

THE ENGINEER'S STORY HINDUS BEATEN BY WHITES

Swears That Train Was Travelling at Rate of Less Than 20 Miles. Driven From U. S. Territory They Make for Canada.

A despatch from Toronto says: There is every indication that the investigation into the cause of the Caledon disaster is to be a very thorough one. The principal evidence was that adduced by Engineer Hodge, who was driving the train.

Mr. T. C. Robinette, K. C., appeared on behalf of Engineer; Mr. Angus McMurphy represented the C. P. R., and Ccuny Crown Attorney McFadden, of Peel, appeared on behalf of the Crown.

THE ENGINEER'S STORY.

George Hodge, the engineer of the wrecked train, was called, and immediately he got on the stand his counsel, Mr. Robinette, K. C., had entered a formal objection to Hodge giving evidence, so as to obtain the protection of the court concerning anything which he might say to incriminate himself.

"I think," said the coroner, "it would be well to allow the witness to give his evidence in this way, that if he objects to answer a question, because it might incriminate him, then he has the protection which he craves. That answer could not be used against him."

"At the same time," remarked the coroner to Hodge, "you are not excused from answering any question which may be asked you here."

"I am quite satisfied with that," Mr. Robinette replied.

The examination of Hodge was then proceeded with. He deposed: "I left Markdale at 7.34, and had a good run to Orangeville, which we reached at 8.55. There were three cars added there and we left between 9.05 a.m. and 9.06 a.m. We reached Caledon at 9.20, and received an order to run one hour late of the original schedule. We left Caledon at 9.21, and before reaching the slow board, I slowed down and shut off steam. I applied the brakes about a quarter of a mile from where the accident occurred, and I felt the brake held. This made a reduction of 7 lbs.

on the air pressure of the brake, which was sufficient, in my opinion, to steady the train. Just before the accident was about to release the brakes."

"Did you release the brakes?"

"No, sir. Not intentionally."

Describing the accident, Hodge said he felt the engine give a sudden lurch, and found himself out on the ground. Hodge explained that at the time the engine gave a lurch he was thrown to the north, and as he had his hand on the brake it would have the effect of releasing the brake.

HODGE'S EXPERIENCE.

Replying to Mr. Robinette, Hodge said he had been acting as engineer of a freight train since January of this year, but had had experience as a fireman since December, 1902. He had only previously to last Tuesday run one passenger train over this line. He was between 23 and 24 years of age.

In answer to Mr. McFadden he said: "I took one train up the night before. There were passengers on it. That was the only passenger train I had run over this line."

BRAKES WORKED WELL.

The brakes were working well. H examined the brake after the accident and he could not find anything to account for the accident.

"What do you think yourself was the cause of the accident?"

"I couldn't say."

"The engine was all right?"

"Yes."

"And the roadbed was all right?"

"Yes."

Between Caledon and the slow board 20 miles an hour was the highest speed reached.

Replying to a juror, witness said he had been on continuous duty since 10.15 the previous night. He had had a good rest the previous day. His hours work average 9 or 10.

The coroner pointed out that the witness had already been working about seven hours at the time of the accident.

despatch from Vancouver, B. C., says: Six Hindus, badly beaten and treated by a mob, are in the hospital at Bellingham, Washington; 400 are being held in the jail and public buildings, and 150 beaten, hungry and naked, are on their way to British Columbia. These are the results of a large outbreak of local sentiment in the United States town on Wednesday evening.

The trouble started in the Pelly Street district, which is filled with Hindustani houses. These houses were broken out, and the occupants driven down to the waterfront and the streets swelled the mob.

Hindus, and those of them who return to work will do so armed. The explanation given of the affair is that every day the whites in mills are being replaced by blacks. It is said that the Hindus have become insolent, pushing women into the gutter and insulting them on the street cars.

"Drive out the Hindus" was the cry to which the mob marched on Wednesday night.

RIOT IN VANCOUVER.

A despatch from Vancouver, B. C., says: The campaign against Oriental labor has taken a new and sinister turn in this city. Saturday evening a gang of the men from Bellingham, across the border, in the State of Washington, came to Vancouver and organized a parade with the intention of making trouble. There were some thirty of them, and reinforced by a large number of hoodlums, they proceeded to the Chinese and Japanese quarter and began to raid the stores and assault the Orientals. Property was damaged and many people stabbed and otherwise injured, while it taxed the efforts of the police force and the entire fire brigade to keep the mob from burning up the Chinese and Japanese quarters. Several arrests were made after a strenuous time between the mob and the officers who took the men.

EXPRESS TRAIN WRECKED.

Twelve Persons Killed at Norris, Indiana.

Waterloo, Ia., Sept. 6.—Twelve persons were killed and twelve others injured in the wreck of an express train on the Chicago, Rock Island & Pacific Railroad at Norris, Iowa, on Friday. The express train, northbound, jumped the track while going at full speed, and crashed into a freight train standing on the siding. All of the dead and injured were in the smoking car, which was immediately behind the baggage and mail cars. The smoking car was demolished. The northbound express was ten minutes late at Norris, where the freight train was awaiting. The express came along at terrific speed in an effort to make up time. Just as the locomotive of the passenger train was about to pass the freight locomotive, the trucks of the former left the tracks, and the moving engine crashed into the engine of the freight, wrecking both locomotives and telescoping the baggage and the mail cars, and demolishing the smoking car.

WEAK SPOT IN THE LAW.

Eighteen Chinese Cause Government Officials Worry.

A despatch from Ottawa says: There are eighteen Chinese in custody in Sydney who are providing a puzzle for the chief controller of Chinese immigration at Ottawa, and who seem to have hit upon a flaw in the fabric of Canadian law. The Chinese came ashore from the schooner *Colorus*, which brought them from Newfoundland. The captain alleged that they escaped. They were seized by the customs officials as smuggled goods, and are now in jail. The law provides that the Chinese who enter Canada irregularly may be placed in jail for a year, but it makes no further provision regarding them. No authority is given to deport. It is not considered good policy to keep eighteen Chinese in jail for a year and then give them their liberty, without even the payment of the 500 entrance fee. A year in jail is hardly considered a qualification for permanent Canadian residence. The only thing apparently that can be done to keep the Chinese until a law may be passed next session for their deportation, and then send them back.

FIFTEEN BURNED TO DEATH.

at Shelton, Washington; Destroyed

WOLVES TORE BOY'S ARM.

Accident to a Little Lad in Winnipeg Menagerie.

A despatch from Winnipeg says: Walter Brewer, a lad of 9 years of age, met with a painful injury on Tuesday afternoon at River Park by having one of his arms nearly torn to shreds by wolves that are in the menagerie there. The little fellow was feeding one of the animals some grass through the wires, and in taking the grass a wolf took the boy's thumb into his mouth and bit it so that it made the blood flow. This gave the beast a taste of blood and made it savage for more. Three or four other wolves which were in the enclosure attacked the boy's arm, and before aid could be summoned they had terribly lacerated it. A man came to the relief and beat the wolves off. The boy was sent to St. Boniface Hospital. The doctors fear that the arm will have to be amputated.

G. T. P. CONSTRUCTION.

Report Shows Good Progress in Various Sections.

A despatch from Ottawa says: A report received by the Government on Friday as to the progress of construction on the G. T. Pacific Railway up to the end of August shows that the steel had been laid for 124 miles westward from Portage la Prairie, of which 87 miles is ballasted, one-fifth of the grading between Winnipeg and Portage la Prairie is completed, while from the latter point to Saskatoon 85 per cent. is finished. The company has 1,100 men and 800 teams at work on the 462 miles between Winnipeg and Saskatoon. The company could employ many more men, as large numbers of laborers have left to take part in the harvest for which higher wages are paid.

ABOUT TO WED; TOOK HIS LIFE.

Prospective Bridegroom Suicides at Kingston.

A despatch from Kingston says: A derided despondent by financial troubles, Harry Nicholson, an Englishman about thirty years old, committed suicide by shooting on Friday, at 11 o'clock, the eve of his wedding to a Montreal girl. Deceased, who had no relatives in this country, was a marble worker and had a shop here. He came from Montreal, where he dealt in musical instruments, and gave lessons the mandolin. A letter from Montreal signed "Minnie" was found in pocket.

CRASHED THROUGH BRIDGE.

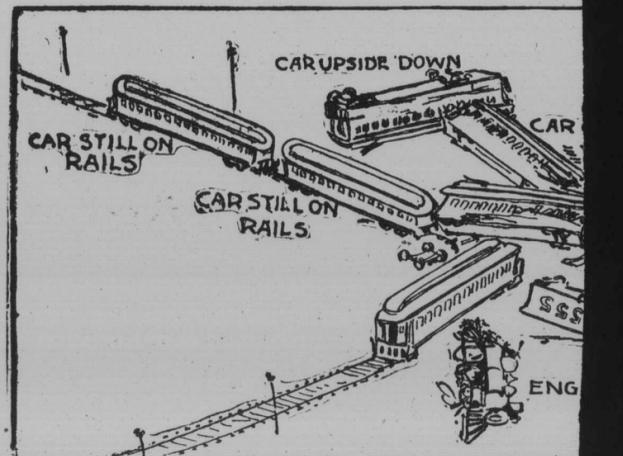
Thomas Clark, Driver of Traction Engine, Killed.

A despatch from Brantford says: Thomas Clark, farmer, of Brant township, was killed on Wednesday morning by being crushed to death by a traction engine which he was driving and which crashed through the bridge over Fairchild's Creek on the Hamilton road, five miles east of here. He was pinned under the engine in the way. Clark was unmarried and 32 years old.

FIVE YEARS FOR BRIBERY.

San Francisco Man Sent to Prison for Bribing Civic Official.

A despatch from San Francisco says: Louis Glass, Vice-President of the Pacific States Telephone & Telegraph Company, convicted of having bribed Supervisor Longan to vote against granting a franchise to the Home Telephone Company, was on Wednesday sentenced by Superior Judge Lawlor to five years imprisonment in the State prison at San Quentin.



Plan of Wreck at Caledon (From The Toronto Telegram).