

ALFRED WHEELER, attorney-at-law, and a resident of the state for twenty-seven years, sworn and examined :

I am a real estate owner, and have been engaged in farming and mining. I own several thousand acres of land.

As to the numbers of Chinese in California, there would probably be, in my opinion, 90,000 within the state proper, or rather on this coast. They all come here, and spread in every direction. They go to Nevada, Utah, and some of them have gone east. There may be a few arrivals at the northern ports in British Columbia and Oregon, but none at any other ports in California.

Upon the subject of immense immigration, I think we take unnecessary alarm. There is always a proportion betwixt supply and demand. Commerce regulates immigration as well almost as the demand for labor does. If we have less than 100,000 in the state after twenty-five years' immigration, in the same proportion it will take 250 years for 1,000,000 to come here.

The fear regarding a too large immigration groundless.

The books of the custom-house would now show the number of arrivals, because they have kept a record more carefully than they did in early days. I do not think there is any other record that would show the arrivals from the beginning except the *Commercial Herald*, from which I gathered statistics enabling me to compute the departures and arrivals from 1853 to 1873. The total arrivals up to 1873 were 135,399, and the total departures, 60,909, leaving an actual gain in the state of 74,400 Chinamen. These figures have been published and have never been controverted. A great many that return to China come back a second time.

Arrivals and departures.

I think that the immigration of the Chinese has been vastly beneficial to the growth of California, and it is greatly beneficial to every white man, woman and child in the state. The white laborers of the state are vastly benefited by that immigration instead of hurt by it. The presence of the Chinese has greatly increased the demand for white labor. I do not see that there is any plethora of labor. There are certain seasons of the year, during the gathering of the harvest, when we must have an immense amount of labor, but that is only temporary. For that reason we require a class of labor in that season of the year which must be idle the rest of the time.

As to the presence of the Chinese depriving white men of their labor, I may instance the building of the Central Pacific Railway. If it had not been for the 5,000 or 10,000 Chinamen who were employed in building that road, there would not have been a demand for the ties, which were made by white labor; for the bridges and culverts, made by white labor; for the railroad iron, the cars, the engines—every branch of business which followed, all being done by white labor; and now the road is run and carried on by white men, furnishing a field for white labor. Then, by laying a foundation for that superstructure by means of Chinese labor, there is a door open for white men always. The same thing applies to any other branch of business in the state. Before the advent of the Chinese here we imported mostly from Massachusetts, and our money went out of the state to contribute to the manufacturers of the east; and every man paid 100 per cent. more for the boots and shoes that he wore and the blankets that he used than he pays to-day. The 750,000 or 1,000,000 men in California must pay the 500 or 1,000 shoe-makers in the state double price for boots and shoes or pay it to Massachusetts, or let the boots and shoes be manufactured by cheaper labor, in which case the greatest good is

Useful to white labor.