

THE TROUBLES OF A MANAGER.

Curious Experiences of Japanese Acrobats.

The excitement caused by the arrival of the Japanese jugglers in this city, and the deep interest felt for the unfortunate little "All Right," are known to all, but few are aware of the difficulties and misfortunes encountered by the persons who brought these performers from Japan.

In October, 1886, Thomas F. Smith and Gustavus W. Burgess, two Americans then residing in Yokohama, Japan, entered into an agreement with several Japanese acrobats and jugglers to give performances in the United States and Great Britain. By the laws and customs of Japan no native is allowed to leave the country without the permission of the Yocoon. Messrs. Smith and Burgess obtained authority to take the company and receive their services for one year from October 20, 1886. The penalty imposed upon the jugglers by the Yocoon for non-compliance with the terms of this agreement was death.

Twelve performers were selected. The principal ones were Foo-choo-matz, who acted as leader; String-kee-chee, Ling-kee-chee, and Ring-kee-chee, his son of nine years; with Zoo-see-kee, Chee-shau-kee, La-oo-kee, Chee-shau-ahn, Ah-noo-ah-ee, Foo-choo-chee, and La-oo-kee, assistants. They were of one family, the servants of the house of Yoo-tichu, a Japanese Prince. Messrs. Smith and Burgess paid the sum of six thousand five hundred dollars in Mexican gold to Yoo-tichu for their services for the time named. The performances were to begin on the arrival of the company in San Francisco.

The capital was furnished by Burgess until the troupe arrived at the point of destination, when the profits and losses arising from the performances were to be participated in by both—Smith receiving one-third, and the remaining two-thirds to go to Burgess.

The performances of the Japanese drew crowded houses throughout the country, and the receipts were larger than were anticipated. Last spring the company were playing to large houses in this city, and Ring-kee-chee, popularly known as "All-Right," had become particularly attached to the wife of Mr. Smith, and was rapidly learning to speak English; and because of his activity of mind and general intelligence Mrs. Smith intended to adopt him, by permission of the Japanese Government.

At this time Mr. Thomas Maguire offered Messrs. Smith and Burgess the sum of \$15,000 for the services of the performers for a few weeks, to travel throughout the North and West. The company agreed to go with Maguire, on condition that they should come back to New York in October, and return to Japan. To this Maguire, it is said, assented, and the jugglers performed in Buffalo, Chicago, and other cities, returning to this city about the 1st of September, where they met with Smith and Burgess.

While absent on the Western tour Maguire obtained the signatures of several members of the troupe, through the instrumentality of the interpreter, to an extension of the contract to February 1, 1888. By the terms of this contract he was to pay Foo-choo-matz, for the troupe, twenty-five hundred dollars in gold for which sum they were to perform in the cities and towns Maguire visited. When the money was given to Foo-choo-matz, and the matter explained, he refused to perform any longer, but expressed his desire to return to Japan. He claimed that the contract was not signed by the troupe, but that one of the troupe, without the authority of the others, and in collusion against them, signed their names without their knowledge or consent. Maguire caused the arrest of Thomas F. Foo-choo-matz in the Tombs. The case was brought before Judge Hogan on the following morning. W. C. Trapagan appeared as defendant's counsel, and explained the case as we have related. Judge Hogan discharged the prisoner.

The troupe, with one exception, still remained fixed in their determination not to perform longer in this country, and refused to recognize the alleged contract. Maguire got some control over the interpreter, who intended to remain in this country, and was endeavoring to influence the troupe to do the same. He was unsuccessful, however. Foo-choo-matz saw that the interpreter had acted treacherously, and told him that he would be beheaded when he returned to Japan. "Little All-Right" hailed him as "bad Jap."

Maguire, finding that he could not enforce this agreement against the company, associated himself with Richard Risley, Edward Banks, and William F. Shurt, and they made complaint to Judge Barnard of the Supreme Court, who, upon affidavits of complainants, issued an order for the arrest of Thomas F. Smith and Emma Smith, his wife, on the charge of "First, damages not arising out of contract; secondly, for injury to property; thirdly, that the defendants are not residents of this State; fourthly, that the defendants are about to remove from this State, with intent to defraud the plaintiff."

In default of \$25,000 bail, Mr. and Mrs. Smith were committed to the Ludlow street jail. Maguire affirmed before Judge Barnard that he had entered into an agreement with String-kee-chee, Ring-kee-chee, Foo-choo-matz, and Ring-kee-chee, to extend and continue their exhibitions until the last day of January, 1888, "at such times and places as the said plaintiffs may appoint in all respects in accordance with the terms of the agreement as originally made with them; that they would pay the sum of twenty-five hundred dollars in gold on the 20th of August, 1887; that the plaintiffs would faithfully and truly perform all obligations, pay all moneys according to the true intent and meaning of the contract made with Smith, which they have done; that the services and performances of the said Japanese troupe are of great value to the plaintiffs, and have hitherto realized them a very large income over and above the expenses; that defendant is informed, and believes, and so charges the fact, that they would have continued to perform and discharge their duties

under the same but for the unlawful and wrongful interference of the defendants; that the defendants have succeeded in poisoning, corrupting, and enticing away from the control and management of the plaintiffs the said Japanese performers." The plaintiffs laid their damages at fifty thousand dollars.

Mr. W. C. Trapagan, counsel for the defendants, appeared before Judge Barnard, and showed cause why Mrs. Smith should not be held according to Voochees' Code, section 19, last clause:—"No woman should be arrested in any action, except for a wilful injury to persons, character, or property." Judge Barnard, upon his own motion, two days afterwards discharged Mrs. Smith, as the affidavits did not present such cause to hold her.

As the case would be a long time in litigation, and as Mr. Smith was obligated to the Government of Japan to return the natives to their country in October, Mr. Trapagan advised Mr. Smith to settle the case as quickly as possible, and compromise with Maguire, and others.

Mr. Smith contended that Maguire's interest ended at the expiration of the first contract, and he had no authority to make a contract with the troupe, but with him (Smith), as he was the authorized agent of the Japanese Government to exhibit them in this country, and the troupe were obliged to return to Japan at the expiration of this contract. If a new contract were made, it must be made with the Japanese Government. The Japanese were closely drawn to Mr. Smith, and would perform with no one else.

Mr. Smith's counsel said it was expedient to settle the case. Another troupe was on its way to this country, in which Smith had an interest, and finally Smith resolved to compromise if the terms were reasonable.

At this time there were two agents of the Japanese Government in this country purchasing telegraph lines, instruments, steam engines, locomotives, cannon, fire arms, etc. Mr. Trapagan had an interview with them to obtain extension of time for Mr. Smith. One of these representatives was a prince of the royal family, who had the requisite authority. He agreed to extend the time until March; but the troupe must remain under the control of Mr. Smith. The charges against the interpreter were serious; and it was evident that he would be beheaded on his return to Japan. Maguire agreed to receive ten thousand dollars to compromise the affair. The troupe were to travel throughout the country, an agent of Maguire's to accompany them and receive a certain amount of the receipts and forward it to Maguire.

After a confinement of ten days in the Ludlow street jail, Mr. Smith was returned to his troupe, and started on a tour. They are now performing in the South-west to crowded houses, and paying Maguire & Co. the ten thousand dollars which they had agreed to do by force of circumstances.—N. Y. Evening Post, Oct. 31.

—The man Lowry, confined in the Hunting-ton (Pa.) Jail, on the charge of horse-stealing, made his escape on Tuesday night of last week, by unlocking the door with his finger!

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SHIPPING

STEAM TO LIVERPOOL-CALLING AT QUEENSTOWN.—The Inman Line, sailing on Monday, November 2, 1887, at 10 o'clock A. M., for LONDON, via QUEENSTOWN, CORK, SWANSEA, and LONDON. The ship is the CITY OF NEW YORK, Captain J. H. Smith. For further information apply to the Company's office, No. 110 N. 2d St., Philadelphia.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE. FOR NEW ORLEANS, VIA SAVANNAH, STAR OF THE UNION, Captain P. F. Hicks. The STAR OF THE UNION will leave for New Orleans on Monday, November 2, at 10 o'clock A. M. from Pier 13, South Wharves. For further information apply to the Company's office, No. 110 N. 2d St., Philadelphia.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE. FOR SAVANNAH, VIA WASHINGTON, D. C., and NORFOLK, VIRGINIA. The ship is the STAR OF THE UNION, Captain P. F. Hicks. For further information apply to the Company's office, No. 110 N. 2d St., Philadelphia.

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RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND YORK VALLEYS, THE NORTH, NORTHWEST, AND THE CANAAS. TRAINS MONDAY, September 2, 1887. Leave the Company's Depot, at THIRTIETH and LAUREL STS., PHILADELPHIA, at the following hours:—

MORNING ACCOMMODATION. Leave Philadelphia at 7:30 A. M., arriving in Pottsville at 10:30 A. M. MORNING EXPRESS. Leave Philadelphia at 7:30 A. M., arriving in Pottsville at 10:30 A. M.

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. THE MIDDLE ROUTE.—shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Lehigh, White Haven, Wilkes-Barre, Bannockburn, Mount Carmel, Pottsville, Scranton, and all points in the Lehigh, Mahanoy, and West Branch valleys. Passengers to Philadelphia, N. W. corner of BELKIN and AMERICAN STREETS.

NINE DAILY TRAINS. On and after WEDNESDAY, May 3, 1887, Passenger Trains leave for Lehigh Valley, Scranton, and other points, as follows:—

At 7:30 A. M. for Reading and intermediate stations. Returning, leaves Reading at 9:30 P. M., arriving in Philadelphia at 11:30 P. M.

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RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA. W. N. K. R. FIRST AND SECOND TRAINS. On and after MONDAY, October 1, 1887, Trains will leave Depot, THIRTY-FIRST and CHESTNUT STREETS, Philadelphia, as follows:—

Leave Philadelphia at 7:30 A. M., for West Chester, at 11:45 A. M., 1:15 P. M., 4:15 P. M., 6:15 P. M., and 7:15 P. M. Leave West Chester for Philadelphia, from Depot on West Chester Street, at 7:45 A. M., 8:15 A. M., 11:15 A. M., 1:15 P. M., 4:15 P. M., 6:15 P. M., and 7:15 P. M.

Passengers to or from stations between West Chester and Philadelphia, leaving West Chester, will take train leaving West Chester at 7:45 A. M., and going west will take train leaving Philadelphia at 7:45 P. M., and westward at 8:45 A. M. and 7:45 P. M.

The Chester and Walnut Street cars connect with all the above trains, carrying passengers down Chestnut Street, past principal hotels, and the Camden and Andover R.R. office, at Walnut Street wharf, passing out Walnut Street to the depot.

The Market Street cars will be waiting, as usual, at Thirty-first and Market streets, on the arrival of such trains, to carry passengers into the city, and for those leaving the Depot take the cars on Market Street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

ON SUNDAYS. Leave West Chester at 7:30 A. M. and 7 P. M. For cars on Market Street, will connect with all Sunday trains, both ways, as usual, leaving all Sunday trains, thirty minutes before the train leaves, to carry passengers into the city, and for those leaving the Depot take the cars on Market Street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

Passengers are allowed to take wearing apparel on such trains, but the Company will not be responsible for loss of such articles, unless a special contract is made for the same. HENRY WOOD, General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after SATURDAY, June 1, 1887, Trains will leave Philadelphia, from Depot, THIRTY-FIRST and CHESTNUT STREETS, Philadelphia, as follows:—

Leave Philadelphia at 7:30 A. M., for Baltimore, at 11:45 A. M., 1:15 P. M., 4:15 P. M., 6:15 P. M., and 7:15 P. M. Leave Baltimore for Philadelphia, from Depot on West Chester Street, at 7:45 A. M., 8:15 A. M., 11:15 A. M., 1:15 P. M., 4:15 P. M., 6:15 P. M., and 7:15 P. M.

Passengers to or from stations between West Chester and Philadelphia, leaving West Chester, will take train leaving West Chester at 7:45 A. M., and going west will take train leaving Philadelphia at 7:45 P. M., and westward at 8:45 A. M. and 7:45 P. M.

The Chester and Walnut Street cars connect with all the above trains, carrying passengers down Chestnut Street, past principal hotels, and the Camden and Andover R.R. office, at Walnut Street