in doing so they had imposed on the one officer the duties that this House by its solemn action imposed upon the two.

My question is, was the amendment to the section 6, covering the question of labor, and the amendment to section 8, covering the question of land monopoly, and I understand that the only way that we can get and preserve the plank of that amendment, the House of Commons has rejected the report, and then the matter will go back to the conference, and they can easily shape these sections by consolidating the duties in one officer—a commissioner of labor, who can report annually both as to labor conditions and land monopoly.

The question of land monopoly in these islands of the Tropics is the most important question of the future. Heretofore the landowner has grown wealthy while labor has been degraded.

The aim of our legislation should be, whilst avoiding industrial disturbance, to provide for the cultivation of small farm land holdings and to discourage the concentration of land ownership and the system of servile and degraded labor which it produces. There are 120,000 people in those islands to-day, of whom 60,000 are Asians and about 40,000 Kanakas, 17,000 Portuguese, and 8,000 Americans and other whites.

The population of those islands will increase. Shall we shape the system as to promote the immigration of people who can become self-respecting citizens or shall we maintain a system which promotes pauperism without rights in the soil?

We should so legislate as to prevent the profit of production which is not self-sustained, should go to self-respecting labor and not all go to land syndicates. We should encourage the immigration of the people from Porto Rico, which is the densest agricultural population in the civilized world, to the Hawaiian Islands. Seven-tenths of the population of Porto Rico are whites.

The people are accustomed to the very pursuits which are common in Hawaii—the raising of sugar, tobacco, and coffee. We should see to it that gradually the standard of citizenship in the Hawaiian Islands is raised by discouraging the employment of Asians, because the prosperity of the Islands is vested in the white or brown, the European or the Portuguese, who is entitled to participate in the equal rights of citizenship. We should encourage in the eyes of the world that this Islands, with whom you will have permanently a small, wealthy planter class and a large population of servile laborers, incapable of citizenship and a constant menace to free institutions. I hope that this important matter will be carried to the House of Commons, and that they will be instructed to adhere to the spirit of the House's action as it relates to the bill.

The SPEAKER. The time of the gentleman from Nevada has expired.

Mr. KNOX. Mr. Speaker, I yield ten minutes to the gentleman from Washington [Mr. CUSHMAN].

Mr. CUSHMAN. Mr. Speaker, I have been a member of the Committee of privilege, which drafted this Hawaiian bill, I have no intention or inclination to criticise or belittle the labor of the committee. I believe the bill in its present form, as reported back to this House from the committee, and the House and the Senate, is, generally speaking, an excellent bill. I regret very deeply the result of the conference, in which the House inserted in this bill have been stricken out in conference. I desire to call attention particularly to one of the provisions of the conference report, which appears in section 96 of the bill, wherein the conference committee struck out of the bill a part of the provision inserted by the House.

In order to thoroughly understand this matter it is necessary that I should state in the first instance that the shipping laws of the United States provide that all shipping carried between American ports must be carried in American ships. A provision was sought to be placed in this bill extending unreservedly the shipping laws of the United States to Hawaii. That would mean that all shipping between the United States and Hawaii must be carried by American ships.

Theoretically, that sounds very well, and nearly everyone who has had an opportunity to study the provision in that form in the bill has defended it on theoretical grounds; but upon examination of this question before the House committee the fact was developed that there are not now enough ships available, especially on the Pacific coast, to carry the shipping between the United States and these islands. I am told that if the ships of any nationality now engaged in that trade were all United States ships, there would be no ships available.

It was for that reason that the House committee inserted in this bill a provision that the shipping laws should not be extended to Hawaii for the period of one year; and during this period of one year Americans will have ample time and notice that they must provide American ships if they expect to continue in this trade.

There was, for that purpose, before stated, that there are not now enough ships engaged in this trade to carry the tonnage between the Pacific coast and the Hawaiian Islands. That is the naked truth—the frozen fact! Members can theorize about it until they are tired, but, in the language of a distinguished man, "we cannot reason about it out of existence." We are confronted with the problem of American shipping, and I yield to no man on this floor the honor of being more anxious to encourage American shipping than I am, but, in God's name, is it necessary for the American Congress to destroy what we now have in place of what we are going to have in the future? We are now out the one-year clause in order to encourage American shipping. We have now before us the present opportunity to give us something else in its place? What are we of the Pacific Northwest to do if this conference provision is agreed to? We have built up a prosperous line of traffic between Puget Sound and Hawaii, now being carried in foreign ships. We expect, when these foreign ships with American ships just as soon as money and men and a first-class shipyard can be constructed, to carry the vessels.

You cannot build a ship in a day. It takes from a year to fifteen to construct a ship. Now, if this law is passed in its present form, it will be impossible for any navy to build ships, because that is against the law; and we cannot carry it out in American ships, because we have had no time nor opportunity to build them. Now, when a man is ready to buy a new wagon, he does not burn up the old one until he gets the new one. I claim that the bill, as it is, destroys by law the present commerce between the Pacific Northwest and Hawaii before you are prepared to give us something else in the place of what we now enjoy. The shipbuilders of our country expect to commence at once to build ships to carry on this trade, but it will take about a year to build these ships.

The SPEAKER. The time of the gentleman from Ohio has expired.

Mr. COOPER of Wisconsin. Will the gentleman allow me a question?

Mr. CUSHMAN. Certainly I will yield to the gentleman from Wisconsin.

Mr. COOPER of Wisconsin. I understood the gentleman to say a few moments ago that crops were rotting on the docks and in the storehouses of the Pacific coast and in the Hawaiian Islands. What are those crops?

Mr. CUSHMAN. Well, in my State we produce almost everything, lumber, coal, fruit, and grain, and a multiplicity of other products.

Mr. COOPER of Wisconsin. What disease is it that is rotting your coal? [Laughter.]

Mr. BELL. Perhaps that is a very fine point. I guess it is. It is so fine that it is not visible to the naked eye. The products of the earth which are necessary for man's use, which need to be transported to a proper market, lie idle and useless because they can not be transported to a market, that is a condition of industrial paralysis and commercial rottenness, whether the products actually sink or not. [Laughter.]

As a matter of fact, the ships are not there to carry the produce and the traffic back and forth. Every available craft on the Pacific coast, almost, has gone into the Alaskan trade by reason of the unprecedented rush to Cape Nome. Why? Because the