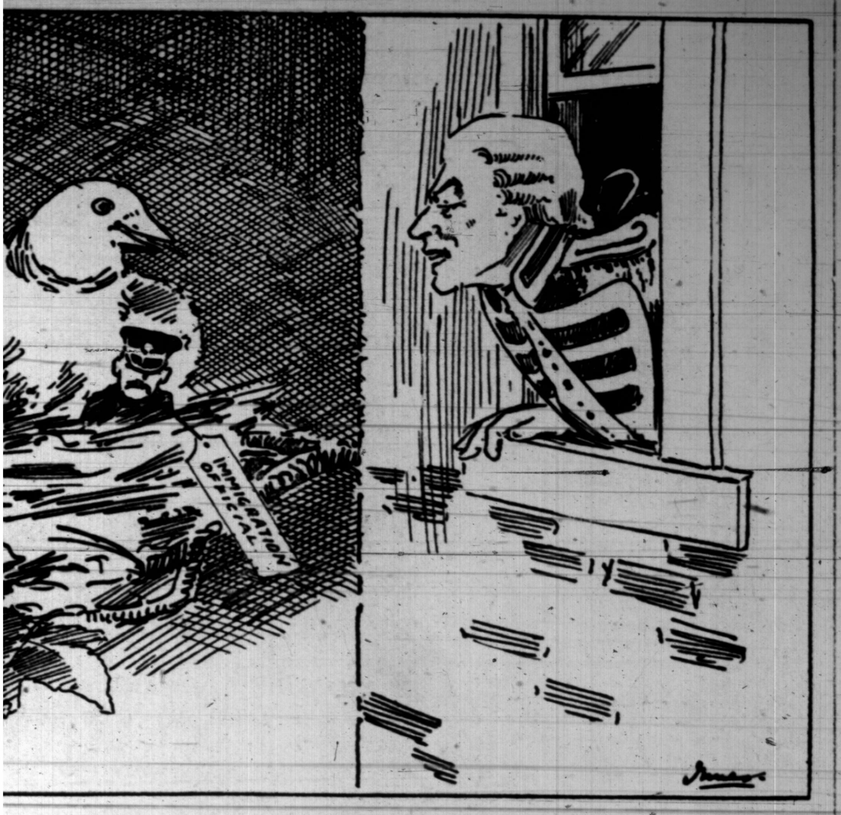
Good News!



ncouver)—You can take off your clothes and get some rest now, Captain, p.

"Poor Old Harman Singh" Knocks Once Again at Dominion's Door To Secure Admission to Canada

Makes Pathetic Appeal to Immigration Officer Reid for Old Acquaintance Sake.

Two letters were received by Superintendent Malcolm R. J. Reid from Hindus on board the Komagata Maru last night, which are highly illuminating. Harman Singh is once more knocking at Canada's gates demanding admittance. It will be remembered that several months ago Harman Singh was in Vancouver and made a most determined stand to prevent his deportation. He hired the services of a lawyer and, when his case had been lost in the provincial court, refused to leave the building where he was safe, since the immigration officials had been ordered not to touch him while he was technically in court, on pain of being charged with contempt. The officials waited outside the building until it was closed for the night and the Hindu was ejected. He was then arrested and deported.

However, Harman is a persistent character, if nothing else, and he is once more trying to get in. Full of despair at the failure of his countrymen to get in in bulk, he last night addressed a pathetic personal appeal to Mr. Reid, asking him to let him in on the grounds of old acquaintance. "I have lost $300 in gold," he wrote, "and am in great trouble. It has cost me a great deal to come here again. I know that you can do anything that you want and if you will only let me in I will always pray for your happiness and prosperity. Please let me in, your poor old Harman Singh."

Another letter, signed Bhan Singh, reflects unkindly upon his fellow-passengers. For some reason Bhan Singh has won the enmity of his fellows and he states in his letter that he particularly fears the return voyage because of threats made against him. "They threatened to kill me on the way over," he writes, "and they put me in handcuffs for a whole night. Please let me come ashore, for I do not want to spoil my life living with an uneducated group of savages."

WOULD NOT PERMIT LIBERAL SCRUTINEERS TO REACH THE POLLS

Provincial Police of Manitoba Take High-Handed Action in Lepas Election—Churchill Campaign.

(Sun's Leased W. A. P. Wire.)

THE PAS, Man., July 22.—The political pot has begun to boil and bitter feeling has been created. Both show houses are devoid of moving pictures, and in their stead crowds are absorbing the political talks. Standing room is at a premium. Today's sensation was sprung early in the morning, when F. J. Dixon, member for Centre Winnipeg, and the scrutineers for Mr. Carriere, were prevented by the provincial police from getting out to the construction camps along the Hudson Bay railway where

WILL ADOPT STERN MEASURES TO CRUSH STRIKE IN RUSSIA

Government Believes Disorders Are Political—Poisoning Committees Again at Work in Factories.

ST. PETERSBURG, July 22.—It is understood that the government is preparing to adopt stern measures for the repression of the strike disorders, which ae considered to have a political rather than an industrial origin. The employers are in favor of a lockout, but have decided to wait another twenty-four hours before taking such a step.

More than 150 tram cars have been wrecked or damaged, 300 drivers and conductors injured, and 100 policemen are under treatment for slight injuries received in the last day or two.

It is alleged that the "poisoning committee" which caused such havoc among the women in the rubber fac-

HINDUS ARE CERTAIN TO LEAVE THE INLET EARLY THIS MORNING

So Declares Immigration Inspector Malcolm Reid Who Says All Is Ready for Departure.

WILD RUMORS AFLOAT CONCERNING THE BOAT

Two Live Sheep, Some Eggs and a Brass Pot Total of the Latest Demands.

The Komagata Maru will likely leave port at an early hour this morning, the reports at a late hour last evening being to the effect that she was to pull out at 5 o'clock. Up to midnight all sorts of wild rumors were circulated about the streets, but after all the reports had been sifted to the bottom it was found that nothing out of the ordinary had taken place.

At 10 o'clock the Komagata had steam up and the engines were reported to be in good shape. A story was going the rounds that four of the Japanese crew on the vessel had been thrown overboard and that Pilot Johnson was being held aboard the Hindu ship. There was absolutely no foundation on which these stories could have been based.

Wanted More Food.

The truth of the matter is that the Hindus had simply asked for a few cases of eggs, a couple of brass pots and some live sheep. This apparently was taken to mean that they were about to begin making another series of demands and it was not long before men of the Irish Fusiliers, 72nd Highlanders and the D. C. O. R. mustered on the wharves in anticipation of further trouble. The fact that such alarming reports of trouble were being circulated throughout the city resulted in thousands of persons congregating about the scene, but the militiamen were ordered to patrol every avenue leading to the docks and the people were kept back with little difficulty.

No threats were made by the Hindus on board the ship and they showed no surliness whatever. On the contrary, some of them even helped the men in the stokehold. It was later discovered that Pilot Johnson had not been on the Komagata Maru as reported.

No Sign of Trouble.

When it was indicated that the Hindus on the ship were making further demands, Mr. J. H. MacNeill with a party of the shore Hindus went out to the vessel, only to find that no trouble existed. The Japanese captain of the Komagata was surprised at the arrival of the committee bearing the intelligence that rumors of trouble were afloat, and it was explained by him that his passengers were showing no aggressiveness, but had every desire apparently of carrying out the terms of the agreement they had entered into. They merely asked for the things above mentioned, which the government however refused to give them.

At 12 o'clock a rig belonging to a grocery store arrived at the wharf with three cases of eggs, and these were put aboard the launch Jessie Ellen and taken out to the Hindu ship. These eggs Mr. Macneill purchased for the Hindus and paid for himself.

Many Rumors.

At an early hour this morning there were still rumors of all sorts, one to the effect that a Norwegian ship with 400 Hindus aboard had been reported off Cape Flattery, and which the cruiser Rainbow had been ordered to intercept. Another report was that the two Japanese war vessels which recently visited this port were lying in the offing to pick up the Komagata Maru when she reached the three-mile limit, with the purpose of escorting her across the Pacific.

The immigration authorities were in communication with Cape Flattery after midnight, and no such information was obtainable from there. Everything was going along peacefully at 3 o'clock this morning, and the indications were that this morning would see the last of the Komagata Maru and her Hindu passengers.

The Sun

PUBLISHED

Every week-day by the Burrard Publishing Company, Ltd.

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Managing Director

HEAD OFFICE:
711-715 Seymour St., Vancouver, Canada
Telephone, all Departments - Seymour 8530

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SUBSCRIPTION RATES:

By carrier, 10c per week, or $5.00 per year in advance in Vancouver or vicinity. By carrier in Westminster, 50c per month. By mail, 25c per month, or $3.00 per year throughout Canada. Great Britain and all countries within the Postal Union. United States, 50c per month.

THURSDAY, JULY 23, 1914.

NEVER TOO LATE TO MEND.

One circumstance, that will not soon be forgotten, in connection with the effort of our government and port authorities to induce the Hindu passengers of the Komagata Maru to comply with the demand, that they return to Asia, was the presence of the cruiser Rainbow, in the harbor, as a factor, in the situation, with which our unwelcome visitors were given to understand they would have to reckon. Manned by the sailors from the companion cruiser Niobe the Laurier fleet was certainly well represented on this occasion, nor could Premier Borden, who remained in Ottawa, as we were informed by the press despatches, to learn the result of placing this Canadian warship in commission, have overlooked the fact that it was the use of the despised and contemned navy, which his predecessor in office had begun to create for Canada, that he had sanctioned. When we recollect the ridicule that was poured upon the acquisition, by the government of Sir Wilfrid Laurier, of the Rainbow and the Niobe, "the tinpot navy" as it was dubbed by the malice of the Conservatives, it is a matter for surprise that Sir Robert Borden should call for assistance from such a quarter; it is a matter for still greater surprise that, after his deliberate declarations against the construction of a Canadian navy, not only on the ground of the expense it would entail and the time it would require to attain efficiency (from a quarter to half a century), but by reason of the uselessness to Canada of such an establishment, he should now give such direct contradiction to his whole argument as his summoning the Rainbow, for service, must be regarded.

The trouble created by the passengers of the Komagata Maru is a small incident enough in itself, leaving out of count, that is, the conflagration which we are warned it may occasion in India, but is it not suggestive of what might, at any time, occur on a larger scale and in circumstances that could not be so easily disposed of? Does not the fact that in this instance a Canadian cruiser had to be ordered to the scene of misunderstanding between our own officials and the Hindu applicants for admission to the Dominion argue the possibility that events might arise on our seaboard that would yet more imperatively demand the presence of a warship under the immediate authority of our government?

Premier Borden and the supporters of his naval policy of contribution were never weary of telling us that while the navy of Great Britain is all-powerful on the ocean we shall have no need of ships of our own to protect our shores and that it was to our interest as well as that of the mother country and the empire that we should assist in strengthening the British force in the North sea. This doctrine, it is true, was not that which was first preached by the Conservative leaders, but it was hastily adopted when it became necessary to repudiate the national programme entered on by Sir Wilfrid Laurier. And it is a doctrine which even this slight incident which has been created by the Komagata Maru has proved to be untenable.

Had the Rainbow not been at the command of the authorities in this case what would have been the result? Without a warship to overawe the passengers of the Komagata Maru how should they have been brought to terms? They would have been as intractable in the presence of other vessels as they were when the night attempt to board their ship was made from the Sea Lion. They would simply have defied the authorities and we should have been made ridiculous by our efforts to get rid of them. The militia, it is true, might have stood off and made of them targets for their rifle practice, but that would scarcely have done. Nor should the situation have been made any easier had there been a British warship in these waters. In the first place our government would have possessed no authority over a vessel of the admiralty; and in the second place it would be quite impossible to ask a ship of the imperial navy to overawe subjects of the empire who were simply asking for admission to our dominion. Such participation in a dispute of this nature would at once place the British government in an impossible position with regard to the native peoples of India. If this incident was to terminate without a clash in which blood might have been shed it was necessary that we should have means of our own at hand to assert our strength; and the only means adequate was a warship like the Rainbow. And if similar situations should be created in future, whether between us and our East Indian fellow-subjects, or between us and the subjects of a power friendly to Great Britain we should have to have our own ships at hand to enforce our orders in our own waters or be placed in the ridiculous position of being unable to assert ourselves.

It seems to us that Sir Robert Borden, by capping his absurd management of this entire matter connected with the arrival and sojourn of the Hindu passengers of the Komagata Maru in this harbor, by calling on the cruiser Rainbow, has shown the absolute necessity for a fleet, equivalent at least to a naval unit, such as Sir Wilfrid Laurier planned and would have built, and which Sir Robert and his followers, with a view simply to political expediency, went up and down the country ridiculing and disgraging. Since Sir Robert has had so soon to call for the services of the Laurier navy would it not be well if he frankly and honestly confessed the error of his ways and returned, as he yet may do, to the discarded naval policy of the Liberal leader?

ONTARIO PREMIERSHIP.

It seems to be settled that Sir James Whitney is to retire from the premiership of the Province of Ontario in the very near future. That at least is the inference to be drawn from the strained relations which are reported to exist between his two most prominent lieutenants, Sir Adam Beck and Hon. W. J. Hanna, who, it is said, are quarreling about the succession to the leadership. The breach between these gentlemen is stated to have reached such a width that were one of them chosen for the place, the other would not and could not remain a member of the government. There is, indeed, a considerable section of the provincial Conservative party which believes that under the circumstances both claimants should be passed over for a third man, who could hold the cabinet together and who at the same time would be satisfactory to the rank and file throughout the province. The main trouble would be to find a man possessing the authority and ability to control the situation. But it looks as if the machine politicians are preparing to save the party from the trouble of making a choice. With Sir Adam Beck and Mr. Hanna both out of the running they see the opportunity of putting a weak man in the position, who will be entirely under the thumb of the Ottawa manipulators, and under whom the province can be used, as it never could be used in the past, to buttress and forward the interests of the Federal administration.

That such a plan is on foot is plainly evidenced by the outspoken warning of the Toronto World, a Conservative journal, which frequently has the courage to speak its mind on party matters. The World says:

"Until recently Mr. Hanna was regarded as a certainty in most quarters, with many regarding Sir Adam Beck as equally sure. But the latest news is of quite another and perhaps more disturbing character. It is known that Hon. Frank Cochrane has been having a good deal to say in Ontario politics since his return from Europe. There is a quite general feeling that for a Dominion cabinet minister he has been too active here. There is a fear that he wants to run Ontario as well as Ottawa. When it is asserted that Hon. Mr. Hearst, minister of lands, forests, and mines, is Mr. Cochrane's choice as successor to Sir James, the fear seems well founded. Mr. Hearst's career should not be handicapped by any such unwise nomination. Whatever he might be of his own merit and ability, he would be as nothing as the nominee and agent of the Ottawa government.

"This is the heart and centre of the whole situation so far as any situation exists. It is only a possibility but it is grave even as a possibility. Sir James Whitney would never place the province in such a position, but no one else must ever contemplate the possibility of making Ontario an appendage of the Ottawa government, or rendering Ottawa as a hostage for the safety of any political party. Ontario has her own troubles and enough of them, but no one with the interests of the province at heart can look on calmly while it should be attempted, or listen calmly while it is suggested that the Province of Ontario should be used to pull out somebody else's chestnuts."

Unfortunately there is reason to fear that the World's warning will be in vain and that Hon. Frank Cochrane and the Ottawa clique will be able to work their will with the provincial party. It is currently reported that no one would be surprised to see Sir James Whitney, Mr. Foy and