

SMUGGLING IMMIGRANTS

How Undesirable Foreigners Get into Canada and then are Run Across the American Border—Many of Them in Defiance of the Law

QUEBEC, November 29.—(Special Correspondence.)—The immigration question has become a burning one in Canada, as well as in the United States. For years there was no restriction placed upon the entry of immigrants into Canada, and the unscrupulous agents on the other side of the water did not hesitate for a moment to send over the scum of Europe, who, after getting past the Canadian authorities without much trouble, passed over to the United States by what is popularly known as the "underground route." Fourteen months ago the United States government placed a special commissioner in Montreal, from which the smuggling of immigrants was carried on to a great extent. Deputies were placed at points along the border from Sault Ste. Marie east to St. John, N. B., and in ten months the commissioner and his staff have turned back over two thousand immigrants who have sought entrance to the United States.

The Canadian government, impressed with the number of immigrants who were being dumped in Canada after having been refused admission to the States, passed a bill at the last session to exclude undesirable immigrants. That law, however, is practically a dead letter. The Canadian immigration authorities say that, while the law provides for the deportation of undesirable aliens, there is no provision for the enforcement of the law. Meantime the hordes of diseased, dirty, pauperized Syrians, Italians, Russian and Austrian Jews and Armenians continue to pour into Quebec. The great bulk of the worst cases—at least two-thirds, if not three-fourths—come by the Beaver Line boats of the Elder-Dempster Company. The moment an Elder-Dempster Beaver boat comes into the harbor the smell of condensed dirt spreads through the lower portion of the city, and the stench is almost unendurable. So great did the nuisance from this source become that the Elder-Dempster Company has secured patent devices for deodorizing and purifying the holds of their ships on the way over. Every Beaver Line boat that comes in brings hundreds of the outpourings of continental Europe, and the immigration officers of both countries have a hard time in disposing of them.

Patrick Doyle, the Canadian immigration officer at this port, is regarded as one of the kindest hearted of men, yet even he sometimes loses patience with the crowds that have to be disposed of. They are generally so dirty after the voyage that it is dangerous to go near them, while their presence is revealed at considerable distance by the odor. This, of course, does not apply to all the immigrants who come by the Elder-Dempster Line. They have most of the undesirable ones, however, because, not being members of the North Atlantic conference, their rates are lower than those of the other lines.

Of those immigrants who are rejected at the border of the United States practically all come by the Elder-Dempster boats. Their agents in England, and, indeed, their representatives in all parts of Europe, drum up passengers of all kinds. So long as a passenger can walk, he or she can secure a passage to the New World by the Beaver Line. The company has an agreement with the United States government to deport, at the cost of the company, any immigrant who may not be up to the standard exacted by the United States government. To avoid the consequences of the agreement, the agents of the line take their measures in Liverpool. The United States government receives a manifest from the officers of the steamers as they reach the wharf here. That manifest is supposed to contain the names of all who are destined for the United States. Another manifest is handed to the Canadian authorities, giving the names of those who are intending to settle in Canada.

The preparation of these manifests is a matter of great moment in Liverpool. The intending American citizens are called together twenty-four hours before the sailing of the boats. A doctor employed by the agents of the Beaver Line examines every one carefully and reports to the agents on each. The manifests are made up in consequence of this report. The sane and healthy ones who intend to enter the United States are put down

on the American list, while the sufferers from trachoma, favus and other nauseating and repulsive diseases are put down on the Canadian manifests. For this reason it is that few of those who come over as through immigrants are rejected on examination at the port of entry, while many are rejected at Montreal or the border towns.

Few of the intending American settlers remain here any length of time. The distance of this city from the border prevents them from so doing. They generally carry through tickets for Ottawa, Toronto, Welland, Sault Ste. Marie or Montreal.

From those points, which are referred to in the parlance of the smugglers and agents as "border towns," they are rail-roaded one way or another into the United States. There is an arrangement by which the steamship companies pay the head tax of \$1 on any immigrant who, after having remained in Canada less than a year, decides to go into the United States. The bona fide immigrants who come over generally apply at the office of the immigration inspector at Montreal or at some other point near the residence he has occupied in Canada. There a certificate may be obtained to allow the intending American settler to go through. From this source there has been collected for many months more than \$300 every four weeks. That applies only to those who apply to the inspectors for certificates.

For years, however, these persons have been obtaining unrestricted admis-

sion to the United States. They simply avoided the entry towns or went across some quiet river at night and got driven out of reach of a customs official. Now, however, things are different. Robert Watchorn, the special immigrant inspector at Montreal, has men working under his direction at Quebec, Sault Ste. Marie, Montreal, Windsor, Prescott and all along the border. The results speak for themselves. After taking some four months to organize and get things into working order, they had six months in which to work until the end of the fiscal year. In that time they had stopped more than two thousand, and in the four months which have elapsed since that time they have covered a great deal of ground, and another year's work of the kind will open the eyes of the Canadian government to the peril with which this country is threatened in letting these aliens remain here. The inspectors prevent the entrance of diseased and pauperized immigrants into the United States. Nine-tenths of their captures are made in the night. The smugglers who have undertaken to ship the would-be American citizens across the border generally bring their victims to some out of the way spot, where there is no likelihood of any officer being present. Then at night a boat is secured, and the immigrants are rowed across a river or driven over the border for some distance to reach a railway. Since the beginning of the present fiscal year ten professional smugglers have been prosecuted. Some have been convicted and

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