

B 19166

Kindly do not write more than
one subject in any one letter.

In your reply refer to No. 2392.

Immigration Branch

Department of the Interior

Canada.

Vancouver, B. C., July 18th 1914

Ottawa File No. 879545 Imm.

MRJR/EC.

W. D. SCOTT, ESQ.,

Superintendent of Immigration,

Ottawa, Ont.



Sir:-

I beg to acknowledge receipt of your
wire of the 17th instant, as follows:-

"Wire immediately report of present situation
KOMOGATA MARU and prospects of their departure
and date; rush this."

and my reply thereto:-

"Deportation orders being served within the hour.
Solicitors for owners promise get up steam immediate-
ly. Provisions being arranged for to be put on
outside of three mile limit. Large tug held to
put food on and watch her to sea. Expect de-
parture late this afternoon unless anything unfore-
seen happens to prevent. Will wire you immediate-
ly anything occurs as to departure or any event
delaying departure. Extreme caution must be dis-
played here."

and further, my night lettergram of the same date, as follows:

"Captain unable get up steam. Twelve thirty we
brought him ashore. Now holding consultation with
Agents and Captain and counsel for the Department.
If captain unable control ship as apparently now
the case police will place squad on board in the
morning. Captain of opinion once out to sea no
difficulties. Personally I doubt this, and tug
will arrange at least stand out to sea twelve hours
to watch movements. Will report again any new devel-
opments. All deportation papers now served."

I beg to state all arrangements were made here,
the water placed on board, but no stores purchased, as I did
not deem it advisable to go to that expense until absolute
certainty was shown that the vessel was about to leave the

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Harbour, when a large tug has been asked to stand by to convey provisions outside the three-mile limit, when same will be delivered on board the vessel.

The Captain, however, was unable to control his ship. Clearance was granted in the afternoon and the installation of the wireless was conceded by the Naval Department, as arranged in our previous correspondence.

Urgent demands were made for food, and some \$50.00's was placed on board yesterday morning.

The greatest difficulty was that of water, which, unfortunately had to be placed on board at once to the extent of some 425 tons, from this Department; the Captain himself taking some 200 tons for his own crew. Unfortunately the ship is not equipped with condensers for water purposes, - and further, fresh water is necessary for operating the electric light dynamo. The water is worth \$2.00 per ton. I regret I was compelled to place it on board as it would have been impossible to tow water scows outside the three-mile limit.

I further had a guard of thirty-five men stand by, (at the suggestion of counsel) all soldiers, and Ross Rifles were borrowed from the 72nd. Seaforth Highlanders.

The police refused to go on board at 3 o'clock in the morning with us, and I deemed it advisable that, as the ship is under police control, it would not be in order for the Immigration Department to go aboard first in order to place the Captain in control of his ship, but for the police to place him in control and immediately steam was up the

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immigration guard would go ashore. This will probably be the procedure followed.

A final letter was sent ~~to~~ by the Agents instructing the Captain to leave, but I do not think the letter was delivered, and under that belief, accompanied by Counsel, and Mr. H. H. Stevens, M.P., who wished to be present, we visited the ship at midnight, demanding to see the Captain; we were met by the hostile Hindus armed with clubs, who refused to lower the gangway or let us on board the vessel.

After considerable parleying a letter was forwarded to us by Daljit Singh, and addressed to the Captain, the envelope stating the communication was for Messrs C. Gardner Johnson & Co., Agents.

We still insisted that the Captain must be produced immediately, giving them ten minutes in which to produce him. In about nine minutes the Captain arrived, half clothed. We gave him a few minutes more to dress, and took him on shore.

The whole party then proceeded to Eburne, to the residence of Mr. C. Gardner Johnson, where considerable discussion took place.

The Captain in one breath was emphatic that the Hindus had taken possession of his engine room, and in the next stated he would not leave until the charterers had consented. It was pointed out to him that Bhag Singh was now in jail in Sumas, Wash.

The whole controversy was adjourned until this morning at 9 a.m.

At the time of writing the Japanese Consul is present. We are awaiting the arrival of the Captain of the ship, when

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another discussion will take place, and some drastic final action will be taken to rid the harbour of this ship?

Enc.-

I enclose copies of all correspondence, of recent date.

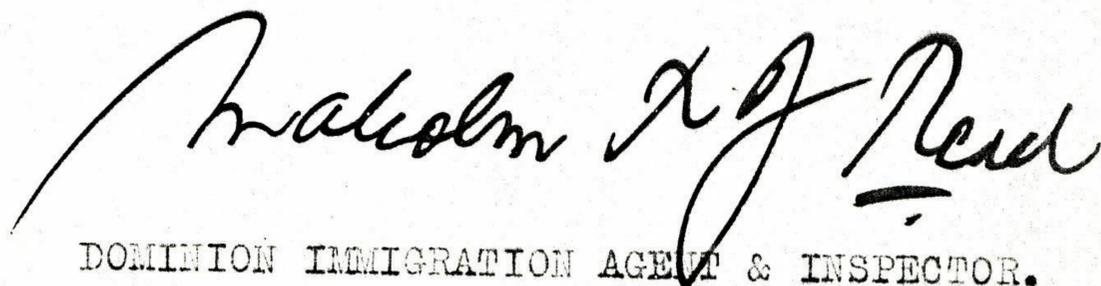
I also beg to acknowledge receipt of your rush wire, with reference to Dr. Raghunath Singh, as follows:-

"If Doctor Raghunath Singh wishes Department is willing assume cost of his transportation on Titan or other vessel agreeable to yourself."

Dr. Raghunath Singh duly appeared before a Board of Enquiry, and on the advice of counsel was permitted to enter Canada as a non-immigrant on the grounds that he was a military officer. His wife and child, in consequence, also landed.

I will forward you the minutes of the Board, when you will note that some consideration should be shown this Doctor.

Your obedient servant,


DOMINION IMMIGRATION AGENT & INSPECTOR.