

HOW TO GET RID OF HINDUS IS A PUZZLE

Owners Order Ship Home, but There Will Have to Be Help Aboard.

Hindus Promise Trouble If Any Effort Is Made to Haul Up the Anchor.

Japanese Warships May Be Asked to Lend Armed Guard for Trip.

Proposal to Change Berth of Komagata Maru Has Been Dropped.

The climax of the fight by the Hindus who came on the Komagata Maru to enter Canada is promised for Friday. It may be delayed a day or two after that, but that was the date set for the departure of the vessel when Mr. C. Gardner Johnson, agent for the vessel, went aboard Tuesday afternoon and conferred with Gurdit Singh. He found that Oriental leader in very bad spirits. The Komagata Maru is seething with an insurrection, for the Hindus are not only full of fight against the immigration officials, but they are making Gurdit Singh's life one grand procession of trouble.

Early Tuesday the first serious outbreak occurred when Captain Yamamoto sought to comply with an order of the harbor master to move eastward to a point off the Heatley avenue wharf. The port officials wished to give the berth now occupied by the Komagata Maru to the two Japanese warships which are expected here at the end of the week. The ship could not move without steam and the Hindus would not allow the Japanese stokers to get into action to get steam up. The Hindus feared that the ship would be sent away on her return journey to Japan.

Against the crew of thirty the Hindus easily won the day. Captain Yamamoto came ashore very much upset by the episode and spent the noon hour conferring with Major Johnson.

In the afternoon the latter went aboard and found things in great turmoil. It was proposed that tugs be allowed to tow the vessel to her new mooring place, but the Hindus declared through their interpreters that they would allow no one to move their vessel, acting from inside or out. They insisted that they would fight before being moved and interspersed their statements with a good deal of criticism of Gurdit Singh, and the Hindu physician aboard the ship, whom they do not regard in a friendly manner. When Mr. Johnson's party came ashore it was decided that it was hardly worth while forcing an issue that might result in a fight and the Hindu ship will be left where she is. Other berths will accordingly be found for the Japanese war vessels.

How to force the departure of the Hindus is a question that is causing tremendous worry to the officials, as well as to Captain Yamamoto. The latter is awaiting the arrival of the Japanese cruisers, in the hope that on Friday night or Saturday they will lend him a hundred armed men to keep the Hindus in subjection while going across the Pacific, but some unpleasant international complications may attend a move of this kind. There is said to be reason to fear that, rather than leave, the Hindus will set fire to the ship and leap overboard, to be rescued by their shore compatriots, who are quite often cruising in launches in the vicinity of the Komagata Maru.

It is now proposed to provision the ship immediately for the return trip. The owners have sent several peremptory cables that the vessel must go. Undoubtedly Ottawa is urging the same course, but how to start her in the face of the determined opposition on board is a question. The little vessel is terribly overcrowded as it is. To guard the party day and night would take a hundred men, and there is no possible chance of putting half that number of white guards aboard. The Japanese marines might possibly handle the situation. To place them aboard, or indeed to put white guards aboard, may mean trouble. A fight between Hindus and Japanese in a Canadian port might cause some diplomatic difficulties.

In the meantime, not much progress is being made with the official inquiry before the immigration officials. The men examined have all declared that they have money, but they can not produce any. They have receipts for varying amounts from Gurdit Singh, but the Hindu leader can not or will not turn these into cash. One or two new cases were partially dealt with this morning.

At 2 o'clock this afternoon Mr. C. Gardner Johnson, agent for the Komagata Maru, announced that there would be no developments until a reply was received from Japan to the two cables sent yesterday. Mr. Johnson and Sir Charles Hibbert Tupper, who is representing the owners, were in conference during the luncheon hour.

Prince Rupert Assizes.

Prince Rupert, June 17.—Civil and

Becoming Chronic Hunger-Striker



MISS SYLVIA PANKHURST, who says she will neither eat nor drink, in prison or out, until Premier Asquith receives a suffragette deputation.

LOST AERONAUTS STUMBLE TO SAFETY

Aide and Pilot of Balloon Springfield Are Safe.

Portland, June 17.—Roy Donaldson and Wilbur Henderson, pilot and aide of the balloon Springfield, are safe. The men, for whom rangers and searching parties have been combing the woods for days, staggered into the forest rangers camp at Walkers Prairie today.

Homer Williams and A. Mitchell, the forest guards stationed at Walkers Prairie, thought they were being visited by some apparition from the woods when the two lost aeronauts stumbled into their camp. Their clothing was hanging in shreds and their food was nearly gone.

The Springfield was forced to descend at 8 o'clock Friday morning on a rocky slope of Table Mountain, about eighteen miles on direct line from Walkers Prairie ranger station. The aeronauts had wandered until this morning, living on uncooked food. Donaldson said the balloon was wrecked and is doubtful if it is worth returning for.

Rowdy Ballplayers Suspended.

Boise, Idaho, June 17.—Manager Hester and Huelsman and Tonneman, two players of the Salt Lake City team of the Union Baseball Association, were suspended today by President Murphy for alleged rowdiness in yesterday's game here. Hester has been suspended for thirty days and the two players for the rest of the present Boise series.

WHY B. C. SHOULD BE OPTIMISTIC

C. P. R. Experts Predict Bumper Crop in West

Encouraging Message Is Received Here by Vice-President G. J. Bury.

Bumper crops are predicted in Manitoba this year as a result of recent indications. Reports prepared by the corps of experts engaged each year by the C. P. R. in watching the grain from the time it sprouts from the earth until it is ready for the binder, state that the growth at the present time is rapid and that in some districts the tender green shoots which mean so much to the West have at-

TIME IMPORTANT TO THE COLLIER STORSTAD

Cross-examination of First Officer Tuftens at Quebec.

Man in Charge of Collier Did Not Hear Empress' Signals.

Tells Why His Ship Did Not Answer Her Helm.

Captain Anderson Denies Receiving a Bonus for Speedy Trip.

Quebec, June 17.—The captain and the first officer of the collier Storstad testified today at the Empress of Ireland wreck enquiry and contradicted, in several particulars, the statements made on the stand yesterday by Captain Kendall of the liner. The first officer, Alfred Tuftens, who was in command of the Storstad when the collision occurred, insisted that there was no explosion and no sheet of flame from the side of the Empress when she was struck as Captain Kendall had described.

The first officer admitted that he had not obeyed instructions in failing to call his captain from below when the fog shut down just before the collision. It was the speed of the Empress, he explained, which caused the Storstad's bow to sink twelve feet into the side of the passenger vessel.

Tuftens, who was in charge of the collier immediately prior to the collision, said he did not know whether the master of the Storstad got a bonus for a speedy trip with coal from the Dominion Coal Company between Sydney and Montreal.

Unloaded at Night.

Captain Anderson of the Storstad, sitting in the rear of the court, was asked about it and replied in the negative. The witness admitted that the ship was unloaded at night in Montreal.

"Time is apparently important then?" commented the attorney.

Tuftens conceded that it seemed so. He denied that the Storstad was navigated in the fog for one hour and a half prior to first seeing the massed lights of the Empress. When the lights came into view, he said the Empress was about six miles away and one and a half points on the Storstad's port bow. She was pursuing a course across the collier's bows.

Tuftens said he ordered the helm apart and a little later hard apart.

Did Not Hear Empress Signal.

"Did you stop when the Empress blew two long blasts?" asked Mr. A. Pinall.

"I did not hear them."

"That would mean she was stopping?"

"It would."

"Did you expect your ship would answer that hard apart helm?"

"I did."

"Why didn't it?"

"The engines were not working long enough to give her headway."

LINERS IN COLLISION

Kaiser Wilhelm II. in Accident Near Southampton.

London, June 17.—The North German Lloyd steamship Kaiser Wilhelm II, which sailed from Southampton for New York by way of Cherbourg, put back to port this afternoon, after a collision during a thick fog with the Incemore, bound from Liverpool to Southampton. The bow of the Incemore were badly damaged above the water line.

The Kaiser Wilhelm II was struck amidships near the saloon by the Incemore, according to information received this evening by the London agency of the North German Lloyd Steamship Co. The vessel took some water aboard, but the officials have not heard of any loss of life.

port always greatly benefit from bountiful yield.

Economists, business men and transportation experts all predict that in the natural course of events a large proportion of the grain which is now diverted eastwards by way of the Great Lakes will be shipped through this port following the opening of the Panama Canal for regular commercial traffic.

Mr. George J. Bury, vice president of the C. P. R., in an interview with The Province last week, reiterated his former views in this connection by calling attention to the fact that his company is now spending many millions of dollars in improving its main line by double tracking and reducing grades and curves through the mountains in expectation of the new traffic. More than \$10,000,000 is being expended in finding a new route under the Selkirk range. The establishment of grain-handling facilities is assured, the Dominion Government having formerly