

THE STAR, ST. JOHN, N. B. SATURDAY, JULY 6, 1907.

HOW "UNDESIRABLES" ARE WEEDED OUT OF THE CROWDS OF IMMIGRANTS TO CANADA

A Comparison of the Methods of Canadian and United States
Inspectors as Seen at Quebec — What the
Requirements Are.

Before setting free foot on the continent of North America, whether his destination is to a point in the United States or to a point in the Dominion of Canada, the alien, and even the immigrant of British birth, must submit to an examination.

The subject of this examination is to determine his, or her, physical ability, health, character, and to learn if the newcomer has sufficient money so as to pay his way and not become a public charge.

The three ports of landing and examination in Canada are those of St. John and Halifax in winter, and Quebec in summer. In the United States there are several places, chief of which is on Ellis Island in New York.

Some immigrants destined for points in the United States, more particularly the Western States, proceed through Canada to their destinations. To facilitate examination, the Canadian Government has permitted the United States Government to establish on Canadian soil posts for examination, spots where Old Glory floats and where the rule of the Washington power is absolute.

In Quebec, as elsewhere, there is such a post. It is on the Breakwater, check by Jowl with the buildings used by the Canadian Government.

THE TWO SYSTEMS.

The near presence of these places five excellent opportunity for an observer to examine the workings of both systems. The machinery of the United States Government is the same in all Canadian ports, and is carried out in the same manner as at Ellis Island. The eastern Canadian ports are used to examine immigrants from European points. Similar conditions exist on the Pacific coast, but this has no concern with Oriental immigration, and the subject matter is altogether relative to the examination of immigrants who seek admission to the western land from the other lands of Europe.

To observe the conditions and to watch the systems in use by each Government, a Star reporter was detailed to go to Quebec and examine the methods in use there. He did so, and saw the examination of the five hundred odd immigrants who were landed from the C. P. R. steamer Lake Michigan. These immigrants were a motley lot gathered from places in north-eastern Europe, speaking, perhaps, a dozen tongues and dialects.

The physical aspect of their arrival and the evil of the work done by the men who make money by preying upon the credulity of these poor people has already been told. This is the story of what happens upon landing in Quebec, or, for that matter, any port in Canada.

The immigrants, being landed from the steamer on the Breakwater, are sent into the enclosures surrounding the sheds. Those intended for Canadian points are directed to the larger enclosure, while those who seek homes in the United States go to the smaller enclosure on the eastern side of the pier.

CAREFUL EXAMINATION.

Now the difference in systems and methods begin to appear. It is probable that the statement of one fact will more amply illustrate the difference than many words. Of the particular lot from the Lake Michigan, some two hundred were for United States points, the larger portion, some thirteen hundred odd, being for Canadian points. The examination in both sheds began at the same time, and both were concluded at the same time — 11 o'clock that night. The United States authorities required the same time to examine two hundred immigrants as the Canadian inspectors needed to pass thirteen hundred.

When spoken to upon the difference, Mr. Doyle, who is Chief Inspector of the Canadian side, answered, "Oh, well, we're human over here. It would be too bad to refuse a refuge to a man who is in good health, even if he has little money."

"There is no sentiment here," said Mr. Harrison, the chief of the United States side, to whom the difference was pointed out. "These people are to be future citizens, and it is intended that they shall be good citizens and not likely to become public charges."



THE ORIGINAL AND ONLY GENUINE
BEWARE OF IMITATIONS SOLD ON THE MERITS OF MINARD'S LINIMENT

Without sentiment. The Canadian Government seeks a good character from each immigrant landing, a certificate of health and some evidence of sufficient money to pay further transportation and to remain away from the public charities. The United States Government desires similar evidence, but it is exacted in a far sterner manner. Truly, it is without sentiment.

Sometimes it looks as if charity has died, and that these poor humans were but so much life freight, from which the best could be selected, and the culis rejected.

There is another side to the matter, and that strikes the observer. The United States officers exact an assurance that the poorer immigrant will be taken in charge by some friend, provided all the other conditions are sufficient to secure admission, and until such assurance is given the immigrant will be detained.

In one instance I saw a family of five, husband, wife and three children, natives of Bohemia, held until some word could be had from a brother. This man could only show seven dollars, and, despite the fact his tickets were prepaid at a point in Nebraska, the family was held because the inspectors considered that the amount was not sufficient to guarantee that the five would not become public charges.

The cruelty of the examination was evident in the case of a woman of 60, perhaps seventy, of age, an Austrian, she wanted to seek friends in the new land. The sharp eye of the physician was not deceived by her glib statement that she was but fifty years of age, and, although her health was good and her physical appearance fit, she was set aside for a future examination, perhaps to be rejected.

In both sides the examination is to ascertain practically the same ground, general health and absence of disease. The immigrants are supplied with vaccination certificates before leaving Antwerp, and these must be handed in with other necessary papers. This immigrant walks towards the doctor, who is once enabled to determine whether there is any deformity. Then there is a hasty glance at the head, after which the eyes are examined for trachoma.

FURTHER INFORMATION.

Afterwards the immigrant is passed along to determine his financial ability and to seek from him data for statistical information.

On the United States side the inspector has a manifest which has been prepared by the power on board ship. This contains particulars of name, age, condition of life, occupation, literacy and such things. Both governments seek this information.

On the United States side the man or woman, must show all his, or her money. On the Canadian side it is sufficient to show ten dollars to secure the termination of the examination. The reason for the Canadian government's lack of curiosity regarding a man's money, is that it is considered rather unsafe to compel a man who was carrying any considerable amount to reveal it to his fellows, a sight which might stir cupidity. The United States folk are sterner and demand a show down to the limit.

Some curious results develop. A Russian Jew appeared before the inspector and declared that he was practically penniless, having but a scant sum to show. He was sent back. When his fellow had been cleared away, he approached the officer and said that he had some money, and he had indeed, showing 300 roubles. There was a similar case when two men, brothers, were sent back, and they afterwards disclosed 3,000 roubles in their possession.

USE OF BERTILLON SYSTEM.

The systematic work of the United States officials is shown in another direction, the Bertillon system being used to a large extent. Persons of undesirable character, women of ill repute and men who have been in jail, cannot pass the border. Owing to the inspection maintained in European ports, the officials are enabled to learn of the presence of many such persons, and their identity is soon discovered. When such undesirable characters are discovered they are photographed, and their measurements taken are recorded. The photographs are distributed to the various inspection points, and there is a history of each case. In the Bertillon book the physical peculiarities of the cases are enumerated, so that there is a good description of such persons as are rejected. The excellence of the system is such that one man originally ejected at New York has since been rejected in St. John and Quebec owing to identification completed by means of the records in possession of officers at other ports.

The photographic records are interesting and well worth looking over. In turning the leaves of one of the books the counterfeited presentation of the brother of the celebrated Mme. Humbert was discovered. This man had travelled to New York in the first cabin of a steamer, but despite his possession of plenty of money, and the style in which he travelled, he was refused admission, and had to return to Europe.

The Canadian government is not so keen on rejection, but there is a friendly spirit between both sides of the fence at Quebec, and each gives the other a hand without discussing international formalities.

Hot Weather BARGAINS

...FOR...

Men and Women!

Ladies' \$12.00 Lustre Suits, latest style,

		Sale price, \$8.98
" 10.50	" " "	7.98
" 8.50	" " "	5.98
" 7.50	" " "	4.98
" 6.00 Wash Suits	" " "	3.98
" 4.25	" " "	2.98

30c Hose, black, white and tan, 20
Black and tan Cotton Hose, 2 pair 25

\$1.25 P. C. Corsets. Sale price, 98
1.00 " " " 78
50 " " " 39

35 Tape Girdle Corsets, 25
1.35 D and A Corsets, 1.10
1.10 " " " 88

75 " " " 58
50 " " " 39
Wash Belts, from 19 to 35

Collars, 15 to 35
Children's White Aprons, 25 to 1.25
Fancy Cotton Dresses, 98 to 4.25

Men's \$12.00 Outing Suits—2 piece, 8.98
9.00 " " " 6.50
9.00 Canadian Black Worsted Suits, 7.48

10.00 Black Clay Worsted Suits, 8.50
Double or Single Breasted, 14.00
English Fancy Worsted, Double or Single Breasted, 11.98

12.00 Canadian Tweed Suits, Double or Single Breasted, 9.98
3.00 Hewson Tweed Pants, 1.98
65c White Dress Shirts, 48

75c Outing " 48
65c Black Duck " 48
35c Fancy Cashmere Hose, 19
65c Penman Unshrinkable Shirts and Drawers, 48

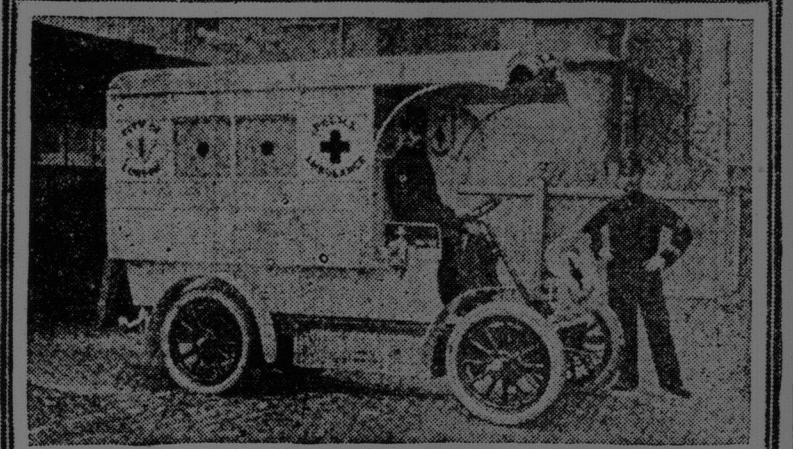
Boys' \$3.00 Two-piece Suits, Canadian Tweed, 1.98
4.50 Three-piece Suits, Canadian Tweed, 2.98

Dress Suit Cases, from \$1.25 to \$10.00
Solid Leather Club Bags " 1.50 to 7.50
Trunks " 1.50 to 12.00

Wear the King Hat, it satisfies most men. Price, \$2.00 and \$2.50

WILCOX BROS.,
Dock St. and Market Square.

LONDON HAS ESTABLISHED AN AUTOMOBILE AMBULANCE SERVICE



LONDON, July 6.—The city of London has just inaugurated an automobile express ambulance service. The ambulance car shown in this picture is stationed behind the General Post Office. It answers calls given at the Red Cross street pillars, recently erected throughout that district, and during the few days it has been in actual use, it has already attended twenty-eight accidents.

CRUELITIES DRIVE SOLDIERS TO SUICIDE

Systematic Ill Treatment of Enlisted Men
Becomes Grave Scandal in
Austrian Army.

VIENNA, July 6.—The large number of serious cases of ill treatment of soldiers which have recently been reported have caused a considerable scandal in Austria.

Within the last few days three cavalry soldiers belonging to different regiments have committed suicide on account of cruel treatment. One of them, a hussar, shot himself within hearing of Archduke Josef, who was reviewing his regiment at the time. The archduke ordered an immediate inquiry into the circumstances.

A young recruit in the dragoons wrote a pathetic letter to a Bohemian newspaper describing how he was constantly beaten and knocked about because he could not ride. "The officers continually call us 'cattle' and 'swine,' and treat us as such." The letter concluded: "I am going to kill myself before this letter can be printed, as I cannot stand it longer." The letter and the note of the man's suicide appeared at the same time.

NEW BATTLESHIPS FOR ITALIAN NAVY

Types to be Improvement on the Dreadnought, England's Most Formidable Craft.

ROME, July 6.—The Italian admiralty has drawn up a bill asking for credit to the extent of \$40,000,000 for the construction of four new battleships, loosely described as dreadnoughts. There is good reason, however, to believe that the vessels about to be commenced will be a considerable advance on the British ship.

Their design is due to the famous chief constructor of the Italian navy, Colonel Cuniberti.

The caliber of the guns is believed to be 13.5 inches, the weight of the shot fired from such guns being 1,200 pounds, as compared with 800 pounds of the Dreadnought's weapons.

The main armament will be arranged in the same way as that of the new British cruisers of the Infatigable class. There will be four turrets, one at each corner of a rhombus, two being on the centre line of the ship and one on either broadside, one near the fore and one near the after centre-line turret.

In this way it is possible for all the guns to be brought to bear on either broadside, and six ahead or astern.

The gun efficiency, with eight weapons arranged in this way, is the same as that obtained with ten mounted, as in the Dreadnought, apart altogether from the superior power of the 13.5 inch weapon over the 12 inch.

The speed of the new ships is to be in excess of that of the latest Italian battleships now building, which are twenty-two knots, and they are to have a complete belt of nearly uniform thickness. In each of these respects they will mark a considerable improvement on the Dreadnought, and they will cost \$1,250,000 more than that ship.

INTERESTING REPORTS READ AT BUELAH CAMP YESTERDAY

BUELAH CAMP, July 5.—Splendid weather has prevailed during the sessions so far, and the daily attendance is increasing with each hour.

Today a resolution was passed thanking J. T. Bullock for his efforts in putting the camp groves in such good shape. An order was given to have the grounds cleared up and staked off.

The treasurer of the alliance, E. Cosman, reported that the total expenses of the alliance were \$1,145.58, with receipts \$716. An order was passed to have 500 copies of the minutes printed, and articles of regeneration and sanctification and the church covenant added thereto.

The alliance moved a vote of thanks to the different transportation companies for their reduced rates.

H. P. Noble reported that \$200 had been added to the sinking fund. By resolution, Yarmouth, Digby and Annapolis counties of Nova Scotia were constituted district Number 4.

Miss Maud Colwell of St. John submitted an excellent Sabbath school report, showing 72 scholars with 1,230 scholars and 31 conversions.

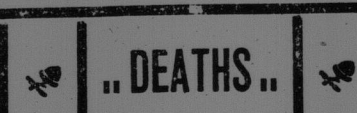
Rev. Mr. Baker read a lengthy letter from missionaries in Africa.

The corresponding secretary, Rev. W. B. Wiggin, read his annual report, pointing out that 43 members had been added by baptism and 65 on experience, the total increase being 108. The present membership is 1,317. The amount raised by notes was \$5,549. The regular church expenses were \$1,728; building and improvements, \$2,567; aid to church work, \$451; to evangelists, \$702; home and foreign missions, \$700; Sabbath schools, \$572; total, \$13,514. Value of church property, \$30,000; value of alliance property, \$10,450; total value, \$40,450. The report was unanimously adopted.

STATISTICS NEEDED.

(Vancouver Province.)

There are now forty thousand automobiles registered in New York State. The time is ripe for a lightning calculator to give us statistics regarding the number of sudden jumps by pedestrians, swear words by chauffeurs, jokes by automobile humorists and shattered bank accounts that this figure implies.



WM. BEECHER FAIRWEATHER.

On Tuesday, June 18, the death of W. B. Fairweather, of Chicago, occurred. Deceased was formerly resident of Springfield, Kings county, N. B. He is survived by his wife, one son, two sisters and mother, all of the same city.

His wife was Laura H. McGee, of Grey's Mills, Kent county. He was buried by the Knights of Pythias. He was also a member of the Columbia Knights, the Masons, the Knights of Marcebas and the Master Horsemen's Association of Chicago.

TREE PRESERVATION THROUGHOUT WEST

OTTAWA, July 5.—The Dominion government forestry branch is engaged in an active campaign of tree propagation and tree preservation in the West. The officials have been busy getting the established farmers and the new settlers on prairie lands to plant trees. The movement is meeting with the greatest success. By way of setting an example to the individual the government has just completed the planting of 2,000,000 on its own forest lands in the western provinces. A survey of the government reserves is being made for the purpose of making regulations for preservation while taking off the annual growth. There is difficulty in organizing the staff of rangers because the private lumber companies tempt the best of men to leave the government by giving them higher pay.

CROQUET MUCH SAFER.

(Brookville Times.)

One convicted to jail in one city and two more committed for trial in another city on the same day is, in sport parlance, "going some," but such incidents have become necessary to the Knights of Pythias. He was also a member of the Columbia Knights, the Masons, the Knights of Marcebas and the Master Horsemen's Association of Chicago.

RAILROADS.

CANADIAN PACIFIC

SUMMER TOURIST TICKETS
ASK FOR INFORMATION ABOUT THESE TRIPS.
\$89.00
To VICTORIA or VANCOUVER and RETURN
First Class
W. B. HOWARD, D.P.A., C.P.R. ST. JOHN, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.
No. 2—Express for Pt. du Chene, Moncton, Campbellton and Truro... 7.15
No. 3—Mixed train for Moncton... 7.45
No. 4—Express for Moncton, Pt. du Chene, connecting with Ocean Limited at Moncton for Halifax, Quebec and Montreal... 11.00
No. 25—Express for Point du Chene, Halifax and Pictou... 12.00
No. 125—Suburban for Hampton... 12.15
No. 8—Express for Sussex... 17.15
No. 125—Suburban for Hampton... 18.15
No. 131—Express for Quebec and Montreal... 19.00
No. 155—Suburban for Hampton... 22.40
No. 15—Express for Moncton, Sydney, and Halifax and Pictou... 23.25
TRAINS ARRIVE AT ST. JOHN.
No. 9—From Halifax, Sydney and Pictou... 4.25
No. 135—Suburban from Hampton... 7.45
No. 7—Express from Sussex... 9.00
No. 125—Express from Montreal and Quebec... 12.50
No. 137—Suburban from Hampton... 15.30
No. 5—Mixed from Moncton... 16.10
No. 13—Express from Moncton and Truro... 17.30
No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton... 18.15
No. 155—Suburban from Hampton... 20.15
No. 1—Express from Moncton and Truro... 21.30
No. 81—Express from Sydney, Halifax, Pictou and Campbellton (Sunday only)... 1.40
A through sleeper is now running on the Ocean Limited from St. John to Montreal. The through sleeper on the Maritime Express has been discontinued.

STEAMERS

C.P.R. ATLANTIC STEAMSHIPS
EMPRESS SERVICE
Montreal, Quebec and Liverpool Services.

LAKE ERIE, July 26th
EMPRESS OF BRITAIN, July 28th
LAKE ERIE, July 29th
EMPRESS OF BRITAIN, July 30th
S. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer, \$42.50 and \$45.00.
First Cabin—EMPRESS Boats, \$50.00 and upwards, LAKE MANITOBA, \$55.00 and upwards.
Second Cabin—\$40.00, \$45.00 and \$47.50.
Third Cabin—\$35.00 and \$37.50 to Liverpool.
Antwerp Service via London
LAKE MICHIGAN, July 30th
MONTROSE, July 7th
MOUNT TEMPLE, July 28th
Carrying 2nd Class only. Carrying 3rd Class only. Also limited number Second.
\$30.00 to Antwerp—via all Boats.

W. B. HOWARD, District Pass. Agt. St. John, N. B.

EASTERN STEAMSHIP COMPANY INTERNATIONAL DIVISION

Coast-Wise Service
Steamers leave St. John at 8.00 a.m., Mondays, Wednesdays and Fridays for Lubec, Eastport, Portland and Boston.
DIRECT SERVICE
Commencing Tuesday, July 2nd, the new Empress Turbine Steamship YALE leaves St. John Tuesdays and Saturdays at 7.00 p. m. for Boston.
RETURNING—Coast-Wise Service
Steamers leave Union Wharf, Boston, at 9.00 a. m., Mondays, Wednesdays and Fridays, Portland same days at 5.30 p. m., for Eastport, Lubec and St. John.
DIRECT SERVICE
Commencing July 1st the new Empress Turbine Steamship YALE leaves Union Wharf, Boston, at 12.00 m., Mondays and Thursdays, for St. John. All freight, except live stock, is insured against fire and marine risk.
W. G. LEE, Agent, St. John, N.B.
SCHOLARSHIP.
Genial Clergyman (visiting the village school).—"Well, my little man, what do you do in school all day?"
The Most Promising Pupil—"I wait till it's time to get out, sir"—E.E.