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## THE PIONEER MAIL

[June 12, 1914]

### LOODS IN BURMA

RANGOON, 10TH JUNE.

Spring rice is reported from Yamethin due to flooding. Floods and Mon have caused damage in by breaches. The extent of damage is not yet known. Rending crops are otherwise favourable on the Sagaing-Ahlon branch (Alley) Section of the railway have. Trains are now running booking of all descriptions to and and Ahlon has been resumed.

### ORNAGORE CONSPIRACY CASE

#### OF THE PROSECUTION EVIDENCE

CALCUTTA, 10TH JUNE.

ing of the case in which Harsharjee, alias Moti Lal Chatterji, and Nath Chowdhury, alias Sareh Chowdhury, are charged under Sec. 30 of the Arms Act and Alexander I. P. C. was resumed today at house before Mr. Panton, District Judge.

Mukerji, Deputy Magistrate, said an identification parade in Calcutta accused were identified as Harsharjee, constable, Harsharjee, alias, with another constable, arrested in Victoria Road, Calcutta, as witness the identification stated elements of accused were next

ra said that owing to police attention and no permanent residence in He accidentally met Dina Bandhuji, an old friend of his, Municipal Market. Dina Bandhuji shelter under the roof of one house. He went to the house living prior to his arrest and was about two hours. He then left for Kalibari. He passed the night went to the house again next morning was arrested. Out of fear he Mr. Denham his residence at Bhest said he was innocent.

al Chatterji said he had two was better known as Harshar Nath. as Moti Lal, owing to his being employed, he did not like his ordinary was for some time out of employment times used to sing in College He was known as good singer. One Bandhuji Bhattacharji made his residence asked him to live with him in one residence. His next neighbour, under Das, was annoyed with him as singing every day on the roof of the that attracted the female members. Accused believed Nepal was for having put incriminating

articles in the room. He did not know anything about them.

The Judge and assessors and counsel for both sides then proceeded on an inspection of the locality.

### THE KOMAGATA MARU.

#### HOW THE SHIP WAS CHARTERED.

CALCUTTA, 10TH JUNE.

With reference to the rumour referred to in *Commerce and Companies* by your commercial correspondent on the 8th June that Nippon Yusen Kaisha was interested in the voyage of the Komagata Maru to Vancouver, Messrs. Andrew Yule and Co., the Calcutta agents of Nippon Yusen Kaisha, deny the report. They state that Nippon Yusen Kaisha has no connection with the attempts of Indian immigrants to force their way into the colonies. More than that, the line has already refused one offer at least to run a direct passenger vessel from Bombay to Canada to enable would-be immigrants to get over the continuous voyage clause of the existing Immigration Act. On the 5th May last Messrs. Towner-Jones and Co. wrote from Bombay informing Messrs. A. Yule and Co. that they had an enquiry for a vessel capable of carrying five hundred third class Indians via the Suez Canal to Halifax, Nova Scotia, and asking if Nippon Yusen Kaisha could provide such a vessel in, say, three weeks' time. "This appears," they continued, "to be a genuine enquiry."

The enquirer was one B. L. Verma, Secretary of the American Indian Colonisation Co., of Vancouver, who had returned to India to make the necessary arrangements. Messrs. Towner-Jones and Co. added that they had discussed the matter with the Protector of Emigrants, Bombay, who stated he could not issue permits for 500 emigrants to Canada, but suggested reference to the Government of Bombay. The firm had done this and understood that Government was considering the question.

To this letter Messrs. A. Yule and Co. replied on the 9th May thanking Messrs. Towner-Jones and Co. for their enquiry, but expressing regret that they had no steamer they could offer them. "We would, however, draw your attention," they conclude, "to the fact that we understand the Komagata Maru was chartered recently for Indian passengers for Vancouver via Shanghai and Japan, and that passengers were not allowed to land."

No further correspondence has passed between the parties and Nippon Yusen Kaisha has not participated in the schemes of B. L. Verma and the American Indian Colonisation Co. of Vancouver.

It has not been possible to find out in Calcutta who are the owners of the Komagata Maru. The only information referring to the

charter that is available appears in *Garmulla*, a pamphlet issued two or three months ago by Gurdit Singh, who styles himself as its conclusion the Manager of the Siri Guru Nanak Steamship Co., of Gurdwara, Singapore. The pamphlet is headed "God is our Victory be to him. Congratulation! Congratulation! Congratulation!" and the wording is in a similarly unbusinesslike strain.

Gurdit Singh describes how his steamship company came into existence and why it chartered the Komagata Maru.

"When I went to Hongkong in January 1914," he writes, "I saw a number of people awaiting in Gurdwara to go for Vancouver. They are to suffer all sorts of inconvenience and trouble could not see them in this miserable condition and resolved to give them a helping hand. Therefore on my return to Singapore I promised with those intending passengers to write to me if they could not get tickets, and that I would try to secure tickets for them; that I would go to the Supreme Court of Canada and have this question settled once for all in our favour; and if the Canadian Government refused to accede to our requests I will ask some questions from the Government of India and a full report thereof will be published for the information of Hindustani. For this purpose a steamer has been chartered for six months from the 14th March, 1914, because when we will have a steamer entirely at our disposal the passengers could be landed safely and without any inconvenience. During the first trip we expect to get about 300 passengers and the next will sail from Calcutta."

The name of the steamer was the Komagata Maru and it was chartered through Mr. A. Boji (or Bond) a well-known big agent. Sixty-six thousand dollars were paid for six months and Gurdit Singh promised that all incidental expenses would be borne by him.

He continued: "Now I am confident that the steamer belonging to Siri Guru Nanak Steamship Company will go round the whole world and there is every hope that the Company will be registered on the steamer's arriving at Vancouver. I have taken the whole thing upon my own shoulders. Nobody has come forward to buy any shares in the said Company as yet. It is expected that this lucrative business will induce others to join the Company as partners."

Before the steamer was chartered the ~~and~~ path ceremony was duly performed on the 11th March, 1914. The steamer sailed from Hongkong on the 19th March.

"Let us pray to Guru to land the passengers safely," he concluded. "On its return back the steamer will take passengers for Singapore, Kuala Lumpur, Penang and Calcutta and the passengers from Malay Archipelago will be taken on board free of cost. It will again sail from Calcutta to Vancouver from July next."

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