hands of the United States almost entirely. I believe we carry less than 11 per cent of our imports and exports.

Mr. PERKINS. About 9 per cent.

Mr. TELLER. About 9 per cent, the Senator from California says. I suppose we will get down to nothing.

Mr. President, I do not think we would suffer very much if we admitted to registry those ships which are to be a little bit more than two-fifths of our flag go somewhere. We have a good deal about trade taking the flag, and all that kind of stuff. We do not have our flag on the ocean any more except as we may carry it on our battle ships, and they are not so numerous, perhaps, as they ought to be. We have reached a point where we must maintain what little carrying trade we have, or possibly with the hope of acquiring a little more, we are to grant subsidies to the ships. I wish to say now that I am going to vote for free ships, but I am going to vote for some modification of the shipping laws, if I ever get a chance, that will encourage the age either in the United States or in Europe to bring their ships here and sell them under our flag. Rather than to vote for subsidies, if I have to do that, or for free ships, I am going to vote for free ships. I do not believe it is necessary to do either.

Mr. CULLOM. May I ask the chairman of the Committee on Commerce a question? In view of the development that there are other ships which possibly may be registered and possibly not, had not the amendment that I offered myself and withdrew better be left to the Committee on Commerce, to report just what ships which ought to be registered in the American registry, and leave the whole question out of this bill?

Mr. FRYE. The Committee on Commerce were entirely satisfied from evidence produced that the ships which were named in the amendment had been properly registered—that is, under the authority of the United States. They do not want to go to the American registry—and that we would extend to them an American registry. There are no other ships known to the Committee on Commerce entitled to any such equities.

Mr. TELLER. Mr. President, if I may be allowed, I will say to the chairman of the Committee on Commerce that I am not likely to object, without some consideration of the provisions of the proposed law to remove our former position as to the carrying trade. I think, though, that there have been some ships admitted to registry outside of what the Senator speaks of. I do not object to those. I think it is very proper that these ships have the right to purchase a few years off the ground. We admitted two great ships on condition that the company should build more. So we have been making a mistake to get a marine to carry our products abroad and to bring back things we want to buy. We have failed absolutely. Now, if the committee has a scheme that will do that and that is fair, I shall be very glad to support it. But to the present time, Mr. President, I have not seen anything that I believe would, in the first place, give us a marine, and if I did, I believe it would be at an expense that would not be justifiable. I speak now of the subsidies. I will take great pleasure in looking over this report and joining the Senate in any reasonable scheme for securing to the American people a marine of their own.

Mr. PERKINS. I was absent in committee room when the amendment was proposed by the committee. Do I understand that it is withdrawn?

Mr. CULLOM. I proposed it myself, understanding that it was the wish of the Committee on Commerce or several members of it. It was suggested to me by the junior Senator from Minnesota [Mr. Nelson]. I supposed there would be no question about it. But later there was a large number of vessels that did not appear to be included in the amendment, and it became a question rather for investigation of the Committee on Commerce, I determined to withdraw it if I was at liberty to do it, and I did so.

Mr. TELLER. Mr. President, I do not know that I object to the enlargement of the merchant marine, but I do object to its enlargement by subsidy. I do not know that I would object to free ships. I see no reason why we should be very solicitous about carrying our freight on the water when we do not own the railroad that carry it on land. An Englishman or an American on the seas would find a more profitable investment at home, and the reason why we do not own our railroads, which carry our freight by land, which is most of our commerce, is because we can borrow money in Europe and produce at home cheaply the articles with which to repay our loans. So the United States is merely a bit of land which goes by land, which is the chief part of our commerce, why should we be so crazy to carry it on water that we wish to tax the people of the United States to pay a subsidy to somebody, perhaps foreign owners under the guise of American ownership, and foreign money, too, to carry our commerce? No; the only way to do it is to make our Pacific Ocean is because a ship becomes American soil when it becomes an American ship, and the business of the Pacific Ocean is done by ships that have Chinese crews, and a member of the Chinese crew gets 15 Mexican dollars a month and boards himself. Now, all the British ships that have the most of the business of the Pacific Ocean, by Chinese from Canton, who receive $15 for each month’s labor and board themselves, or seven and a half dollars a month in our money.

Mr. TELLER. They receive Mexican dollars.

Mr. PETTIGREW. Yes, Mexican dollars. Now, Americans will not work for that sum, you know. They see a ship as an organization, and you can not expect them to do it. You will pay a subsidy that will more than make up the difference in wages to man ships under the American flag; and as long as money is so much cheaper in Europe than it is here, so that our railroads are owned in Europe, you can not get American money to build ships. It will be found the only way to build these ships; the title will apparently be held by Americans to get the subsidy, and we will go on just as we have done before.

Mr. TELLER. I presume the Senator might have added that probably they would still be run by Chinamen, too. What I want to say is that if we wish to build ships that fly our American flag and employ Americans, if possible, I have never seen a scheme yet that has been presented here that really seemed to be in that direction with any promise of success—that is, any promise of securing American sailors on these ships. I would just as soon, he said. Our men have to work as to have an American ship run by Chinamen. I would like to see American sailors once more such as we used to have. They would come in very handy in some cases, in times of war, in times of difficulty. That is my interest. It is not simply so much to cover the freight with our flag as it is to get the benefit that we would get by having American labor employed on the ships.

Mr. CULLOM. As the Senate has provided that the judges of the supreme court of the Territory and also the circuit judges of the Territory shall be appointed by the President, it takes them out of the category of the people of the Territory. The President would act in that case as to have an American ship run by Chinamen. I would like to see American sailors once more such as we used to have. They would come in very handy in some cases, in times of war, in times of difficulty. That is my interest. It is not simply so much to cover the freight with our flag as it is to get the benefit that we would get by having American labor employed on the ships.

Mr. CULLOM. As the Senate has provided that the judges of the supreme court of the Territory and also the circuit judges of the Territory shall be appointed by the President, it takes them out of the category of the people of the Territory. The President would act in that case as to have an American ship run by Chinamen. I would like to see American sailors once more such as we used to have. They would come in very handy in some cases, in times of war, in times of difficulty. That is my interest. It is not simply so much to cover the freight with our flag as it is to get the benefit that we would get by having American labor employed on the ships.

Mr. CULLOM. As the Senate has provided that the judges of the supreme court of the Territory and also the circuit judges of the Territory shall be appointed by the President, it takes them out of the category of the people of the Territory. The President would act in that case as to have an American ship run by Chinamen. I would like to see American sailors once more such as we used to have. They would come in very handy in some cases, in times of war, in times of difficulty. That is my interest. It is not simply so much to cover the freight with our flag as it is to get the benefit that we would get by having American labor employed on the ships.

Mr. CULLOM. As the Senate has provided that the judges of the supreme court of the Territory and also the circuit judges of the Territory shall be appointed by the President, it takes them out of the category of the people of the Territory. The President would act in that case as to have an American ship run by Chinamen. I would like to see American sailors once more such as we used to have. They would come in very handy in some cases, in times of war, in times of difficulty. That is my interest. It is not simply so much to cover the freight with our flag as it is to get the benefit that we would get by having American labor employed on the ships.

The PRESIDING OFFICER. The amendment will be read to the Senate.

Mr. CULLOM. It comes in at the end of page 45.

The SECRETARY. Amend section 94 by adding the following:

And the chief justices and associate justices of the supreme court shall each receive an annual salary of $5,000, and the judges of the circuit courts, of whom the two judges for the first circuit shall each receive an annual salary of $3,000 for the third, fourth, and fifth circuits, respectively, an annual salary of $3,000 each.

Mr. CULLOM. The salaries of the circuit court judges are fixed at the exact salaries that they were receiving in the islands.

Mr. SPOONER. How many are they?

Mr. CULLOM. There are six judges.