

"You are instructed to report at once what steps have been taken by steamship companies or individuals to promote emigration from Europe to the Pacific coast via the Panama canal."

After talking with consular agents on the subject, and interviewing members of the Italian Royal Emigration Commission, I have learned the following facts about this possible undesirable exodus from the south of Europe:

There are some thirteen steamship companies concerned in promoting it. Seven are Italian, sailing from Genoa or Naples. These Italian lines have a combined carrying capacity of 56,392 passengers per trip. Their vessels are unsanitary and crowded.

Other than Italian lines, the Austro-American line will undoubtedly be in the pool, it is said, and will bring from Trieste hordes of Greeks, Slavs and Magyars, while two lines that sell tickets in Southern Russia will bring Armenians and Roumanians to the Pacific states.

From the Piraeus, port of Athens, two lines, notorious for their unsanitary and poorly equipped ships, will bring Syrians, Greeks and Macedonians. On so long a trip these boats will become veritable hotbeds of disease, even if the immigrants start in good health.

The so-called "jackals of the steerage," however, are selling tickets to people known to be suffering from trachoma and other maladies excluded from the United States, and are even issuing insurance guaranteeing their passage money back if they are not admitted at the American port! Besides the diseased, it is certain that the great migration will bring to America thousands of criminals.

What can be done about it?

It is already forbidden by law, in Italy, to encourage emigration. Yet there are over 100,000 steamship agents who can do so verbally without being caught. Moreover the

companies themselves are offering special rates.

As an inducement, they are selling tickets on the installment plan, at the rate of \$1 a week.

They have already booked 150,000 passages for Pacific coast ports from Italy alone by this means.

Because of their reductions over the common rates, the thirty day trip to San Francisco will probably cost only \$80. The twelve day trip to New York alone costs \$40.

The Italian government is as much worried over this prospective emigration which will come with the opening of the Panama canal as is the United States.

I asked Commadore Egisto Rossi, of the Royal Commission on Emigration, how Italy would meet it.

"We cannot stop emigration," he said, "but Italy does not encourage emigration to the western part of the United States. We realize that in that region the Italian emigrant, without money, would be a mere laborer, working harder for his wages than he would in Italy, and possibly, he could find no work at all if emigration is too heavy."

"Should this bruited pool materialize, and the threatened exodus develop, it will be our duty not only to warn emigrants, but to take what measures we can to prevent them from going!"

Other than Italy, no South European government has done anything to prevent the proposed wholesale emigration upon the opening of the canal. In those countries the "jackals of the steerage" have been given full sway to book passages via Panama, and to paint in glowing colors the mild weather and glorious opportunities of the Pacific coast.

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America has furnished to the world the character of Washington. And, if our American institutions had done nothing else, that alone would have entitled them to the respect of mankind.—Daniel Webster.