

## THE TIMES

Port Limon, Costa Rica (C. A.)

### CAPITALIZING THE YELLOW PERIL.

By ALLAN STEPHENS.

#### III.

A close watch is kept at the American end of the International Bridge at Niagara Falls, but as Buffalo is near by and the knowing ones consider Buffalo a reasonably "safe" city hardly a week passes that officials do not find coolies hidden under laprobs of horse-drawn vehicles and beneath the cushions of touring cars with limousine bodies. For a few months past a veiled woman with conspicuous blonde hair has been an object of suspicion to the government men at the bridge, for it has been whispered about the border that many coolies have been arranged in wigs and veils and then motored into Buffalo in style.

The shore of Lake Michigan in the vicinage of Chicago is the theatre of great activity for the motor boat smugglers, as is the Niagara River above the falls. During the last few years many seizures have been made at various points along the river, some of them quite important; but as it is manifestly impossible for the government authorities to establish a chain of men along the river to guard each quarter of a mile of territory no one is qualified to say how many coolies have been smuggled across on Egg's nights but the Chinese themselves, and they won't tell.

The waters of Lake Champlain, extending from six miles inside of Canadian territory to a point 110 miles south, within easy striking distance of the "safety zone," is a problem which has never yet been solved by the Commissioner General of Immigration and his assistants. Thrifty Vermont people living near the shores of the lake have been known to buy expensive high powered launchs. Others have been known to purchase single their houses during "bad times," and if the money came from the agents of the yellow companies the recipients have no doubt sold their conscience with the knowledge that Charles W. Eliot, president emeritus of Harvard University, has declared that the Chinese have just as much right to enter the United States as have the Irish and the Italians.

Chinese who have made their way to Central America, Jamaica or Cuba, with an eye eventually to enter the forbidden land by the way of our Atlantic seaboard, are the bane of the Chinese and immigration offices at New York, Philadelphia and Baltimore. Piant steamship crews, tempted by substantial sums of money, have secreted the yellow men in all sorts of places. Ventilating funnels, coal bunkers and the darkest corners of the lower holds have been used for the purpose. Chinese have been found literally in the midst of a cargo of bananas, having survived the journey in a wicker space lined with gunny-sacks, barely permitting them room to lie down.

#### COOLIES DELIBERATELY DROWNED.

Chinese inspectors, or officers of the Immigration Service qualified to act as such, need every incon-

ing vessel hailing from a foreign port. They are supposed to search the vessels for Chinese stowaways, but as it would take a pair of clever men two or three days to search some of the larger steamships with any degree of thoroughness it is rarely done unless "information has been received" or some one of the smugglers turns informant.

At the present writing several men have been indicted by the Federal Grand Jury at Baltimore charged with being implicated in an elaborate scheme to introduce Chinese coolies into Baltimore by a steamship line direct from Jamaica. One of the men under indictment is a retired Chinese inspector who was sent to Jamaica on an official mission by the Commissioner General of Immigration. The others involved are Chinese merchants and bankers, old residents of Baltimore. This alleged scheme for the wholesale smuggling of coolies was nipped in the bud by the newly organized division of special investigation of the Department of Justice.

In the s of old, soon after the passage of the Chinese exclusion act, and before the Dominion of Canada assessed a head tax, horrible statistics were told of the doings of coolie smugglers caught in United States waters, along the shores of Puget Sound. Practically it is sometimes impossible to land their human freight, and hounded in by a revenue cutter, the smugglers have been accused of knocking the Chinese in the head and then casting their bodies overboard.

That this atrocious practice is still extant among the smugglers on the Pacific coast seems to be the case, for the crew of the United States revenue cutter Onit is said to have witnessed such a scene near the harbour of San Diego about the middle of February of the present year, and an immigration inspector stationed at Los Angeles is responsible for the statement that the same practice was carried out by members of the same band on the night of March 4, after he and his guards had fired on the occupants of a gasoline launch which froze them out to sea.

Whether this heartless outrage was actually perpetrated or whether the smugglers effected a landing for their contraband cargo at some other spot along the coast is a question that can be settled only by the agents of the yellow companies, and they are not in the habit of taking the public into their confidence. The Spanish s gossip when compared to the inscrutable yellow man who does not care to talk.

(To be continued.)

### Celebrations of July 4th, 1911.

Limon, June 5th, 1911.

There was a general meeting of the Americans, held at the Consulate, Monday evening, June 5th, to make arrangements for the celebration of July 4th, 1911. The meeting was called to order at 8.30 p.m. and the following officers and Committees appointed.

Chester Donaldson, Chairman.

A. Corneir, Secretary pro tem.

First it was decided to celebrate by giving a baseball match, athletic sports and a ball.

INVITATION COMMITTEE.

Chester Donaldson, A. C. Taylor, L. W. Merrill, A. A. Pollan.

#### SPORTS COMMITTEE.

Van Scriver, Chairman, Chester Donaldson, G. Cornick, T. P. McGuinness.

#### ARRANGEMENT

#### COMMITTEE.

D. C. Laws, Jr., Chairman, Chester Donaldson, W. F. Teller, Van Scriver, H. Grey, G. Cornick, J. H. Wilson, Treasurer, J. C. Smith, L. W. Merrill, L. B. Mullins, Van Scriver, T. P. McGuinness, appointed as assistants and collectors.

A motion was made and seconded that Consul Donaldson be instructed to cable State Department, requesting the Government of the United States to send a warship to Limon, to assist in the celebration of the 4th of July. Meeting adjourned at 9.30 p.m.

### Home and Foreign News.

The Manifests arrived late last evening from Manchester with mails and passenger. She will return this evening with a large cargo of bananas.

Mary Ryan and Alice Straighton was fined \$5 each yesterday by the police judge. Ryan's ire was roused and she threw a stone at the other woman who retaliated with a glass.

The man Crawford who was taken to the calaboso on Tuesday last for disorderly conduct in the market was before the police judge yesterday who sentenced him to 30 days in gaol.

The residents of the "old house" known as the old Bilega have been informed to quit tenements and seek new quarters. We will now expect to see the pulling down of the "old haunt" which will give a fair street to Camp One.

It is on good authority that we can inform the public that the office of the Hamburg-American Line of steamers is so hot and uncomfortable that they will shortly be built a new building and in which the public will have better accommodation.

Our worthy and popular Dr. Steggall took train yesterday for San Jose where he is called on an important matter, he is expected back in Limon at any moment. The doctor was accompanied by his family, who, we understand will remain for some days. We sincerely wish them a pleasant time in the ancient capital.

The "Telegraph and Guardian" is responsible for the following: "The steamers of the Hamburg-American Line go ashore very often in and outside of Kingston harbour. On Tuesday morning 23rd ult. at about six o'clock the steamship "Albion" went ashore on the mud bank known as "Pond Mouth," not very far from the company's pier. The vessel, which arrived in the harbour on Monday morning last from Colombian ports had just finished loading bananas at Port Henderson, where she went the evening before and was returning to her pier to complete loading when she ran on the mud bank. Pilot Howell was aboard the "Albion" when she got on the bank. The "Saruia" of the same line came up in the

harbour late in the afternoon from Hayti and went to the assistance of the "Albion". She succeeded in pulling her off the mud bank shortly before 6 p.m., practically undamaged. The "Albion" left at about 9.30 p.m. for New York, having been found seaworthy."

### Murders his Sweetheart

#### AND THEN USES DYNAMITE TO HURL HIMSELF INTO ETERNITY.

Stockton, Cal.—After killing his sweetheart Paul Miller, a well-known young man of this city, hit a stick of dynamite to hurl himself into eternity.

The tragedy occurred at the home of Miss Margaret Martinez, a pretty Spanish girl, well-respected and popular among a large circle of friends.

Miller chose to commit this rash act while his fiancée was playing the piano for his amusement. He reached the parlour where the young couple had repaired for the music; an explosion followed which demolished much of the room and blew Miller's body into fragments. His body was practically severed from his body by the use of the dynamite.

No cause is known why Miller should have chosen to commit murder and suicide unless the lovers' quarrel had caused dissonance.

The fact that the girl was playing the piano for the amusement of her fiancée causes great bewilderment as to the cause which may have led to the tragedy.

Miller went to the home of his sweetheart in the morning.

### Chief of State of Abyssinia.

Rome.—Advices received from Addis Ababa, the capital of Abyssinia, under date of May 23rd declare that the announcement of May 14th of the proclamation of King Ily Iyasu, grandson of Emperor Menelik as Emperor of Abyssinia, was premature. It has been decided that the Prince will be proclaimed Emperor only after the death of his grandfather. In the meantime, however, the Prince will exercise the functions of Chief of State.

### To Prohibit Freak Shores.

Berlin.—Suffering from a multiplicity of styles particularly those of an extreme pattern, representatives of shoe manufacturers and dealers throughout Germany in conference decided to appoint a committee styled to prescribe a limited number of styles and prohibit freak shapes. The chairman of the conference was of the opinion that eight models of shoes for men and women were adequate.

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