BOYCOTT CAUSES LESS VIGILANCE

Administration Order Alleged to Have Favored Chinese Immigration.

TESTIMONY IN COMMITTEE

Frank P. Sargent Testifies Before Committee That as Result of Order, Vigilance Was Relaxed in Allowing Chinese to Slip In.

WASHINGTON, May 1.—It is expected that when the House in its consideration of the sundry civil service bill reaches the paragraph appropriating $500,000 for enforcement of the Chinese exclusion law, which may be tomorrow, Representative Champ Clark, of Missouri, will offer an amendment to increase the appropriation to $800,000 and that this move will make way for discussion intended to expose an alleged Administration order directing Federal officials to relax their vigilance and wink at the unlawful entry of Chinese into the United States territory for the purpose of propitiating the Chinese government and inducing an abatement of the boycott declared by Chinese merchants against American goods.

Reduces His Estimate.

It is understood that Mr. Clark, Mr. Fitzgerald, of New York, who is a member of the appropriations committee which made up the sundry civil bill, and others, will quote from and dilate on the testimony given before the appropriations committee in executive session, March 24, last, by Frank P. Sargeant, Commissioner-General of Immigration and Naturalization. In his testimony Mr. Sargeant said that until two years ago he annually asked for and obtained an appropriation of $600,000 for enforcement of the exclusion act, but that in July of 1906, coincidentally with the institution of the Chinese boycott, a circular was issued which made a change in the conditions.

Mr. Fitzgerald asked:

Activity Is Lessened.

"As a result of that circular you were not very active in enforcing this law?" Mr. Sargeant replied: "As a result of that circular I reduced my estimates of appropriations that year by $100,000."

Mr. Fitzgerald—Has there been any change in the instructions issued at that time?

Mr. Sargent—No, sir.

Mr. Fitzgerald—Did that circular apply to the Japanese as well as to the Chinese?

Mr. Sargent—No, sir; the Japanese were not mentioned. That circular arose on account of the activity of the Chinese boycott and from the complaints made of the abuses practiced by the United States officers, which were pronounced to be intolerable and there was a great deal of excitement over it. Up to that time we had been quite active in endeavoring to prevent the incoming as well as assist the outgoing of those Chinamen who had no right to be here. We were prevented from making arrests of thise unlawfully here. Practically since that time our arrests have been limited in number.

Mr. Fitzgerald—My recollection of that circular is that there was either a direct order or an intimation that you should go slow in this matter so as not to offend the Chinese government.

Mr. Sargent—We obeyed orders and went very slow.

Mr. Fitzgerald—And you are still going slow?

Mr. Sargent—We are still going slow, but somewhat improved in speed lately.

Mr. Fitzgerald—The approach of the coming campaign has not accelerated your speed has it?

Mr. Sargent—No.

BRYAN THE LOGICAL MAN

Representative De Armond Declares His Choice Will Be Unanimous.

WASHINGTON, May 1.—Representative David de Armond, of Missouri, in an address before the District of Columbia Democratic Association last night declared that the people of Missouri look upon W. J. Bryan as the logical candidate for the Presidency, and that Missouri's delegates will support him unanimously at the Denver Convention. Mr. De Armond spoke in part:

"Some people criticize Mr. Bryan and say, 'He ran in 1896, he ran in 1900, he is the perpetual candidate; he is the man always to the front.' Who ever got there with less self-seeking and is in more thorough accord with the wishes of those who followed him than Mr. Bryan?

"Is there anything wrong in his being willing to stand again as the candidate of his party, if his party wants him? What is he doing now, or what has he done to put himself in the way of the nomination at Denver that any man can criticise? He stands as an honor to our American citizenship. He stands as one of the highest and noblest types of man, a Christian, patriotic gentleman."

Representative Hughes, of New Jersey, also spoke. He declared that there are probably 1000 Democratic voters in his state who would oppose Mr. Bryan if nominated. The uninstructed delegation he said may support the Nebraskan in the convention.

Representative Hughes spoke in part:

"I am for Mr. Bryan because I think he is right. Let us look at it from the standpoint of the politician. I am for Mr. Bryan for another reason. While he may not carry the State of New Jersey or the State of New York, and I do not say that he could not carry those states—it is my firm belief that he is going to get more votes in those states than any other candidate that can be named by the Democratic party."

EXPECTS BIG BUSINESS

Harriman Hurries Big Order for Locomotives to West.

OMAHA, Neb., May 1.—(Special.)—One hundred and forty-eight big locomotives are being hurried to the Harriman lines as fast as the Brooks Locomotive Works of Dunkirk, N. Y., can turn them out. W. J. Smith, installing engineer for this concern, is in Omaha today consulting with W. R. McKeen, Jr., superintendent of motive power and machinery of the Union Pacific.

Mr. Smith declares the railroads are looking for an immense business this year in the West, and are demanding that the locomotives be delivered as rapidly as possible. About 70 per cent of the engines are for freight service.

ADVOCATES FEDERAL BOARD

Railroad Official Says State Control Is Outlined.

CHICAGO, May 1.—A federal board of control which shall take over the work of the various state railroad commissions and obviate much litigation and legal jurisdiction disputes between federal and state courts was advocated by C. W. Mott, general immigration agent of the Northern Pacific Railroad in an address yesterday before the Traffic Club.

"The traffic departments of all railroads, during the last year and a half, have been in a kaleidoscopic form," said Mr. Mott, "and I think that if one central body could advise and govern, many changes would be made which would be beneficial both to the railroads and to the public.

"In the case of a road which traverses seven or eight different states and is subject to the dictation of as many different state railroad commissions, a traffic manager has to be governed largely by gentlemen, some of whom have had little training or knowledge of the business they are endeavoring to direct. The recent decision of the Minnesota rate case by the United States Supreme Court is a help in the right direction.

"Our commercial life and trade regulations have become so broad and extensive, and the railroad and steamship lines have developed interstate trade to such an extent that we virtually have outlived the doctrine of state rights, of state control, as far as interstate railroads and interstate trade are concerned, and it would be far better to do business with one central body under federal laws which will be absolutely fair and equitable between the people living in the different states, and not giving any one state an opportunity to have radical laws detrimental to the interests of the people in other states."

Pennsylvania Pays Dividend.

PHILADELPHIA, May 1.—The Directors of the Pennsylvania Railroad Company today declared a semi-annual dividend of 3 per cent, which is a reduction of half of 1 per cent from the last semi-annual dividend, and places the stock on a 6 per cent basis.

Resigns After 21 Years.

OMAHA, May 1.—L. H. Korty, for 21 years manager of the telegraph system of the Union Pacific system, resigned today.

HOW THEY ELECT A POPE

Cardinal Logue Gives Humorous Description of College in Session.

NEW YORK, May 1.—A glimpse of the doings of the College of Cardinals, during the election of Pope Pius X, was given by Cardinal Logue, the Catholic prelate of Ireland, who is in New York for the exercises in the celebration of the 100th anniversary of the local diocese when he responded to the toast, "The Holy Father," at the dinner of the Alumni of the Old Irish Theological Seminary at Maynooth, which has sent many priests to this country.

"In that large collection of cardinals no one protested so much against the selection of the Patriarch of Venice as he did himself," said the cardinal. "Had it been a warmer day he might have been chosen sooner than he was. The pope was overcome and frightened at the burden he would have to undertake. He was fainting.

"But these Italians," he said, referring to the Italian cardinals, "generally have conveniences about them. One of them went up to him with a bottle—a smelling bottle, I believe."

When the laughter of the priests had subsided the voice of the cardinal took on a subdued tone. "It was a warm night," he said. "The cardinal elected to be our holy father did not want the office. He had been a faithful priest and hard-working man in his archdiocese. He had worked among the poor and was accustomed to his labors. And to be the Pope, he would have only a little bit of a garden to move about. I've never seen it.

"You know an Irishman was once elected Pope, but he cut away from Rome and ran to the Appenine Mountains and found a cave for himself. He is there yet."

The laughter that greeted him called forth this explanation from the Cardinal.

"It is a historical fact that I am telling you. If I were elected Pope," he added, with a faint smile, "I think I would get out of a window and run away.

"It is a dangerous age for the holy father of the church. The church has its enemies above ground and working like moles underground. But he can fight them above ground and under ground. I am over here without the permission of the holy father, which I should have secured. I was afraid that I would not get it, so did not ask it. May be I shall see the holy father sooner than I shall desire."

Cardinal Logue closed with a priestly tribute of love and fidelity to Pius X, describing him as a saintly man chosen by God for his office.

When tickets for the grand stand at the Catholic parade were sent out they were accompanied by the injunction:

"Ladies should wear small hats."

REAL BATTLE TO COME

Arguments of Attorney to Be Feature in Hyde-Benson Trial.

WASHINGTON, May 1.—Although the Government is nearing the end of its case against Hyde, Benson, Schneider and Dimond, charged with conspiracy to defraud the United States of valuable public lands in the states of California and Oregon in Criminal Court, the real battle of the trial is yet to be fought—the arguments by opposing attorneys relative to the points of law on which the defense is expected to base a strong appeal to Justice Stafford to take the case from the jury and discharge one or two or possibly all four of the defendants.

Two witnesses were called out of their regular order today to testify regarding the character of Henry Dimond, one of the defendants, and both said his reputation was very good.

Horace Stevens, of Portland, Or., who explained that he is engaged in compiling a book on the "Land Frauds," and that he assisted the Government officers in examining papers, identified several lists of large fraudulent land entries which he prepared. Witness formerly was employed in the office of the Surveyor-General of Oregon, and Stevens said during his service most of the application blanks for entry on public lands were filled in with descriptions of land open to settlement.

Robert A. Dean, of San Francisco, vice-president of the Sierra Land Company, testified that his father, his sister, his brother and himself had filed applications for school lands and his father also filed applications for other persons. He said Hyde acted as attorney for them. District Attorney Tucker said that the Government expects to show that many of the persons brought into the case by virtue of Mr. Dean's testimony, are fictitious. C. P. Lyndall, of Los Angeles, brother-in-law of the defendant, Schneider, testified he had signed an application blank and on a power of attorney. Witness said he had paid no money on the land and he received nothing by reason of making the application.

Socialist Parade in Winnipeg.

WINNIPEG, Man., May 1.—Five thousand Socialists and unemployed, headed by red flags and banners and "we want work" mottoes, paraded from St. Johns Park to the City Hall this afternoon, but were kept moving by the police and finally dispersed.

At the present rate of excavation Pompeii will not be entirely uncovered before the year 1970.

ORDERS OUT FOR NAVAL PAGEANT

Practically Entire Sea-Fighting Force to Meet at San Francisco.

ENTER BAY IN ONE LINE

Pacific to Meet Atlantic Fleet Outside Golden Gate — Battleships Reach Monterey and Are Given Hearty Welcome.

MONTEREY, Cal., May 1.—The Atlantic fleet of battleships steamed here today. The residents of Monterey and Pacific Grove and all the other settlements of the near vicinity made the occasion a holiday. They lined the water-front when the fleet dropped anchor at 6 o'clock this morning, and lingered long to view the beautiful marine spectacle.

A gale which transformed the waters of the bay into a choppy sea did not deter the hundreds upon hundreds who desired to see the ships. A great variety of entertainments ashore, both for the men and the officers, marked the day.

Orders for Grand Entry.

New orders were issued today covering the entry of the fleet into San Francisco Bay on Wednesday next. It is now ordered that all the vessels of the Pacific fleet shall join the Atlantic battleships outside the Golden Gate and steam with them through the harbor entrance to the anchorage in the bay, where the review of the Navy is to be held. Practically the entire fighting force of the Navy, with the exception of a few newly-commissioned ships in the East and a few gunboats in Philippine waters, will be in the great column of white and buff vessels that thread their way between the headlands of the gateway, Point Bonita on the north and Point Lobos on the south.

Forty-six vessels will be in line and the long column will stretch as far out to sea as the eye can see. The variety of fighting craft will range from the massive 16,000-ton Connecticut down to the little destroyer Fox, of 154 tons displacement. Battleships, armored cruisers, protected cruisers, gunboats, destroyers, torpedo-boats and auxiliaries—in fact, every class of vessel in the Navy save the obsolete monitors—will be represented.

Clear Way for the Fleet.

The steaming of the ships through the Golden Gate will be a far more impressive and enduring picture than the review at anchor, which is to be held on Friday next. Rear-Admiral Evans will be either on the bridge of the Connecticut or in the emergency cabin, where he commands a full view of the fleet. Strict orders for a fair way for the host of Naval vessels have been issued by the Department of Commerce and Labor at Washington, and the scores of excursion steamers that will take crowds out to Angel Island and beyond to view the spectacle will be under close Federal supervision. Revenue cutters and Naval launches will patrol the pathway and keep excursion and pleasure craft out of danger.

Order of Grand Review.

The hour of rendezvous outside the Golden Gate—probably at the San Francisco lightship—has been fixed for 9 A. M. on Wednesday next, May 6. Three hours later, or as near noon as the calculations of the navigators can compute, the broad, white bows of the Connecticut will appear within the gateway. The flagship will be followed by the 15 other veterans of the South American cruise, and by two additional battleships anchored outside the harbor entrance—the Nebraska and the Wisconsin—making 18 battleships in all—the largest number ever brought into one command. Next will come the two divisions of magnificent armored cruisers of the West Virginia type—13,000 and 14,000-ton flyers—eight in all, and the other cruisers of the Pacific fleet. Following these will be the torpedo-boat destroyer flotila, which made the trip through the Straits of Magellan, and the flotilla of the Pacific fleet, and at the end of the line will come the auxiliaries, six in number. The poor old black-hulled, soot-begrimed colliers, which did so much to make the recent cruise a success, alone will be lacking.

The Atlantic destroyer flotilla, which last saw the battleships at the western end of Magellan, will rejoin the fleet at Santa Cruz on Monday next.

Today was the tenth anniversary of the battle of Manila, but there were no ceremonies commemorative of the event on any of the ships.

Entertainment at Monterey.

Rear-Admiral Emery, of the second division, entertained his fellow flag officers and the captains of the fleet at luncheon at the Hotel Del Monte and tonight there was a dinner to the Admirals, Captains, Governor Gillett and staff at the Del Monte, with Mayor Jackson, of Monterey, as host. A flag-raising in Monterey, attended by a number of detailed officers, dances tonight for the men at two big halls, a confetti battle in the streets, boxing bouts, a lantern festival at Pacific Grove, a dance for the junior officers at the Presidio of Monterey and the illumination of the fleet were features of the day.

Tomorrow morning the first squadron, headed by the Connecticut, will go across the bay to Santa Cruz for three days. The second squadron remains here until Monday morning, when it will go to Santa Cruz to remain until Tuesday evening, when the reunited fleet sails for San Francisco, stopping all night at the San Francisco lightship.

Colonel M. P. Maus, commanding the Twenty-second United States Infantry and commandant of the Monterey Presidio, paid an official visit to Admiral Thomas today, as did Mayor Jacks and members of the local reception committee.

Conference on Turret System.

There was a meeting on board the Vermont of turret officers, called by direction of Rear-Admiral Evans, to consider and report recommendations for improvement in the turret systems, based upon the experience of the battle practices of last Fall and the record target practice this year at Magdalena Bay. The board will consider the question of turret-placing, ammunition hoists, etc., and also the feasibility of flameproof powder-bags. A meeting of fleet ordnance officers called by Lieutenant-Commander Ridley McLean, of Admiral Evans' staff, was held on the Illinois to consider and report upon the turret and powder-handling problem.

Welcomes Torpedo-Boats.

SAN PEDRO, May 1.—The second torpedo-boat flotilla, Lieutenant H. I. Cone, commanding, arrived from San Diego and anchored in San Pedro harbor at 1:35 o'clock this afternoon. Thousands of people from Long Beach and San Pedro witnessed the arrival of the little craft. Lieutenant Cone was formally welcomed by a committee of local citizens, Mayor Harper, of Los Angeles, and Secretary Frank Wiggins, of the Los Angeles Chamber of Commerce.

YORKTOWN IS ALL READY

Will Be Secretary's Private Vessel. Flotilla Leaves Mare Island.

MARE ISLAND, Cal., May 1.—The gunboat Yorktown, in command of Commander James H. Glennon, sailed from the Mare Island Navy-yard this morning for San Francisco, where she will act as a special vessel for Secretary Metcalf during the fleet festivities. The parade of naval vessels will be reviewed by Secretary Metcalf from the Yorktown. The gunboat has been undergoing repairs here for the past three weeks, the work including the installation of a wireless outfit. It is rumored that the Yorktown will be placed out of commission after the departure of the fleet, as her crew is needed to man larger ships.

The torpedo-boat flotilla, including the Perry, Preble and Farragut, also left the Navy-yard this morning under orders to proceed to San Francisco to participate in the maneuvers. The destroyers will accompany the battleships North, making room at Mare Island for the flotilla of the Atlantic fleet which is under orders to come here for repairs. Eight battleships and all the auxiliaries except one have also been ordered to Mare Island for extensive repairs before sailing for Honolulu.

The Culgoa, which was released from drydock yesterday, is busy taking on stores under rush orders. This vessel will meet the fleet in San Francisco and discharge the supplies aboard the ships. The vessels are to take six months' supplies of provisions and sufficient cordage, canvas, etc., to last until New York is reached at the end of the trip.

LINE EXTENDS TWO MILES

Cruisers Valued at $28,000,000 Pass in Review at Seattle.

SEATTLE, May 1.—Twenty-eight million dollars' worth of armored cruisers, in a line extending for two miles, passed in review before Seattle at noon today on their way to join the Atlantic battleship fleet at San Francisco to participate in the naval review to be held by Secretary of the Navy Victor H. Metcalf on May 10.

The passage through the harbor of the eight armored cruisers which make up the Pacific fleet under command of Admiral James H. Dayton consisted of the West Virginia, Admiral Dayton's flagship, at the head of the line. Following her in the first division came the Pennsylvania, Colorado and Maryland. Next in line came Admiral Sebree with his flagship Tennessee, followed by the Washington, California and South Dakota.

Evans' Weight Increased.

PASO ROBLES HOT SPRINGS, Cal., May 1. — Rear-Admiral Evans was weighed this morning and both he and Dr. McDonald were immensely pleased when a decided increase was shown. The present plan is for the Rear-Admiral to leave Paso Robles Hot Springs on the morning of May 6, joining the Connecticut at Santa Cruz. A private car will be placed at the disposal of Rear-Admiral Evans and party, in which to make the run of over 100 miles. In this way it is hoped that many of the discomforts of ordinary traveling will be avoided, as well as privacy insured.

Nebraska at Mare Island.

SAN FRANCISCO, May 1.—The battleship Nebraska arrived here today from the Bremerton Navy-Yard. She will participate in the naval review in this harbor. Upon her arrival she proceeded to the Mare Island Navy-Yard. The Nebraska is to be followed by the ships of both Admiral Dayton's and Sebree's command.

Metcalf Arrives at Oakland.

OAKLAND, Cal., May 1.—Secretary of the Navy Victor H. Metcalf arrived tonight from Washington for the purpose of reviewing the battleship fleet May 8. Despite the drizzling rain a large crowd was awaiting him at the depot.

Warships to Visit Hongkong.

HONGKONG, May 1.—It was learned here today that the American Government has accepted an invitation for the battleship fleet to visit Hongkong on its way around the world.

ELKINS FOILED BY FULTON

(Continued From First Page.)

argument in pleading for the adoption of this resolution.

Several Senators, notably Culberson and Nelson, argued that the railroads had not assumed an attitude that entitled them to consideration.

The Senate leaders hope to perfect a resolution which can be agreed upon next Monday.

FULTON TALKS OF THE DEPTH

Corrects Wrong Statement of Water on Columbia Bar.

OREGONIAN NEWS BUREAU, Washington, May 1.—Senator Fulton took up in the Senate as a question of personal privilege the statement made by Senator Perkins in his recent speech that the depth of water over the Columbia River bar was but 19 feet. Senator Fulton said:

"Had I been present when the statement was made, the error would have been evident to me and I would have corrected it."

Senator Fulton said that inquiry had convinced him that Senator Perkins had no improper motive in making the statement, for Senator Perkins always had been as friendly to the Oregon Coast and its interests as to California. Mr. Perkins' figures had been furnished him by the Chief Engineer of the Coast Survey, whom Senator Fulton characterized as extremely careless.

It was utterly amazing, he said, that an official should make such a misstatement for the coast survey maps had marked on them plainly that the least depth of the Columbia channel at its lowest stage of water was 25½ feet, and this only for a short distance, the remainder of the channel being 30 to 35 feet.

Senator Fulton said that he found also, in a publication of the Lighthouse Board, a statement that the depth was 21 feet. This is wholly inaccurate, for the last survey and map made in June, 1907, showed 25 1-2 feet. Senator Fulton asked to have printed in the record a telegram received today from Major Roessler confirming his statement that the least depth of water at low stage was 25½ feet.

250,000 Acres Withdrawn.

OREGONIAN NEWS BUREAU, Washington, May 1.—The Secretary of the Interior has withdrawn from disposition under the public land laws 250,000 acres of land without the Yakima Indian reservation for utilization under the Wapato irrigation project.

Aid Alaska Coal Mining.

OREGONIAN NEWS BUREAU, Washington, May 1.—The House public lands committee today made a favorable report on the bill permitting coal land entrymen in Alaska to consolidate their claims to a maximum area of 2560 acres in a compact body and to form corporations or transfer their claims to corporations for the purpose of development, but no person or corporation can be a party to more than one entry.

Cruiser Makes 28 Knots.

GLASGOW, May 1.—It is unofficially reported that the new cruiser Indomitable, now undergoing her speed trials, has beaten all records, making 28 knots over a measured mile on the Clyde and 26¼ knots in the continuous steaming trial. The Indomitable is fitted with turbines, and her contract speed is only 25 knots. She is of 17,750 tons and 530 feet in length. She was launched on March 16 last.

Northwestern People in New York.

NEW YORK, May 1.—(Special.)—People from the Northwest registered at New York hotels today as follows:

Portland—Martha Washington, Mrs. F. W. Green, Mrs. H. Berger.

Seattle—Breslin, W. J. Heiteshee; Prince George, J. N. Wallis.

Tacoma—Herald Square, A. C. Mason; Cosmopolitan, J. Moeller.

Spokane—Prince George, George H. Gillam.

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Irregularities and periodic pains, Weakness of the Stomach, Indigestion, Bloating, Nervous Prostration, Headache, General Debility, quickly yield to it; also deranged organs, causing pain, dragging sensations and backache. Under all circumstances it acts in harmony with the female system.

It removes that wearing feeling, extreme lassitude, "don't care" and "want-to-be-left-alone" feeling, excitability, irritability, nervousness, dizziness, faintness, sleeplessness, flatulency, melancholy or the "blues." These are indications of Feminine disorders, which this medicine overcomes as well as slight derangement of the Kidneys of either sex.

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Soloists MRS. WALTER REED, HENRY BETTMAN Soloists
Tickets on sale and Subscription Tickets exchanged for Reserved Seats at Box Office, Heilig Theater, May 4, 5, 6.
Prices: 50c to $1.50 Management Edna B. Jones.

The Star-Gazer

It's about Sherburne Wesley Burnham, who lives in Chicago, and who discovers stars from a "cheesebox" in his back yard. Mr. Burnham has been a law clerk by day and an astronomer by night, taking sleep in homeopathic doses. While others invented starhams he discovered star-clusters. We dislike to call a history "helpful," so we call this one inspiring.

In the same issue of THE SATURDAY EVENING POST, Hitting the Loan Shark, by James H. Collins; Trying to Live in New York, by Will Payne.

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