

SHUT OUT VICIOUS

Friends of Immigration Bill Are Heard.

TO WAIVE EDUCATIONAL TEST

But Sargent Would Retain Head Tax - Mexican Peons, Who Are Virtually Slaves, Smuggled In - Need of Guarding Canadian Border.

WASHINGTON, Dec. 12.-The hearing on the immigration bill by the Senate committee on immigration was concluded today. The testimony taken today was largely in the nature of a rebuttal to the important witnesses to submit to the elimination of the provision for an educational test, should such action prove necessary to secure the success of the bill.

Commissioner-General of Immigration Sargent said that, while he would prefer the retention of the educational requirements, he would be willing to sacrifice them if the bill could be passed without destroying the efficacy of the bill. Mr. Sargent made an urgent plea for retention of the head tax, saying that the present law would require to meet the expenses of the service.

He spoke especially of the necessity for increased vigilance on the Mexican frontier, and said that he recently had secured information by personal observation of the smuggling into this country of a large number of the most undesirable states from Mexico, and he was willing to work at 25 cents to 35 cents per day. These people, he said, were fed from troughs, no hogs might be seen, and treated just as slaves. They were finding employment in the mines of Colorado and New Mexico.

He declared that the plea for unlimited immigration is from the manufacturers and farmers, and not from the general public, but he had complained of their schemes to evade the law. On this account, he appealed for ironclad requirements.

Among the more important witnesses of the day was Robert S. Sargent, in charge of the United States Immigration Inspection service in Canada, with headquarters at Montreal. He advocated the elimination of the provision of the bill excepting railroad lines connecting contiguous States from contiguous territory, from the penalty of bringing in insane, diseased and idiotic aliens. He also said the bill would improve all the provisions relating to Canada should be struck out, excepting section 33, placing the entire regulation of border immigration in the hands of the Immigration Bureau. He said that at present the Canadian railways coming into the United States are prompt in complying with the requirements of the inspectors, but that this compliance was due to the penalty of the law, and that the penalty it would be impossible to secure their compliance.

He said that owing to the strict requirements made by our law of steamship lines coming into the United States, there had been almost entire elimination of undesirable immigrants landing at American ports, but that the reverse was true of the immigrants coming through Canada, the percentage of diseased persons coming through Canada being 60, while those coming direct to the United States was only one-tenth of one per cent. This, he said, was the result of design and not of accident, the immigration agents in Europe furnishing judges to immigrants showing them to be diseased or not.

Commissioner David Healey, with headquarters at Victoria, B. C., gave similar testimony concerning the necessity for guarding the northern frontier. He spoke especially of the danger from an invasion of Japanese coolies. He said this threat had been temporarily averted by an edict issued by the Japanese Emperor, but he predicted that as soon as the Japanese authorities learn of the ease with which the immigrants from European countries find access to the United States, they will demand privileges the same as granted to those countries.

H. H. Fuller, of the Brotherhood of Locomotive Engineers, and James A. Sullivan, representing the cloth engravers and printers, asked for the passage of the bill as it stands, and Richard K. Campbell, Chief Inspector of the Immigration Bureau, suggested a number of amendments looking to the improvement of the administrative feature of the bill.

ARGUMENT ON EIGHT-HOUR BILL. Change of Disabling Battle-Ships is Indignantly Resented.

WASHINGTON, Dec. 12.-The Senate committee on education today listened to an argument for and against the eight-hour bill. James O'Connell, president of the Association of Machinists, referred to a statement made by J. H. Hull, assistant manager at Cramp's shipyard, Philadelphia, to the effect that members of the International Association of Machinists had tried to destroy the machinery of the battle-ship Alabama by the transport Thomas while they were undergoing repairs in the Cramp's yards. Mr. O'Connell said that nothing of the kind had ever been brought to his attention, and he did not believe it ever occurred.

Ex-Secretary of the Navy Herbert, in an argument in opposition to the bill, declared that about 200 men in the House of Representatives willing to take the responsibility of opposing any labor measure, no matter whether they approve it or not, but they had been brought to the laboring class.

"That explains why," he said, "this bill and preceding bills like it, even worse than it is, passed the House by large majorities."

L. E. Payson, for the Newport News Shipbuilding Company, referred to the strike at Newport News in 1901, and said that, what the battle-ship Illinois was about to leave the yard on her trial trip, would have gone forth from the labor unions that she should not leave the yard until the union's terms were complied with. He vehemently exclaimed that it was an act which, if the United States had been at war, would have been a military offense.

"Men suffered the loss of their lives for less than culpability," said he, "than were committed against our people in June of a year ago."

Samuel Gomper, president of the Federation Laborers' union, was also called as an agitator by the "mercenary and venal" Judge Payson, "but it was the agitator who made this country a Republic, that abolished slavery and that saved the children employed in the cotton mill in the Southern States. Mr. Gomper vehemently denounced the charge made that the International Association of Machinists had attempted to precipitate a strike in the Cramp shipyards during the Spanish War, while Government warships were being fitted out, and that some of the labor men had attempted to tamper with the machinery of a transport."

"It is not true," said Mr. Gomper, "that the strike in the Cramp shipyards delayed the departure of the Thomas for a week or 10 days, but as a matter of fact it was not during the Spanish-American War but late in the year 1899."

He declared that if the House failed to pass the bill, it would be back again in the next Congress.

He Saves Both Job and Conscience. WASHINGTON, Dec. 12.-Assistant Secretary of the Treasury Altes has disposed

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The committee on resolutions presented the following, which was adopted: "That the National Civil Service Reform League congratulate the country on the high character and ability of the National Civil Service Commission; on the regulation of the labor service of the Federal departments in Washington by the adoption of the registration system; on the closing of the many back-door entrances to the classified service by wise amendments to the civil service rules; on the extension of the classification to the rural free delivery service; on the adoption and successful operation of the merit system in the Federal service of Porto Rico, and all the civil service excepting schools in the Philippines; on the promotions in the diplomatic and consular service, which, it is hoped, will lead to the general adoption of the merit system in that branch of the service. It urges the extension of the application of the merit system to the consular service and Indian agencies.

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MINERS EXPLAIN SYSTEM OF EXCESSIVE DOCKING.

Received With Favor. But Cabinet Does Not Think Acceptance of Arbitration Likely.

WASHINGTON, Dec. 12.-Foreign affairs was the principal subject of discussion at the Cabinet meeting today. Cablegrams from Minister Bowen, at Caracas, were read. The request of President Castro that Minister Bowen act as intermediary in an effort to have the present difficulty submitted to arbitration was received with favor, though some doubt was expressed whether Great Britain and Germany at this stage would accept a proposal of arbitration.

Secretary Moody said, after the meeting, that the Government would not act at this time at least, any warships to Venezuela. United States vessels are in close proximity to Venezuela, but their presence is not regarded now as necessary.

MEXICO IS WATCHING. To See How Far the Monroe Doctrine Will Reach.

CITY OF MEXICO, Dec. 12.-El Imparcial, the Liberal newspaper, in discussing the Venezuelan troubles, sees in the attitude of Germany and England an attempt to try to force a far-reaching shadow, for some threatening, for others protecting, of the Monroe Doctrine. Therefore all eyes are now turned toward the Cabinet meeting, and the question whether perhaps become very difficult for the American Government.

GERMANY'S TRUE MOTIVE. Venezuelan Envoy Says It is to Check American Trade.

LONDON, Dec. 12.-In a dispatch from Paris, the correspondent of the Daily Express, after an interview with Senator Maubourget, the Venezuelan representative in Paris. Senator Maubourget said Germany's true motive in urging Great Britain to take this country's present course was found in the contention that the United States "Americans have lately been pushing German products out of the South American republic," continued the Venezuelan Envoy, and Germany's Consul representatives in South America are constantly impressing this fact upon their government.

MANNED BY BRITISH. Captured Gunboats Now in Service of Venezuela's Enemy.

PORT OF SPAIN, Island of Trinidad, Dec. 12.-The captured Venezuelan gunboats are now manned by British sailors, and the British flag is flying from the masts of the Orinoco has been reopened.

THE SICK AND THE DEAD. Confederate Veteran and Commissioner to Paris Exposition.

RIVERSIDE, Cal., Dec. 12.-James Harvey Mathea, a prominent Southern author and newspaper man, died here last night. For many years he was editor of the Memphis Republic Ledger, and at one time was on the staff of the Louisville Courier-Journal. He was a member of the Paris Exposition Commission, and had served in the Confederate army as Captain of volunteers. Mr. Mathea was 60 years old. Death was caused by consumption.

Judge Carter Dead. SIOUX FALLS, S. D., Dec. 12.-Judge Jarvis W. Carter, aged 72, former private secretary of Governor Sheldon, and District Attorney of the Fourth Judicial District of Dakota Territory, was found dead in bed this morning. Death was caused by heart failure.

Major Hancock Is Ill. WASHINGTON, Dec. 12.-Major John Hancock, chief of the stationery division of the Pension Bureau, father-in-law of the director of the Census, and a relative of General Winfield Scott Hancock, was stricken with paralysis at his desk today, and is in a serious condition.

John Van Horn Is Ill. LOUISVILLE, Ky., Dec. 12.-John Van Horn, former vice-president of the Western Union Company, is seriously ill of neuralgia of the stomach at his home in Fewee Valley.

Vanderbilt's Condition Unchanged. NEW YORK, Dec. 12.-The condition of Cornelius Vanderbilt, who is ill with typhoid fever, was reported tonight as unchanged.

MOFFATT RAISES MONEY. Will Now Let Contracts for New Road From Denver West.