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THE TIMES

Port Limon, Costa Rica. (G. A.)

CAPITALIZING THE YELLOW PERIL.

By ALAN STEPHENS.

Smuggling is a lucrative pursuit, and possibly the most lucrative and romantic branch of the calling is the smuggling of Chinese coolies into the United States. The poorest peasant in China has no trouble in arranging for his "head money," provided he is young and strong and agrees to reimburse his backers the amount expended to get him across the ocean and over the closely guarded border, and it is a matter of record that the coolie smuggler gets the lion's share of the "head money," which frequently amounts to \$1,000 a man by the time all expenses have been met.

The Chinese have long since discovered that ten or fifteen years of industry in the United States yield them a sum of money which could not be acquired in a lifetime in the country of their nativity. The discovery of gold in California and the negotiation of the Burlingame treaty was followed by an influx of Chinese coolies into the United States. Most of these paid their own way, and all of them were quick to learn that the new land was indeed an Eldorado.

The glad tidings were sent to China, and every male inhabitant of China's seaboard provinces envied the fortunate coolie who managed to scrape up the necessary \$15 for an Asiatic steamer passage to the promised land. Approximately ninety per cent of them settled upon the Pacific Coast.

Then came the labor riots and the days when Dennis Kearney harangued the mobs in the "Sand Lots." An army of twenty thousand unemployed white men assembled before the Mayor of San Francisco and demanded work or bread. Then came the Geary Act excluding Mongolian coolies from the United States, which was passed after a series of the most brilliant debates in State Legislatures and in our National Congress that have ever graced an economic discussion.

But the Chinese had tasted of our pudding and found its flavor to their liking. They likewise approved of their conditions in Australia and Canada, but Australia put up her bars and Canada assessed them \$500 a head for admission into the Dominion. In the meantime, the powerful Six Companies was organized, and has since been strengthened by the addition of two auxiliary companies, each one a power in Chinese mercantile and banking circles in the North America.

It is one thing to pass an exclusion act, but quite another proposition to enforce it. While the Chinese are frugal, temperate and economical to a fault, they spend money like water when it will aid them to enter the United States surreptitiously. They reserve the best legal talent, and will fight a case to a final decision in the Supreme Court if there is a ghost of a chance for them to win. An army of men are in their employ, constantly on the alert for an opportunity to make "head money."

Canadian sent on a river and lake, Mexican cattlemen and "steersmen" from Matamoros to Tituana, coal passers and firemen of steamships from the West Indies and Central America, and trappers of all degrees from freight brakemen to passenger conductor, swell the ranks of this army of adventurers of all nations who see to it that the Chinese coolie gets in.

Some of the fastest and neatest pover bats on the waters of Puget Sound and the Great Lakes are the property of smugglers who have grown wealthy through operations in opium and coolies. Seattle has an illiterate, owner of a large block of real estate who boasts openly that he made his "stake" by coolie smuggling, and the writer heard a conductor of a passenger train running out of El Paso, Texas, brag that he had made more than \$30,000 at the same game in less than twelve months, and that he was willing to "lo his year," any time the authorities could catch and convict him of it.

These conductors running out of El Paso have been arrested and held for trial during the last two years charged with coolie smuggling; but the profits are so large and the risk of detection is so slight it is very doubtful if the practice ever will be checked. To put a stop to it altogether is the fond dream of the Bureau of Immigration, but unless the Mexican government sees fit to impose a head tax in the sum of \$1,000 or more, and so long as a direct line of steamships lies between Hong Kong and Manzanillo, the Bureau of Immigration will go on dreaming.

COOLIES IN PULMAN STATEROOMS.

One of the favorite methods of the coolie smuggler is what is known as the "stateroom scheme." One of the Chinese "trappers" will confer with one or two of his white aids. The latter will reserve the Pullman stateroom on a train leaving one of the border stations for the interior of the United States, preferably a train that is scheduled to leave after night fall. A third white person boards the train and occupies the stateroom. If the point selected borders on the Rio Grande the Chinese are either ferried or ferried to the American side by Mexican "steersmen" and then guided to the yard where the train is made up, or, if this is not practicable, to some water tank where the train is obliged to halt.

If the conductor and train crew are "in on the deal," five or six Chinese may be secreted in the stateroom. If not there is room for but two beneath the berth when it is made known. Immigrant and Chinese inspectors board these trains at various points and are supposed to search them for coolies, but how could a gentlemanly Chinese inspector poke around and search a stateroom when its sole visible occupant appeared to be a charming young woman with a most distressing headache?

(To be continued.)

Explanation

In another column we print a letter signed "A Britisher," asking why the English flag was not

raised at the British Vice-Consulate on Saturday, 3rd inst., being the birthday of King George V. In the letter the writer suggests four reasons why the Vice-Consul did not put up the flag; but neither of these is his certain theory—only speculation. He asks us why the flag was not raised. Indeed we would like to give the enquirer a satisfactory answer to satisfy his reasonable curiosity, and also to make matters plain on behalf of our worthy Vice-Consul, but we, like "A Britisher" are not in a position just now to give the reason. We would advise him to call and see the Vice-Consul on the matter when we believe he will explain the situation.

Planters Must Pay.

COLONIAL OFFICE DECIDES THAT FULL COST OF COOLIES MUST BE BORNE.

The Hon. S. A. G. Cox has received the following letter from an influential party in England: "I am keeping track of your good work. Keep the ball a-moving." "Yesterday I was shown a letter from the Anti-Slavery League in London which states that in the matter of Jamaica Coolie immigration the British Government has decided that the Planters in future must bear the full cost of such immigration."

"The above was given out by the Colonial Office in London in a letter to the Anti-Slavery party. I am sure if you are not already in possession of these facts that you will be glad to hear of the arrangement made along the lines upon which you have so consistently worked."

"With this triumph, down goes all the lengthy stuff given out by Sir Sydney Olivier long ago. He must be awfully sore to be beaten in that way."

"If you have any questions at any time that you wish to ask in the House of Parliament you may send them to me."

The above information will be read with considerable interest throughout the length and breadth of Jamaica, and the decision arrived at by the Home Government will no doubt come as a "stunner" to the planting section of this colony.

Current Items.

The s.s. "Horelia" is expected here to-day from New Orleans. She brings cargo, passengers and mails, and will be consigned to the United Fruit Company.

Mr. E. C. Gayle, the popular planter at Siquieres, was a passenger on the Prinz Joachim yesterday for Jamaica. We wish the gentleman a pleasant voyage across.

The "San Jose" left here on Sunday for Boston with the following passengers: George Hurst, W. O. Labero, Fausto Fines, Julio Lahud, J. McIntyre, J. F. Barwell, J. H. Kent and O. J. Luston.

Among the passengers that left for Jamaica on the Prinz Joachim were the two sons of Dr. Shaw, of Siquieres. The lads are sent to be schooled there. "The

Times" wish them success and trust they will prove a credit to their parents.

Mr. Schimmerhorn, General Manager United Fruit Company, accompanied by Mr. W. E. Mullins, General Manager Northern Railroad, and Captain Owen paid a visit of inspection to the metallic pier yesterday morning. The two first named gentlemen were joined later by Mr. Hitchcock, Manager Costa Rica Division United Fruit Company and General Auditor of the combined companies, and Mr. Burke and took special train for ahead.

The children attending the Spanish School was given a treat yesterday morning in the nature of an excursion in the Santa Rosa. At 8 o'clock sharp a large number of children accompanied by their teachers marched down to the national pier, where the launch was awaiting them. The little pleasure seekers were jolly, singing national airs, while a few of the bigger girls carried guitars and amused themselves during the short visit to the Key. A large supply of refreshments was arranged for the children and right royal did they enjoy themselves. They returned in the afternoon.

Is the Vice-

Consul Here?

To the Editor of the Times.

Sir,—Permit me a small space in your valuable columns to ask why the flag of the British Empire was not hoisted at the Vice-Consul's office on Saturday last, not being the birthday of King George V. In his time of lack of patriotism, sense of duty, gross carelessness or modesty, I do not know what to term it. Perhaps you Mr. Editor may be able to inform me why so important a matter has been overlooked; it was only last month on the occasion of the birthday of the King of Spain that the flags of Old England and all the other nations, dangled in the air all day. It came for Dr. Sargall to again drive with the British Lion on his flag covered with the Union Jack.—I am, etc.,

A BRITISH ER.

Limon, June 5th.

Mrs. Taft is Indisposed.

New York.—Seized with a recurrence of the nervous ailment from which she had suffered severely two years ago, while at a banquet at the Astor House last night, Mrs. Wm. H. Taft wife of the President, was hurried to the home of her brother-in-law, Henry W. Taft, where she is now under the care of physicians.

President Taft is with his wife in New York. No statement as to Mrs. Taft's condition has been made by the attending physicians nor as to the plans of the President.

It was learned through Henry Taft, the President's brother that the illness does not appear to be so serious as the original attack two years ago.

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