

ENGLAND A DUMPING GROUND.

Laxity in Enforcement of the Alien Act Is Bringing Obvious Results.

The United States is no longer regarded as the dumping ground of the criminal classes of the world. The time was when the British government made boast of the fact that she could sentence her criminals to prison or to the colonies in America. To-day that same nation is being blamed by continental Europe for allowing England to become the spawning ground for assassins, anarchists and bomb manufacturers. Laxity in the enforcement of the alien act is claimed to be acting against all attempts to maintain law and order in London, and even Scotland Yard finds ever growing difficulty in keeping the criminal classes under supervision. England is paying a dear price for her vaunted "right of asylum," and is accepting recidivists from the United States and bad men from all the world.

Statistics show that during the last year 300,000 aliens landed in the United Kingdom. The same records show that of the entire number only 604 were sent back. This is claimed by Englishmen to be proof in itself that the alien act which provides for the refusal of asylum to criminal classes and paupers is a sham and a make belief. The one bright spot in the situation is the common sense alacrity with which judges and magistrates cite convicted aliens for deportation. But political refugees keep coming and the mawkish sentiment of the ruling powers seems to prevent decisive action in an effort to stem them.

The time was when the criminal investigation department in London made the boast that within a few minutes' notice it could draw a cordon about Soho and other unsavory regions in London, north of Oxford street and on the Tottenham court road. Now the

in killing Police Constable Tyler, of the Tottenham division force.

Driven from the tram car the men made an effort to continue flight on a milk cart, but they were forced to take to their heels and one committed suicide after failing to mount a fence which he hoped to cross. The other concealed himself in an old shack and there committed suicide rather than be taken alive. Such a running fight is a thing not to be found in the annals of criminal history in any city in America, and shows that England is in danger of losing her vaunted prestige as the foremost law-abiding country in the world.

NOVEL REFORMING SCHEME.

How an Indiana Town Got Rid of Its Professional Loafers.

If Owensville, Ind., ever had professional loafers, it has none now—at least in sight—according to advices from that progressive little Indiana town. A newspaper of the place offered a prize for the best essay on the subject "The Loafer." The terms provided that submitted articles should be required to give the characteristics of the professional loafer. High school students became interested in the contest and planned "observing tours" through the business district of the town which would afford opportunities to study the characteristics of the fellow who roasts his shins behind the stove at the corner grocery from morning until night and who obtains his noonday lunch from the nearby cracker box and pickle barrel. The proposed tours caused much talk and led to a marked reform. Now when the bell rings for the close of school those who are in the habit of meeting in the corner grocery make a bee line for home or some other hiding place.

"What's the matter, Sam? Goin' home pretty early, ain't you?" asked a

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PRESIDENT TAFT'S WHITE STEAMER



President Taft and His Family in Their White Steamer

When the announcement was made several months ago that Mr. Taft would use an automobile during his term as president, much rivalry developed among the leading manufacturers for the honor of selling him a car and the public watched with interest to see what Mr. Taft's choice would be. The knowing ones predicted that the White Steamer would be selected and they pointed out that President Roosevelt had used White Steamers for two years at his summer home at Oyster Bay and had recommended this make to Mr. Taft as the most desirable.

This prediction proved correct, although Mr. Taft did not rely solely on Mr. Roosevelt's recommendation but, with his usual thoroughness, determined to have an investigation made of all the principal makes. Accordingly, he asked several officers of the War department to look into the matter for him and they tested many makes of cars, visited a number of factories so that they might see what materials were used and, finally, they investigated the records of the different types of cars in public contests and in private service.

When their labors were completed, the officials reported unanimously to Mr. Taft in favor of the White, and, accordingly, a car of this make was immediately ordered from the manufacturers, The White Company of Cleveland.

The new car was delivered to Mr. Taft in Washington a few days before his inauguration and since that time it has been in almost constant use. There has not been a day when the president or some members of his family have not been seen riding around the national capital in the new car. It is hinted that Mr. Taft likes fast traveling and that when he rides out into the open country, he does not always insist that the speed of the car be kept within the legal limits.

C. A. Hawkins, manager of the Pacific coast branch of The White Company, 1470 Market street, San Francisco, said recently to a correspondent of this paper: "We are receiving many inquiries each day asking for full details regarding the construction of Mr. Taft's car and in reply we are sending copies of our catalog. Mr. Taft's car is exactly like any other Model 'M' 40 horsepower White Steam-

er except that his car has the United States coat of arms painted on either door. In other words, when we make a car for the president of the United States there is no way in which we can make it any better than the car which you, or anybody else, can purchase from us.

"Some of those writing to me about Mr. Taft's car say that although they are very desirous of having a car like Mr. Taft's, they are afraid that such a car is somewhat larger and more expensive than they desire. In reply to these letters I point out that our Model 'O' 20 horsepower car is exactly like our 40 horsepower model, except as regards the size of the different parts. The principle of construction is exactly the same and the smaller car possesses all the desirable qualities of our larger model. In other words, I point out that they can secure an exact duplicate of Mr. Taft's car for \$4,000, or a car of the same qualities but of smaller dimensions for only \$2,000. Judging by the demand for White cars, a good proportion of those desiring to purchase automobiles are quite content to trust President Taft's judgment as to the best and most desirable make."



SCENES OF THE GREAT TOTTENHAM OUTRAGES.

anarchists, wise in their generation, have decentralized themselves and are to be found scattered over the poorer industrial suburbs of the marvelous and constantly growing metropolis.

As an example of the hopeless efforts of London and London police to cope with the criminal classes of the world the Tottenham case is cited. It is only one of a dozen or more, perhaps less serious, but still based on the same cause and producing the same result and happening on the busiest thoroughfares of London. The case has excited comment in the world over and is one of the most remarkable affairs that modern London has seen, reminding Americans of an episode in the earlier days on the frontiers of the Wild West.

It appears from the facts at hand that Albert J. Keyworth, a messenger in the employ of Messrs. Schnurmann of the India Rubber works, in Chestnut road, Tottenham, was bringing \$500 to the plant in a motor car and was speeding at a good rate, when two men, said to be Russians and anarchists, fired several shots through the wind screen, held up the car, and succeeded in taking the money and getting away. Then they tried to make their escape. First they pressed an electric tram-car into service and for five miles gave their pursuers a merry chase, during which time they fired hundreds of shots and succeeded in injuring sixteen persons, fatally wounding a lad by the name of Jocelyn, 10 years of age, and

grocer as one of the idlers hurried out of the store.

"Don't want none of them literary fellers writin' me down as a loafer. Goin' home before they come."

He went, and so have gone all the other corner grocery statesmen since the students began this practical quest for specimens.

National Assets.

A great portion of the public domain is poor land, worthless for farming purposes, but, on the other hand, there are large deposits of coal, oil and other minerals of immense value and vast forests that will furnish timber for generations to come. Naturally, such states as Montana, Idaho and Nevada look upon the public lands in their borders as the possession of their citizens. They are anxious to have the tracts divided and given to settlers, so that the population may be increased and the resources of the states developed. But the public lands are peculiarly the possession of the nation and must be safeguarded as an important national asset. The time is past when they may be given to settlers by the thousand acres, fenced in by cattle kings and appropriated by railroads. Stricter land laws and strict enforcement of them are evidences of the government's intention to protect its lands and hold them in the interest of all the people.

Some men will work harder to get even than to get money.