

# REFUSED TO SUPPLY COAL FOR KOMAGATA

Hindu-Laden Ship Proceeded  
to Muroran for Fuel After  
Being Turned Down at  
Nagasaki.

That the Komagata Maru experienced considerable trouble in securing bunker coal at Oriental ports, and that she was last reported heading for the Japanese coaling port of Muroran to replenish her bunkers for the voyage across the Pacific, was the news brought by the C. P. R. liner Empress of Japan, which reached port yesterday afternoon from Hongkong and Yokohama. The Empress of Japan sailed from Yokohama on May 9 and, as far as could be learned aboard, the ship carrying a large contingent of Hindus for British Columbia had not cleared the Japanese coast by that date. Numerous and conflicting were the stories brought by the officers of the Empress of Japan. Some stated that the Hindus aboard the Komagata Maru were armed and were prepared to present a formidable front to the authorities in the event of their progress being arrested.

Captain Dixon Hoppcraft, R. N. R., commander of the Empress of Japan, when asked the whereabouts of the Komagata, said that she had been refused coal at Nagasaki on the grounds that the money was not forthcoming to pay for it. He further stated that, while he had seen nothing of the vessel at Yokohama, it was reported by shipping agents there that the master of the Komagata had left for Muroran to take aboard the necessary coal, payment for which had been guaranteed by certain Hindus located at Yokohama. Muroran is about 160 miles north of Yokohama, and the Komagata would not have to deviate much from her course to make that port on her way to the North Pacific coast.

According to Captain Hopcraft, the Komagata Maru is an old vessel of about 3,000 tons and operated under the Japanese register. Unless the Pacific was particularly kind to her, he doubts very much whether she would succeed in reaching this side. It

is figured that she would take the most northerly course, hugging the Aleutian Islands, on her way to Victoria.

Burning about forty tons of coal a day, she would require 800 tons for a passage of twenty days, which is the time that the Pacific navigation line the Komagata will take to come from the Japan coast.

master of Komagata was able to settle his coal bill at Muroran. It is claimed by the officers of the Japan that the Japanese vessel would not be able to reach here before the early part of next week.

Captain Neguchi, master of the Nippon Yusen Kaisha liner Shidzuoka Maru, which also reached port yesterday from Yokohama, stated that he had not seen anything of the Komagata, despite the fact that his ship did not sail from the Japan port before the afternoon of May 8, one day later than the reported departure of the Hindu ship.

Quite a different story was told by Second Officer K. Nozaki, who claimed that he saw the Komagata Maru at Yokohama, with about 600 Hindus aboard, and that she left on May 5. From another source on board the Shidzuka Maru it was stated that the Hindus were bound for South-America and not to British Columbia. Others stated that the Komagata had been seen at Yokohama, and the number of passengers varied from 180 to 300. Seven returning Hindus arrived by the Nippon vessel, and one of their number asserted that the Komagata was coming to Victoria and that she had less than 400 of his compatriots aboard.

# SHIDZUOKA VISITED

## BY STORK ON TRIP

# Japanese Baby Girl Ushered Into the World When Liner Was Forging Ahead Across Pacific.

With the stork hovering over her as she forged her way ahead through the waters of the Pacific, it was but fitting that the Shirzuoka Maru should experience one of the finest voyages since she first entered the trans-Pacific service of the Nippon Yusen Kaisha Line. In the person of little Miss Shidzuoka Harada, the big Japanese liner arrived here with at least one passenger who did not figure on the original list. The interesting event happened at 3 p.m. on May 1 when the Shidzuoka Maru was steaming to latitude 42.40N, and longitude 161.40E. No little interest was attached to the

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# OVERHAULED AT WILL

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es, on the Northern  
Orient

Departing from Yokohama on May 9, the Empress exactly three days before the Oka Maru, and she was overhauling the Japanese at William Head. As I was boarding the Shinzuka Maru, Japan was rounding Cape Horn.

The officers of the  
were particularly pleas  
formance of their great

It was stated aboard overhauled the Shidzu of about 100 miles a Throughout the passa sels were in touch b each day the Japan gain on the Japanese noon on Tuesday she miles of the Japan Shidzuoka lost some the entrance up the enabled the C. P. R. then reflect the

**Captain Hopcraft**  
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