and, if
possible, pay some interest on the
investment.

"Many of the local Conservatives,"
he said, "would prefer not to have any
contest."

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ville; why