

CHINESE SAILORS CAN LAND IN U. S.

Smuggling Made Easier Under Court Decision of Exclusion Act.

New York, April 8.—For the first time since the passage of the Chinese exclusion act, Chinese sailors are now seen in the streets of New York. Until a decision by the United States district court a few weeks ago Chinese sailors were not allowed shore liberty in American ports, and a close watch had to be kept over them to prevent their escape, which would have meant heavy penalties levied against the vessel's owners. The decision that the exclusion act was aimed solely at laborers means, according to maritime masters that several thousands more Chinese will be shipped as sailors on merchantmen and may make the Caucasian sailor the rare exception rather than the rule on the Atlantic as well as the Pacific.

Long a Drawback.

For years the principal drawback to the employment of Chinese on vessels trading in American ports was their liability to escape from confinement on board ship, subjecting the ship to a heavy fine. In spite of this regulation now canceled pending a decree of the higher courts many Chinese shipped as sailors with the intention of landing in violation of the exclusion act. An old skipper who has sailed on the three oceans said:

There has been for a great many years at Hong-Kong a syndicate which made it a business to land Chinese in the United States contrary to the exclusion act, by means of shipping them as seamen. Those so shipped were often highbinders who could not have passed the test if they had attempted to land as required by law.

"The procedure was simple. Once the ship was berthed at an American port the sailors would receive callers from shore, and instead of the callers returning home the members of the crew would go ashore in their places. Another method was for mate to grant shore leave to some members of the crew who would never return on board, but have their places taken by newcomers willing to work their passage home, besides drawing the pay of the men they were replacing.

How It Was Evaded.

"The rich Chinese tongas would arrange everything. Chances of detection were none at all, as the crew was merely counted upon arrival and counted upon sailing so that so long as an equal number of Chinese could be produced at each roll call nothing was said.

"On the Atlantic coast things never were as easy as regards the smuggling of supposed Chinese seamen as

on the Pacific side. Many of the regular traders between New York and the far east had crews composed of Chinese exclusively, and not a few have Lascar crews, but rare is the merchant craft that does not carry at least a few Chinese in some capacity. Desertions from the eastern traders at Atlantic coast ports were of quite common occurrence.

"Detectives who made an investigation found that the society that shipped bogus seamen to the United States had headquarters in Hong Kong, with a branch office at Canton and agents throughout the Chinese empire. This society guarantees for a consideration to land a client in New York, this port being the favorite because Chinese are not closely watched and the chances of concealment here are better. The Chinese thus shipped are generally signed as either ship's cook or officer's cook. Once the society is assured that their man is shipped his photograph and instructions are sent to the agent of the band in New York. This agent is responsible for the safe landing of the client here. Such a man is, in a way, under the protection of the society, and in some cases work is obtained for him for a consideration.

QUARREL OVER DOG; FARMER IS KILLED

(American News Service)

Ogdensburg, N. Y., April 8.—Lawrence Moorin and John McDougall, two farmers, quarreled over a dog at Wilde Field today. McDougall, aiming his gun at the dog, fired, but instead of hitting the dog, the bullet lodged in Moorin's head, killing him instantly. McDougall then killed the dog and gave himself up.

A ROOF COLLAPSED BURNING WORKMEN

(American News Service)

Wilmington, Del., April 8.—The roof of the new building of the Stoddard Dayton garage collapsed at 1:15 o'clock this afternoon and ten men working on the building were buried under the debris. Rescuers are now taking out the injured and hurrying them to hospitals. It is feared several are fatally hurt.

McGraw Gives Giants Jolts As to Penant Aspirations

Greensboro, N. C., April 8.—While the Giants were scooting across the piny woods country from Atlanta to Greensboro last week the question of the championship arose, and it was evident that every player on the team had the pennant bee buzzing in his bonnet. At the height of the optimistic pow-wow Manager McGraw spoke right out in school and gave some of the prophets a jolt that they are likely to remember for some time to come.

"I think we've got a chance myself," said McGraw, as he shot this one straight from the shoulder, "but you boys have got to pay attention to the little details of the game or you'll flop. A dozen games were lost last year just as you lost that one in Atlanta recently, and if you'll figure it out that dozen of games would have won us the pennant if the result had been reversed."

"What's the idea, Mac?" asked Capt. Larry Doyle. "What have we been pulling this time?"

"Why, you are the fellow who pulled it yourself," replied the manager. "I suppose you remember when you got one base in the last inning and stole second. That was all right in its way, but you overlooked a chance to walk to third and you stood there tied. There were three balls on the batter and no strikes. If you had watched close you would have seen that the pitcher was working himself to death to get a strike over. He would have taken no chances on throwing to a base and he couldn't afford to pitch out for the batter, as it would have been four balls. All you had to do was to walk down to third, and if the pitcher had seen you start it is likely that he would have got nervous and pitched a ball instead of a strike. You failed to do it and died on second. Those are the things that a ball player should watch. It is the little things that count. Pennant winners study those things."

Doyle Affraid to Take a Chance.

"The reason I didn't start," explained Doyle, "was that I was afraid to take the chance, as there were two out and we needed one run to win."

"No, that wasn't it, Larry," replied McGraw; you just didn't see the point, that's all. Suppose there were two out, don't you think we would have had a better chance if you had reached third and the batter had reached first? The biggest advantage in base ball is to have a runner on third and first and you know it."

"I don't get that," spoke up Tesreau, who is always listening for something new. "Tell it to me, Mac."

"Why, hello, bear hunter," chirped McGraw, who likes to be asked questions. Come over here."

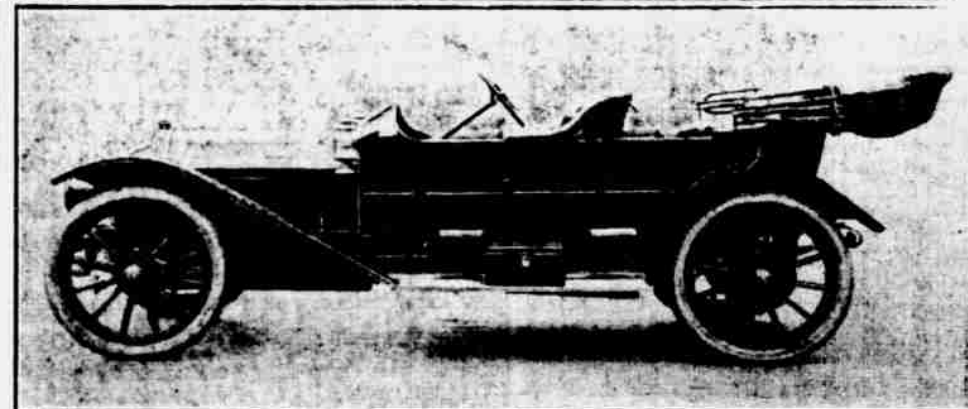
"Did you know," went on the manager, "that a large percentage of the hits in base ball are made when there are runners on first and third? That is the best time in the world to get a hit, because the whole infield is tightened up and stationary. The first baseman is glued to his sack and the third baseman is also held pretty tight

on account of having to watch the runner. The shortstop and the second baseman are getting ready for a throw and whichever one is to cover the sack has to edge over toward the second bag. The infield is unable to cover any ground, and hitting under those circumstances is easy."

"Again," went on McGraw, "there are all kinds of chances to pull off plays. We can work the double steal, the delayed steal and all kinds of plays which will net a run in case any player on the opposite side makes a bad throw. Always get a runner on first and third, if possible, and it's worth taking a chance at any time."

That the lack of attention to those little things is what loses pennants certainly sounds logical. There is another thing that he says makes ball games different now from the days of old. The wise New York manager says there is entirely too much conversation around the bases between opposing players. Instead of trying to be pleasant, the little manager says they ought to be on their tiptoes every minute watching for the next move. According to him, the fire in the eye is the thing. Ask no quarter and give none.

McFarlan SIX -- 1911



A woman can drive a six cylinder car much more safely and satisfactorily than a four cylinder car because it is more responsive; it can be run slower on high gear; it is not necessary to shift gears so often; it is not necessary to "speed-up" to climb hills; and there is less of the vibration that causes engine and tire troubles.

BERTSCH BROS., Agents, Cambridge City, Ind.

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