

I want men now and cannot get them. In building the road we started the men in on \$40 a month and board ; if a man was worth more we paid it to him. To some of them, bridge-building, we paid as high as \$110 a month and boarded them.

At stated times, during political campaigns, the men get troublesome and dissatisfied. I never had any trouble between white men and Chinamen, except with the Catholic Irish. The Protestant Irish and men of other nationalities never meddle with them. The opposition to the Chinese comes through politicians and this class I speak of. I never heard any business men opposed to Chinamen.

Witness has had no trouble between white and Chinese except in the case of the Catholic Irish.

The Chinese have been a benefit to the state. I have done work that I could not have done without them. If white men had been here and had worked I could have done it ; I tried to get white men to do this work and failed. It is quite likely that a great many white laboring men came here last year and year before and went back east, but they went back because they did not want to work. White men are not generally loafers, but there is a large percentage of the white population here who choose their work. Labor is classified. There is labor here for every man in the state if he will work.

Chinese a benefit to the state.

Some white men will choose their work. Labor is classified.

JAMES H. STROBRIDGE, engaged in railroad building, and a resident in **STROBRIDGE** the state for twenty-seven years, sworn and examined :

I was superintendent of construction on the Central Pacific, which was started with white labor. We wanted several thousand men, but were never able to get more than 700 or 800 white men. We finally resorted to Chinamen, at one time working fully 10,000 of them. The white labor was increased to 2,000 to 2,500, who were made foremen, teamsters and hostlers.

Could not get white labor. More white labor employed in consequence of employing Chinese.

The Chinamen were good laborers, and as reliable and honest as other people—much more reliable ; they would not get drunk and go away as white men do. They were furnished to us by different companies, sometimes Chinamen, sometimes white men. Latterly, Sisson, Wallace & Co. furnished pretty much all the Chinamen we worked.

Chinese reliable.

Furnished by companies.

Some Chinamen we employed were unreliable. White mechanics are almost always steady men ; the teamsters and hostlers, as a rule, were not steady ; and the white men working in the pits were generally unsteady. Our foremen were very unsteady ; eight-tenths of the foremen were taken from the pits, from shovellers and from drillers. The class of men who go upon public works are rather unsteady men. It is about the same thing on railways building in New England, only that the workmen are a little more riotous there than here.

Some Chinamen unreliable.

The class of men who go on public works are rather unsteady men.

The Chinese at work were not more docile than white men ; the trouble with the latter comes in when they are paid and they get drunk. Seven-tenths of the white labor employed, except mechanics, got drunk and boisterous after being paid. It was the rule in other states as well, where railroads were being constructed. With white men we had no difficulty in getting them to go on any work, rock-cutting or anything else, but with Chinamen we had a great deal of difficulty in getting them to go on rock, and to do much hard work, because they were not accustomed to it. The Chinese are cheaper. I am not satisfied with them as laborers in every respect. We get along with them with very little difficulty. If they had done a great deal more work than they did I would have been better satisfied.

Seven-tenths of white labor got drunk and boisterous after being paid.

Some difficulty in getting Chinese to go on heavy work. Witness not wholly satisfied with them as laborers.