

Orleans, issued the order directing Customs Collectors not to allow Chinese in transit to intermingle with their countrymen while passing through the United States. This regulation prevented the Chinese from leaving the mail steamers to purchase tools and supplies for use in Cuba. Chinese returning home from Cuba are met at the ferry depot by customs inspectors, taken to the steamer and kept there until sailing day. The Canadian Pacific road has been making overtures to secure the traffic in Chinese to and from Cuba, and as the Consul threatens, the American lines will lose the trade unless the obnoxious regulation is repealed so far as this port is concerned."

Collector Phelps says he believes that the regulation works a hardship, that there is no danger of substitution at this port, and that he is in favor of allowing the Chinese to land on bonds, and remain in this city a few days to buy provisions and clothing which they do not take from China.

The question of how many Chinese have passed through the United States in transit to Cuba and elsewhere has been raised by the Secretary's letter, and yesterday the number since 1883 was ascertained to be 3099.

Collector Phelps will prepare a report suggesting the repeal of the regulation refusing the privilege of temporarily landing to Chinese in transit at this port.

CHINESE IN TRANSIT.

OBJECTIONS TO A TREASURY REGULATION.

Consul Bee's Protest—The Views of Collector Phelps on the Subject.

Secretary Phelps received a letter from the Secretary of the Treasury yesterday directing him to make a full report on the methods used in handling Chinese passengers in transit to and from Havana and other foreign ports. This direction is the result of a correspondence carried on between the Chinese Consul here and John Foster, attorney of the Chinese Legation in Washington, which was laid before the Secretary.

Consul Bee addressed a letter to Attorney Foster several weeks ago protesting against the treatment given to thirty Chinese en route to Havana. He claimed that they had been boxed up in the cars, were not allowed to go outside, and had their meals passed through a window as if they were criminals. He further submits that a regulation issued by the Treasury Department in June last, providing that Chinese in transit should not be allowed to mingle with their countrymen, should be abrogated, so far as this port is concerned, claiming that the Chinese are kept in durance preceding the departure of overland trains to New Orleans. He threatens that unless the order is repealed, so as to allow Chinese in transit to land here temporarily on a sufficient bond, the American railroads will lose an important traffic, which will go to the Canadian Pacific line. In support of this statement he says that since 1883, 3099 Chinese have traveled to and from Cuba overland, netting to the railroad, according to his estimate, nearly a quarter of a million dollars in fares.

Speaking of this controversy to a CHRONICLE reporter yesterday, Collector Phelps said: "Since 1883 four regulations governing Chinese in transit have been issued by the Treasury Department. The first, issued on January 23, 1883, provided that no Chinese could go overland through the United States in transit to Cuba or elsewhere. The second, issued on January 24, 1885, permitted the Chinese to go overland. This latter regulation was suspended after the passage of the Scott act, in October, 1888, until June of the following year. In September, 1889, another regulation was made that Chinese in transit might be allowed to land here for a few days, provided that the transportation companies filed in each case a penal bond in the sum of \$200. Finally, on June 18th of this year, the Secretary of the Treasury, having been informed that two cases of substitution had been practiced in New