Alaskan run pays a great deal more than the Hawaiian run. Therefore, the ships have been withdrawn, and they cannot be replaced in a day, a week, or a month. I hope that the members of this House will refuse to agree to the conference report, and that is disagreed to a motion will be in order that this bill may again be sent to the conference committee with instructions to the House members to insist upon the House provision in the bill.

Some few men, who are trying to reap a rich harvest in the Hawaiian trade to the detriment and exclusion of others, have said that we were selfish because we wanted this provision in the bill.

Mr. Speaker, I say to you that had it not been for the hardy and heroic race who blazed a pathway through the primeval wilderness, and populated and built up the mighty and myriad industries of the West (that in the march of events has linked us to the East), that the American flag would not today be floating over Hawaii. And yet, when our people are actuated by an honorable ambition to reap a small portion of the benefits that their industry and push have helped to bring into being, some two-by-four statesman arises and proclaims that we are selfish. I deny it. The selfishness is on the other side of this proposition. [Applause.]

Mr. KNOX. Mr. Speaker, I wish to say one word in answer to the gentleman who has just taken his seat. I appreciate very fully his feeling in regard to this matter. As a member of the committee, he was given the privilege of reporting this amendment providing that the coasting laws of the United States extended to Hawaii should not take effect until the expiration of one year. Now, what is the trouble with the bill as agreed upon? It does perhaps affect somewhat injuriously his people in Seattle, because they have not got their ships ready; but the people in the rest of the United States have been at work. Knowing for almost two years that the coasting laws of the United States would be extended so as to operate between this country and Hawaii, they have been preparing for it; and the most magnificent steel ships have been built in Philadelphia and have gone to the Pacific coast, and many have been purchased. Not only is there no lack of ships on the Pacific coast, but there are so many now that they go to Hawaii in ballast.

Mr. GROSVENOR. Mr. Speaker, the gentleman will allow me to say that I have a statement from the representative of one of the largest shipping lines that they are short of business, and that the retention of this provision in the bill would let into our coasting trade a vast volume of foreign ships, to the absolute destruction of American-owned ships on that coast.

Mr. KNOX. Undoubtedly, Mr. Speaker, that is true. So far as Seattle is concerned, I believe they have there only one American ship. They have one with reference to which the House a few days ago passed by unanimous consent a bill granting an American register.

Mr. JONES of Washington. Is it not a fact that about 50 per cent of the traffic between the Pacific coast and Hawaii is carried on at this time in foreign-built vessels?
Mr. KNOX. That has been the fact.
Mr. JONES of Washington. Is it not so now?
Mr. KNOX. Oh, no; they are all prepared for this trade now. Some of our friends from California will tell the gentleman the condition of things in that regard.
Mr. JONES of Washington. One more question. Does the gentleman know of any ships built now that expect to engage in the trade from Puget Sound to Hawaii?
Mr. KNOX. I do not. In that particular locality you have been busy carrying on your trade with Alaska. You have had more than you could do.
Mr. JONES of Washington. Not at all.
Mr. KNOX. These other people in the rest of the country are prepared for engaging in the trade with Hawaii. It is impossible, in preparing a bill of this kind, to obviate the fact that some people on the coast, at some towns, some cities, some localities, will for a short time be unjustly affected. But their remedy is to buy or build American ships, as the people of other parts of the United States have done.
Mr. JONES of Washington. One further question. It was stated by the gentleman from Ohio that there are a great many foreign-built ships that will go into this trade if this provision be adopted. Now, what would induce vessels that are not in this trade now to go into it for a year or two?
Mr. KNOX. Oh, there are tramp steamers that would gladly enter into this business.
Mr. JONES of Washington. They will not take the regular trade?
Mr. KNOX. Mr. Speaker, how much time have I left?
The SPEAKER. Sixteen minutes.
Many MEMBERS. Vote! Vote!
Mr. KNOX. I move the previous question on agreeing to the report.
The previous question was ordered.
Mr. NEWLANDS. Mr. Speaker, would it be in order now to move concurrence in all these amendments except to those sections that have been objected to?
The SPEAKER. The report must first be adopted or rejected as a whole.
The question being taken on agreeing to the report, The SPEAKER said: The ayes appear to have it.
Mr. NEWLANDS. I call for the yes and nays.
The yes and nays were ordered, there being—ayes 27, noes 96,
Mr. PAYNE. I move that the House now adjourn.
The motion was agreed to; and accordingly (at 5 o'clock and 5 minutes p. m.) the House adjourned.