there were four or five or six vessels that had been admitted to Hawaiian registry under the authority of the Hawaiian Islands, and our committee concluded, that being the case and they being vessels engaged in the sugar trade and particularly ships with a captain and crew and that it was just as well that we admit this provision to them. Indeed, there was no really good reason given why it should not be extended to them. I think the vessels that the Senator from South Dakota is talking about are vessels that have never been admitted to Hawaiian registry.

Mr. PETTIGREW. I state that I gave the names of seven or eight vessels that had been admitted under our laws and regulations to which the Senator from South Dakota referred, and nine or ten others that have applied for admission. I will say further that previous to the passage of the resolution annexing Hawaii the law of Hawaii required that a vessel should be owned by a citizen of Hawaii in order to get a Hawaiian register, and the Southern Pacific Railroad took, for instance, the vessel that last week had been registered which had made a bill of sale to an impecunious Hawaiian; and under that bill of sale to a man who could not buy one of the bolts in the ship, and everybody knew it, the vessel was admitted to Hawaiian register. The supreme court, which has been so much boasted of here, great lawyers that they are, decided in the face of these facts, knowing that this fellow country, a fraction of the ship, that it was valid and that the vessel could be admitted as a vessel which was owned by this Hawaiian. It was Huntington's ship. They not only admitted this, but three or four more vessels, because they felt that annexation was a sure thing and when they came in they would get these vessels, which would be worth thousands of dollars to foreign-built vessels.

Since annexation these sugar planters have admitted six or seven more vessels to Hawaiian registry, and now they want the Congress of the United States to ratify that. The supreme court over there has already. Our Attorney-General has said that it was not necessary, that there was no law that applied. Who knows but what they have got Hawaiian registry by this time, and next winter they will be in here for American registry. Of course it is a valuable concession. It is a valuable franchise. I can not, for my part, see any injustice in admitting any of them. Mr. FRYE. There are two interesting cases connected with the China and the Nippon of the China, as the Senator from South Dakota says, was one of the largest ships in the service and one of the best. The Government was in great distress.

Mr. PETTIGREW. I understand that. We gave it a register. Mr. FRYE. The Government was in great distress for vessels. The supply seemed to have come to an end, and the Secretary of War sent for me one day and asked to know, I having had some experience with these vessels, if there was any possibility of their finding any more ships anywhere. I asked him what he had done with the Pacific Mail; if he had taken any of their ships. I told him that there was the China, which I understood had been admitted to Hawaiian registry, which could carry more troops than another vessel. Mr. PETTIGREW. The Secretary of War said they had been trying to find Huntington; that nobody else in the Pacific Mail Company seemed to have any authority to give consent. They had been trying to find him in order to get this ship. I ascertained that he was on a train somewhere between New York and California, and they informed me of that. Mr. FRYE. Had he been admitted? I reported that the Secretary of War wanted her admitted to American registry so that she could fly the American flag whenever she went.

Mr. PETTIGREW. We admitted her to American registry.

Mr. FRYE. We passed an act of Congress admitting her.

Mr. PETTIGREW. Mr. FRYE. We reported in favor of admitting her.

Mr. TELLER. Mr. PETTIGREW. Mr. FRYE. Because the Secretary of War had not been elected, and was not present in Washington, and the Secretary of State had not been confirmed.

Mr. TELLER. I have been one of those who for many years have insisted that the ships flying our flag should be built in this country. Congress has provided from time to time Congress admit to registry, under some pretense or another, ships not built in this country. I have seen the carrying trade passing out of the