

By Mr. RUSK: Petition of John H. McBlair, for relief—to the Committee on Military Affairs.

By Mr. SAYERS: Petition of John Millifent and Ellen Riordan, for payment for damages to property by United States soldiers—to the Committee on Claims.

By Mr. SMYER: Petition of 68 tobacco farmers of Wayne and Medina Counties, Ohio, for increase of duty on Sumatra tobacco—to the Committee on Ways and Means.

By Mr. STRUBLE: Petition of L. G. Ireland Post, Grand Army of the Republic, Sibley, Iowa, for further pension legislation—to the Committee on Invalid Pensions.

Also, petition of T. E. Lewis and 38 others, and A. J. Brower and 14 others, against option dealing—to the Committee on Agriculture.

By Mr. SWENEY: Petition of C. D. Bunce and 115 others, citizens of Worth County, Iowa, against option dealing—to the Committee on Agriculture.

By Mr. TARSNEY: Petition of A. G. Newgens and others, for an amendment to the act of April 22, 1872—to the Committee on Military Affairs.

By Mr. THOMAS: Petition of Annie C. Livingston, for relief—to the Committee on War Claims.

By Mr. WHITNEY: Petitions of Nathaniel Smith and 37 others, of Imlay City; T. J. Stevens and 33 others, of Brown City; H. D. Gould and 28 others, of Attica; N. Whitley and 95 others, of Marlette; Richard Parr and 36 others, of Canboro; H. Crawford and 94 others, of Graytown, and Cyrus B. Doty, of Canboro, Mich., to prohibit option dealing—to the Committee on Agriculture.

Also, memorial of board of supervisors of Keweenaw County, Michigan, for the purchase of Portage Lake Canal by the United States—to the Committee on Rivers and Harbors.

By Mr. WIKE: Petition of S. M. Keeton and 31 others, citizens of Calhoun County, Illinois, for repeal of special limitation on pension claims of State militiamen—to the Committee on Invalid Pensions.

By Mr. W. L. WILSON: Petition of colored voters of Morgantown, W. Va., for passage of Blair educational bill—to the Committee on Education.

SENATE.

THURSDAY, January 9, 1890.

Prayer by the Chaplain, Rev. J. G. BUTLER, D. D.
The Journal of yesterday's proceedings was read and approved.

PREVENTION OF ARREST OF WILLIAM W. DUDLEY.

The VICE-PRESIDENT laid before the Senate the following communication from the Attorney-General of the United States; which was read, and referred to the Committee on the Judiciary:

DEPARTMENT OF JUSTICE, Washington, D. C., January 8, 1890.

SIR: I have the honor to acknowledge the receipt of the resolution of the Senate, dated January 8th instant, as follows:

"Resolved, That the Attorney-General be, and he hereby is, instructed to inform the Senate what instruction, if any, the Department of Justice has given to S. N. Chambers, district attorney for the district of Indiana, on the subject of the arrest of W. W. Dudley or his exemption from arrest, and by what authority of law any such instructions, if any there have been, have been given, and that copies of all such correspondence be transmitted to the Senate."

Answering this resolution I beg to say that no instructions, oral or written, have been given to the district attorney of Indiana on that subject. No communication has been sent by the Department of Justice to District Attorney Chambers, nor has any been received by the Department from him, directly or indirectly having reference to the arrest, or exemption from arrest, of W. W. Dudley since I became Attorney-General.

Very respectfully yours,

W. H. H. MILLER,
Attorney-General.

To the PRESIDENT OF THE SENATE.

PETITIONS AND MEMORIALS.

Mr. FAULKNER presented the petition of S. J. Holland and 27 other colored citizens of the State of West Virginia, praying for the passage of the Blair educational bill; which was ordered to lie on the table.

Mr. PASCO presented the petition of Hon. J. W. Locke, judge of the southern district of Florida, and John F. Horr, of Key West, Fla., praying for the passage of the bill for the relief of Dr. J. Y. Porter; which was referred to the Committee on Military Affairs.

Mr. SHERMAN presented the petition of Joe Hooker Post, Grand Army of the Republic, department of Ohio, praying for the passage of pension legislation recommended by the pension committee of the Grand Army of the Republic; which was referred to the Committee on Pensions.

He also presented a petition of the Columbus (Ohio) Typographical Union, No. 5, praying for the passage of Senate bill No. 232, relating to copyright; which was referred to the Committee on Patents.

Mr. INGALLS presented a resolution adopted by the South Kansas Baptist Conference, in favor of reform in the method of securing army chaplains; which was referred to the Committee on Military Affairs.

Mr. CALL. I present a memorial of the Legislature of Florida to the Congress of the United States. I ask that it may be read and referred to the Committee on Commerce.

The memorial was read and referred to the Committee on Commerce, as follows:

MEMORIAL.

[No. 1.]

The memorial of the Legislature of Florida to the Congress of the United States respectfully sheweth:

First. That citizens of the State of Florida and of other States of the Union, favored and encouraged by the State of Florida, have formed and organized a corporation, under the statutes of the said State, for the construction of a ship-canal across the peninsula of Florida, from the Atlantic Ocean to the Gulf of Mexico, for the benefit and use of interstate, national, and international commerce, such as will be co-extensive with the needs and products of the Southern and Western States, particularly those bordering upon the Gulf of Mexico and the navigable rivers entering the same and their tributaries, and shall provide a safe and grand water-way for the commerce of the latter with the States lying upon the Atlantic Ocean, and for the transportation of their immense products to the markets of the world.

Second. The benefits of such an enterprise, so favored and encouraged by the State of Florida, will be limited in extent to that State, in comparison with the vast benefits that will inure therefrom to the United States and to the commercial world. From a national and international point of view, its benefits and importance can not be too highly estimated, and, because of the latter fact, the State of Florida has done and will do everything in its power for the encouragement and advancement of this great enterprise to a successful conclusion. It has already been given and granted to said corporation, known as "The Florida Ocean and Gulf Canal Company," a charter of ample powers, rights, and privileges, that will enable it to construct its canal upon such a route through the State as shall be deemed to be the most advantageous and expedient for its purposes and use, and endowed it with such grants of land and rights of way as are within its power, and also declared that its canal and all property required for its construction and use shall be free from taxation.

Third. The State of Florida respectfully asks from the citizens and Legislatures of other States and from the Congress of the United States that they shall favor and encourage this great enterprise as one destined to benefit all the States, by the increase of interstate commerce, through lessening the cost of transportation of their products between the sections of our common country and to the markets of the world.

Fourth. The State of Florida suggests to Congress that the St. John's River and its tributaries form a great navigable water-way of the State on the eastern side of the peninsula from the south to the north, and with its continuous chain of lakes form a vast body of fresh water, and when its area is increased by this ship-canal, and the lakes in the interior of the State thereby connected, these inland waters will afford to the United States naval stations in fresh water of unexampled advantage, extent, and convenience, not only for its own ships and vessels, but for all other ships and vessels engaged in commerce, and the cost of improvement of the St. John's River to its connection with this proposed ship-canal and the improvement of the entrances into the same from the ocean and gulf will be amply compensated by the advantages therefrom to interstate and international commerce. The great value and utility of the jetty system through bars at the entrances to harbors have been practically exemplified by the work of the United States at the bar and mouth of the St. John's River, where by limited expenditures 5 feet of additional depth of water has been permanently attained: Therefore, be it

Resolved, That the State of Florida, by its governor, senate, and house of representatives, representing the whole people of the State, with the desire of drawing nearer and into a closer union with its sister States and extending the bonds of commerce between all the States of the Federal Union, respectfully and earnestly commend to Congress this great enterprise of a ship-canal across its territory, that American ships and American products may safely pass to and from every portion of our great country without leaving our coast line or sailing in foreign waters; and to that end the State of Florida respectfully and earnestly asks from the Congress of the United States that within its constitutional powers it will deepen and improve the entrance to the St. John's River from the ocean and its navigable waters from its mouth to the point of intersection with this proposed ship-canal, and that it will deepen and otherwise improve the harbors and entrance ways thereto from the Atlantic Ocean and Gulf of Mexico, and that in all ways and means deemed just and expedient it will favor and encourage the construction of this ship-canal across the State of Florida from the ocean to the gulf.

Resolved, That our Senators and Representatives in Congress from this State are hereby requested to lay this memorial before Congress, and are also respectfully and earnestly requested to place before Congress this enterprise and all its advantages and merits and urge its recognition and advancement.

Resolved, That the secretary of state is requested to furnish to each of our Senators and Representatives a certified copy of this memorial, and also to procure copies of the same to be printed for their use and circulation among the Senators and Representatives of Congress, and the secretary of state is also requested to transmit a printed copy to the governor and Legislature of each of the United States.

Approved June 4, 1889.

STATE OF FLORIDA, Office Secretary of State, ss:

I, John L. Crawford, secretary of state, do hereby certify that the foregoing is a correct transcript of the original now on file in this office.

Given under my hand and the great seal of the State of Florida, at Tallahassee, the capital, this 30th day of November, A. D. 1889.

[L. S.]

JNO. L. CRAWFORD,
Secretary of State.

Mr. SAWYER presented a resolution adopted by the Wool-growers' Association of Wisconsin, favoring an increase of the tariff on wool; which was referred to the Committee on Finance.

Mr. CAMERON presented resolutions adopted by the Grand Army of the Republic of Westmoreland County, Pennsylvania, favoring the passage of certain pension legislation; which were referred to the Committee on Pensions.

He also presented a petition of the Union Veterans' Union of Shamokin, Pa., praying for the passage of the per diem rated service-pension bill; which was referred to the Committee on Pensions.

Mr. SPOONER presented resolutions adopted by the Cumberland Post, Grand Army of the Republic, of Wisconsin, favoring the passage of bills repealing the limitation of the arrears of pension act, the granting of pensions to dependent soldiers and to all widows of soldiers; which were referred to the Committee on Pensions.

He also presented resolutions adopted by the State Wool-growers' Association of Wisconsin, indorsing resolutions relative to wool, passed, December 4, 1889, at the national meeting of wool-growers; which were referred to the Committee on Finance.

Mr. VOORHEES presented the petition of Daniel M. Richey, of Petersburg, Ind., praying to be allowed a pension; which was referred to the Committee on Pensions.

Mr. PLUMB presented a resolution adopted by McDowell Post, No. 290, Grand Army of the Republic, of Hoxie, Kans., favoring legislation granting Fort Hays military reservation for a soldiers' home; which was referred to the Committee on Military Affairs.

He also presented a petition of ex-Union soldiers, citizens of Kansas, praying for the passage of pension legislation recommended by the Grand Army of the Republic; which was referred to the Committee on Pensions.

He also presented a petition of certain farmers of Kansas, praying for the passage of legislation prohibiting speculation in farm products; which was referred to the Committee on Agriculture and Forestry.

He also presented a petition of Robert Hale Post, Grand Army of the Republic, of Blue Rapids, Kans., praying that William Watkins, a soldier of the late war, be allowed a pension; which was referred to the Committee on Pensions.

He also presented a petition of James M. Arthur Post, No. 3, Grand Army of the Republic, of Goodrich, Kans., praying for the passage of the service-pension bill; which was referred to the Committee on Pensions.

Mr. PAYNE presented a petition of the Vessel-Owners' Association of Cleveland, Ohio, praying that an appropriation be made for the improvement and completion of canal locks at Sault Ste. Marie; which was referred to the Committee on Commerce.

Mr. PIERCE presented a petition of citizens of North Dakota, praying for a survey to ascertain the feasibility of irrigating certain lands in that State; which was referred to the Select Committee on Irrigation and Reclamation of Arid Lands.

Mr. DANIEL I present a petition of citizens of Roanoke County, Virginia, praying that an appropriation be made of not less than \$10,000 for the erection of a suitable monument over the grave of General Andrew Lewis. I ask that this petition may be printed in the RECORD. It is quite brief.

The petition was referred to the Committee on the Library, and ordered to be printed in the RECORD, as follows:

To the Congress of the United States:

The undersigned citizens of Roanoke County, Virginia, would respectfully ask your honorable body to make an appropriation of not less than \$10,000 for the erection of a suitable monument over the grave of General Andrew Lewis, often spoken of as the great "Indian fighter," but better known in history as the "Hero of Point Pleasant," where, on the 10th of October, 1774, with about eleven hundred troops, gathered from the counties of Augusta and Botetourt (which then embraced all the country lying between the Blue Ridge of mountains and the Ohio River on the north and the Mississippi on the west), he gained a signal and decisive victory over a large body (supposed to be at least two thousand) confederated Indians under the command of the famous Indian chief Cornstalk. The result of this battle alone, if he had performed no other public services, would entitle General Lewis to the highest rank as one of the heroes of the Revolutionary period, since it rescued the early settlers of the valley and the western portion of Virginia from Indian depredations and cruelties; and the confederacy of Indians were never able to rally from this crushing defeat at Point Pleasant.

General Lewis died in 1781 and was buried on his own farm, which adjoins the present town of Salem. There is nothing to mark the spot where this Revolutionary hero rests but rude stones, at the head and foot of his grave, which is on an eminence commanding a full view of the beautiful valley of Roanoke, and also near by and in full view of the Norfolk and Western Railroad, whose daily crowds of passengers could look on and admire a handsome monument erected to the memory of one so worthy as General Lewis.

F. Johnston, attorney at law; J. W. D. A. Mimmy, president of the Salem Improvement Company; D. B. Strouse, president Salem Furnace Company; T. J. Shickel, secretary Comos M. Company; Wm. McCauley, clerk of courts of Roanoke; W. Griffin, judge county court Roanoke; W. T. Younger, mayor town of Salem; L. R. Holland, superintendent public schools; W. W. Brand, county treasurer; Henry E. Blair, judge fourteenth judicial circuit; Stephens & Logan, attorneys at law; James W. Logan; W. W. Ballard, attorney at law; R. Logan; F. C. Burdette, merchant; Geo. Allen; Chris. C. Tompkins; Jno. A. Francis; Jas. G. Wertz; Jacob Parish; W. M. Nelson; S. J. Hopper; W. D. Armstrong, M. D.; Jas. Chalmers, president Farmers' National Bank; Geo. M. Horner; F. H. Chalmers, cashier Farmers' National Bank of Salem, Va.; W. W. Brand, postmaster Salem; James W. Palmer, attorney at law; W. B. Dillard, druggist; Thos. H. B. Dillard, M. D.; Oscar Wiley, M. D.

REPORTS OF COMMITTEES.

Mr. VEST, from the Committee on Commerce, to whom was referred the bill (S. 493) to authorize the construction of bridges across the Missouri River between its mouth and the mouth of the Dakota or James River, and across the Mississippi River between the port of St. Paul, in the State of Minnesota, and the port of Natchez, in the State of Mississippi, and across the Illinois River between its mouth and La Salle, in the State of Illinois, and to prescribe the character, location, and dimensions of the same, reported adversely thereon, and moved that it be postponed indefinitely; which was agreed to.

He also, from the same committee, reported a bill (S. 1871) providing for certain bridges across the Missouri River, the Mississippi River, and the Illinois River; which was read twice by its title.

He also, from the same committee, to whom were referred the following bills, reported them each without amendment:

A bill (S. 547) for the construction of a bridge across the St. Croix River; and

A bill (S. 1442) to authorize the construction of two bridges across Boeuf River, Louisiana.

He also, from the same committee, to whom were referred the following bills, reported them each with amendments:

A bill (S. 1297) to amend an act entitled "An act to authorize the construction of a wagon and foot-passenger bridge across the Mississippi River at or near Lyons, Iowa;" and

A bill (S. 1305) to authorize the construction of certain bridges across the Staten Island Sound, known as Arthur Kill and Kill von Kull, and to establish the same as post-roads.

Mr. SAWYER, from the Committee on Commerce, to whom were referred the following bills, reported them each with amendments:

A bill (S. 940) to authorize the construction and maintenance of a bridge across the Missouri River at a point to be selected in the county of Douglas, or in the county of Sarpy, in the State of Nebraska, and the county of Pottawattamie, in the State of Iowa, and make the same a post-route; and

A bill (S. 896) to amend and alter an act entitled "An act to authorize the construction of a railroad, wagon, and foot-passenger bridge across the Mississippi River at or near Clinton, Iowa," approved July 16, 1888.

Mr. CHANDLER, from the Committee on Naval Affairs, submitted reports to accompany the following bills:

A bill (S. 304) defining the positions and salaries of assistant astronomers at the United States Naval Observatory, and for other purposes; and

A bill (S. 733) for the presentation of badges to the officers and men of the Greely relief expedition.

Mr. DAVIS. I am directed by the Committee on Military Affairs, to whom was referred the bill (S. 395) for the relief of Sarah K. McLean, widow of the late Lieut. Col. Nathaniel H. McLean, to report it without amendment, and submit a report thereon.

Mr. COCKRELL. In that case the minority report which was made at the last Congress is also considered as made at this session in connection with the majority report. It is not a unanimous report. There is a minority report to go with the majority report.

The VICE-PRESIDENT. The bill will be placed upon the Calendar.

Mr. DAVIS, from the Committee on Military Affairs, to whom was referred the bill (S. 750) for the relief of Christian Fredericksen, reported it with an amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (S. 596) for the relief of H. A. Myers, reported it without amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (S. 381) for the relief of soldiers and sailors who enlisted or served under assumed names, while minors or otherwise, in the Army or Navy, during the war of the rebellion, reported it without amendment, and submitted a report thereon.

Mr. HAMPTON, from the Committee on Military Affairs, to whom was referred the bill (S. 1007) for the relief of Col. Daniel McClure, reported it without amendment, and submitted a report thereon.

Mr. BATE, from the Committee on Military Affairs, to whom was referred the bill (S. 570) for the relief of Enoch Davis, reported it without amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (S. 137) for the relief of E. B. Crozier, executrix of the last will of Dr. C. W. Crozier, of Tennessee, reported it without amendment, and submitted a report thereon.

Mr. FAULKNER, from the Committee on Claims, to whom was referred the bill (S. 283) to refund to the State of West Virginia the money paid to officers of the One hundred and thirty-third Regiment West Virginia Militia for services rendered during the rebellion, reported it without amendment, and submitted a report thereon.

Mr. CAMERON, from the Committee on Naval Affairs, to whom was referred the bill (S. 128) for the relief of Frederick N. Kress, reported it without amendment, and submitted a report thereon.

Mr. DOLPH, from the Committee on Commerce, to whom was referred the bill (S. 464) for the construction of a United States revenue cutter for service on the Oregon coast, with headquarters at Astoria, Oregon, reported it with an amendment.

He also, from the same committee, to whom was referred the bill (S. 88) to prevent the obstruction of navigable waters and to protect public works against trespass or injury, reported it with amendments.

Mr. FRYE, from the Committee on Commerce, to whom was referred the bill (S. 1629) to amend section 4414, Title LII, of the Revised Statutes of the United States, "Regulation of steam-vessels," reported it with amendments.

Mr. FRYE. Senate bill No. 1232 provides by general revision of the laws for the establishment of a collection district at Providence. There is also provision for an increase of salaries contained in Senate bill 1530. I report these two bills back from the Committee on Commerce adversely, and ask that they be indefinitely postponed.

The following bills were postponed indefinitely:

A bill (S. 1232) providing for inspectors of hulls and boilers for the collection district of Providence, R. I.; and

A bill (S. 1530) to fix compensation of inspectors of hulls and boilers in certain districts of the United States.

Mr. FRYE, from the Committee on Commerce, to whom was referred the bill (S. 1615) making an appropriation for a submarine telegraphic cable connecting Cape Flattery with Tatoosh Island, in the State of

Washington, reported adversely thereon, and the bill was postponed indefinitely.

He also, from the same committee, reported a bill (S. 1872) to restore telegraphic communication between Tatoosh Island and Port Angeles, Washington; which was read twice by its title.

He also, from the same committee, to whom were referred the following bills, reported them severally without amendment:

A bill (S. 1023) to provide an American register for the steamer *Bernard*, of Philadelphia, Pa.;

A bill (S. 993) to constitute Minneapolis, Minn., a subport of entry and delivery in the collection district of Minnesota, and for other purposes; and

A bill (S. 881) to provide an American register for the schooner-barge *Mexico*, of Pensacola, Fla.

He also, from the same committee, to whom was referred the bill (S. 463) making an appropriation for the construction of a first-order light-house on North Head, Cape Disappointment, in the State of Washington, reported it with an amendment.

Mr. TURPIE, from the Committee on Pensions, to whom were referred the following bills, reported them severally without amendment, and submitted reports thereon:

A bill (S. 1213) granting a pension to Catherine M. Lee;

A bill (S. 19) to pension Bartola Thebant, a soldier in the Florida Seminole Indian war of 1849 and 1850;

A bill (S. 578) granting a pension to Mrs. Emma Dill;

A bill (S. 133) to increase the pension of Thomas Chapman; and

A bill (S. 252) granting a pension to John Gallagher.

MRS. ESTHER C. WHITELEY.

Mr. JONES, of Nevada, from the Committee to Audit and Control the Contingent Expenses of the Senate, to whom was referred the following resolution, reported it without amendment; and it was considered by unanimous consent, and agreed to:

Resolved, That the Secretary of the Senate be, and he is hereby, authorized and directed to pay, out of the miscellaneous items of the contingent fund of the Senate, to Mrs. Esther C. Whiteley, daughter of George McKew, deceased, late a messenger on the rolls of the Senate, the sum of \$720, being an amount equal to six months' salary at the rate per annum allowed by law to the messenger afore-said, said sum to be considered as including funeral expenses and all other allowances.

ASSISTANT CLERK OF JUDICIARY COMMITTEE.

Mr. JONES, of Nevada. I am directed by the Committee to Audit and Control the Contingent Expenses of the Senate, to whom was referred the resolution reported from the Committee on the Judiciary providing for an assistant clerk of the Judiciary Committee, to report it without amendment; and I ask for its present consideration.

The VICE-PRESIDENT. The resolution will be read.

The Chief Clerk read the resolution, as follows:

Resolved, That the Committee on the Judiciary be, and it hereby is, authorized to employ an assistant clerk for the residue of this present session of the Senate only, at a salary not exceeding \$8 per day, and that the Secretary of the Senate be, and he is hereby, authorized and directed to pay the said salary out of the appropriation for miscellaneous items of the contingent fund of the Senate.

The Senate, by unanimous consent, proceeded to consider the resolution.

Mr. HARRIS. I desire to ask the chairman of the Committee to Audit and Control the Contingent Expenses: why the sum of \$8 a day is fixed. My recollection is that committee clerks receive a compensation of \$6 a day. Am I right about that? If that be true, I should be glad if the chairman of that committee or the chairman of the Committee on the Judiciary would inform me what is the necessity for making this per diem pay higher than the pay of other committee clerks.

Mr. EDMUNDS. I am glad to make the explanation, because it is one that ought to be made. At several of the former sessions of the Senate the Judiciary Committee has found itself, after the session has gone on for some time, so pressed with the peculiar work of that committee, which requires research into the statutes, and so on, as to ask the Senate to give us leave to employ additional assistance. The sort of person whom we have been able to employ hitherto, sometimes one gentleman and sometimes another, must be, to fill our requirements, not only a stenographer, but a lawyer; and we found that it was impossible, and now, by making inquiry, supposing that the Senate would do this thing, I have yet been unable to find any of the young gentlemen of the bar here, who are stenographers and lawyers both, who are willing, for \$8 a day, to give up their little beginnings of business to come into the Judiciary Committee room and work there even for that sum. Therefore, on former occasions the sum of \$8 a day was fixed as a proper recompense, and a very small one, to the kind of individual that it is necessary we should have.

Mr. HARRIS. I fully appreciate the necessity of the employment of an additional clerk, and the explanation of the Senator from Vermont is entirely satisfactory to me.

The VICE-PRESIDENT. The question is on agreeing to the resolution.

The resolution was agreed to.

ADJOURNMENT TO MONDAY.

Mr. CAMERON. I move that when the Senate adjourns to-day it be until Monday next at 12 o'clock meridian.

The motion was agreed to.

MISSOURI RIVER IMPROVEMENT.

Mr. VEST. I am instructed by the Committee on Commerce, to whom was referred the joint resolution (S. R. 37) for the removal of obstructions to navigation in the Missouri River, to report it back without amendment; and I ask for its immediate consideration.

The VICE-PRESIDENT. Is there objection to the present consideration of the joint resolution?

Mr. EDMUNDS. Let it be read for information.

The VICE-PRESIDENT. The joint resolution will be read.

The Chief Clerk read the joint resolution, as follows:

Whereas the amount appropriated by Congress in the act of 1888, for the improvement of rivers and harbors, for the removal of snags and other obstructions from the Missouri River, to be expended under the control of the Missouri River Commission, has been exhausted, and no funds remain available for that purpose; and

Whereas certain citizens of Kansas City, Mo., have begun the construction of a number of steamers for the navigation of said river, and, by reason of the snags and obstructions therein, are refused insurance upon the boats and their cargoes: Now, for the purpose of immediately improving said Missouri River from Kansas City to the mouth,

Resolved, etc., That the sum of \$250,000, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, which shall be expended, under the supervision and direction of the Missouri River Commission, in the removal of snags and other obstructions to the navigation of said river between Kansas City, Mo., and the mouth; said work to be commenced so soon as the condition of the river, and its freedom from ice, will permit, and to be continued until completed.

Mr. EDMUNDS. That is reported from a committee?

Mr. VEST. Yes, sir.

Mr. EDMUNDS. I ask the Senator to kindly let it lie aside for a little while; I think I shall object for the moment; I should like to ask the Senator one or two questions about it.

Mr. VEST. If the Senator will let me make an explanation I do not think he will object.

Mr. EDMUNDS. Certainly, I will allow the explanation to be made.

Mr. VEST. The Senate knows that no river and harbor bill has been passed since 1888. The result is that under the action of the water, by freshets, etc., a large number of snags have accumulated in the Missouri River, so as to render navigation almost impossible and certainly exceedingly dangerous. The people of Kansas City have organized a company, and are constructing a line of steamers to run upon that river. Their construction is absolutely necessary in view of the fact that without river competition the freight charges of the railroads become ruinously high. The gentlemen engaged in this enterprise are now confronted with the fact that the insurance companies refuse to grant any policies of insurance either upon the steamers or their cargoes in the present condition of the river.

Mr. EDMUNDS. The only point that engaged my special attention (because the main object I am in favor of) was the control of this expenditure by the Missouri River Commission instead of the engineers. The Senator can doubtless explain how that is.

Mr. VEST. There is by act of Congress a certain commission consisting of three engineers and two civilians, who control the expenditure of all moneys upon the Missouri River, just as there is such a commission for the Mississippi.

Mr. EDMUNDS. That is enough for me. I have no objection to the consideration of the joint resolution.

By unanimous consent, the Senate, as in Committee of the Whole, proceeded to consider the joint resolution.

Mr. VEST. I wish further to state that this appropriation of \$250,000, or so much as will be expended, will come out of the general appropriations for the Missouri River when the river and harbor bill is enacted. In all probability that will not be until June. I have here a communication from the president of the Missouri River Commission, stating that the funds are exhausted for the improvement of the river in the way of taking out snags. It is very brief and I will read it.

MISSOURI RIVER COMMISSION, St. Louis, Mo., January 2, 1890.

The allotment made by the Missouri River Commission from the appropriation of 1888 for removal of snags and other obstructions from the Missouri River is now practically exhausted, and there is no portion of the balance remaining of this appropriation available for allotment to this purpose. Work in this direction must therefore necessarily be suspended till further funds are supplied, either in the general bill or by a special appropriation. The time of beginning work depends upon the season: it is desirable, as a rule, to begin as soon as the river is clear of ice, say from March 1 to April 1. The present indications are that an early commencement would be possible this year were funds available, and it would be eminently desirable, as there is much work in this line required for the safety of navigation.

Respectfully,

CHAS. R. SUTER,
President Missouri River Commission.

This statement, I hope, will be sufficient, and I ask that the joint resolution be passed.

Mr. SHERMAN. I should like to know whether this has been recommended by the Secretary of War.

Mr. VEST. Yes, sir; here is the indorsement of the Secretary of War.

Mr. COCKRELL. The Missouri River Commission is under the control of the Secretary of War.

Mr. VEST. I did not read the formal portion of the communication, which comes from the Chief of Engineers and the Secretary of War, indorsing this report.

Mr. SHERMAN. All right.

Mr. PLUMB. There is no doubt about the necessity or desirability of an appropriation of this kind. I want to ask the Senator from Missouri, however, what assurance he has that when this money is spent the evil which it is specially aimed at, the inability now to obtain insurance on cargoes and boats upon that river, will be removed?

Mr. VEST. We have that assurance from the insurance companies.

Mr. PLUMB. That is to say, if the Government spends \$250,000 they will take risks?

Mr. VEST. No specific amount was stated, but the insurance companies say that if these snags are removed, so that navigation will not be dangerous upon the river, as it is now, they will, of course, issue the ordinary policies.

Mr. PLUMB. Is this amount going to be sufficient for that purpose?

Mr. VEST. I have no doubt that it will be.

Mr. PLUMB. I did not observe that the commission made any statements on that point.

Mr. VEST. Two hundred and fifty thousand dollars, I think, will be sufficient.

Mr. COCKRELL. Has not the Missouri River Commission already provided snag-boats and everything of that kind, so that this money will be expended in the work alone?

Mr. VEST. They have a snag-boat which was constructed under legislation which I offered myself, specially adapted to work upon the Missouri River, and this \$250,000 is only to run that boat, to employ hands, and pay the necessary expenses.

Mr. PLUMB. There ought to be a whole fleet of boats out there, because the Senate will remember that when some years ago Congress appropriated \$1,000,000 for the improvement of the Missouri River, \$600,000 of that was put into boats and machinery, and shortly afterwards the commission came around and said, "Now we have got a lot of material to work with, but we have no money to run the machinery;" and therefore that machinery was laid by and idle for months before anything was done with it. We ought to have boats enough.

However, I was not addressing my inquiry to that point; but I wanted to know if there was any evidence extant from the commission as to what might be expected in such a way that we might hold them to some kind of responsibility for the results obtained by the expenditure of this money.

Mr. VEST. I have not the slightest question that the money will be honestly and fairly expended for this purpose. Whatever else may be said about the Bureau of Engineers (and this commission has a majority of engineer officers upon it), there never has been any complaint as to a single dollar of the Government's appropriation from the beginning of the Government having been misappropriated by the Engineer Bureau—not one single dollar; which is a record unexampled in the history of administrations here or elsewhere.

Colonel Suter tells us that if he can get money sufficient to run this snag-boat, which is ready now to go to work, with the present climatic conditions, it is possible that there may be little or no ice on the river this year. There has been, so far, no ice upon the Missouri; and if there should be none and this appropriation is made by Congress, the boat can immediately commence work, say in February or the first of March. If we wait until the river and harbor bill is passed it will be June, and the Senate can see that two or three months of valuable time will have been already exhausted.

Mr. PLUMB. My inquiry was not addressed to the integrity of the commissioners. The Senator seems to have misapprehended it. I do not accuse them of being dishonest in any degree; but I know that we expend a large amount of money through their instrumentality for which we get no results, and I wanted to ascertain if we actually had them on record as promising that this money would produce this result in such a way that we might hold them to something more than the ordinary responsibility in regard to the expenditure of the money.

While I am about it I may say that I do not consider the recommendation of being personally honest the only one that can be made in regard to an official having Government money in charge in the large sums which these engineers have it. The Senate may remember that a couple of years ago, perhaps at the last session, Congress acted upon the recommendation of the engineer in charge of the works on the coast of the Gulf of Mexico in Texas, and that the Committee on Commerce decided not to make any appropriation for the harbor at Brazos because that engineer stated that the money there could not be expended wisely for that purpose; yet I have been told, on what seems to be very good authority, that a private company was thereupon, in despair, authorized to put in a private harbor itself, and it has been able to find out, by the expenditure of a very small sum of money, that a harbor is practicable there; and I understand that we shall have a private harbor about 40 miles from Galveston probably fifteen or twenty years before we have a public one at Galveston as the work of the engineers, judging the future by the past.

I am in favor of this appropriation. I only wish it to go into hands that I think a great deal more competent than the ones through whom it will be expended, for which, of course, there is no remedy at present; but certainly the history of that commission, and of all the com-

missions, and of all the engineers, has not been such as to inspire a maximum of confidence that the money will result in really what we design it should result in. I would be glad to make an appropriation of \$500,000 in order to leave \$250,000 to be thrown away, if necessary, and still attain the result which is so necessary to the agricultural interests along the Missouri River.

Mr. VEST. I think \$250,000 will be sufficient. I want to say a word in reply to the Senator from Kansas. He knows, and all who know anything about my past conduct in regard to the Engineer Bureau of the United States know, that I have had occasion to differ with the judgment of the engineer officers repeatedly, conspicuously in their conflict with Captain Eads as to the improvement of the mouth of the Mississippi, when they declared that plan impracticable and he insisted that it was practicable; and the results have vindicated the superiority of his judgment. In the remarks I made, and I repeat them, I intended simply to convey the idea that as to the integrity of intention of the Bureau of Engineers and its individual members I have never had the slightest suspicion. They may be mistaken, and they often are; but one thing is conspicuous, and it is a standing monument to the Bureau of Engineers of the United States, that from the beginning of the Government not one single dollar has ever been misappropriated by them or has failed to be honestly accounted for.

Colonel Suter has opinions about the Missouri River in which the Senate of the United States and the House of Representatives never agreed. I believed him to be right. In the last Congress, when I had charge of the subcommittee on the Missouri and Mississippi Rivers in the Committee on Commerce, I reported an amendment to the river and harbor bill abolishing the Missouri River Commission, because the recommendations of that commission were utterly ignored by Congress and I could see no further necessity for its continuance under that state of the case. But \$225,000 was the whole amount appropriated for the river, which was put under the supervision and control of these engineer officers, the balance being specifically appropriated to the improvements of certain localities. I have never believed in that plan, but I have, of course, been compelled to defer to the opinions of a majority of my colleagues in this Chamber.

I know that the question of improving the Missouri and Mississippi Rivers is full of difficulties, but still one salient fact remains, and that is enough for me, that just so soon as the last boat disappears from the Missouri River the prices of freight go up upon the railroads. If there can be nothing else done by the improvement of the river, if but one single steamer is kept upon it, that is a check, and a very important check, upon the rapacity of the railroad corporations.

Some six months ago the last steamer on the Missouri was sold, and just so soon as that event happened the freights upon the railroads went up. Now the people of Kansas City, principally merchants (a large portion of them are the constituents of my friend from Kansas, who live in the State of Kansas and do business in Kansas City), are endeavoring by private enterprise and with private means to put back steamers upon the river. I can say very frankly that I doubt whether the enterprise will be a paying one, but their object is, if nothing else, to have some redress in the way of transportation against the rates that the railroads fix upon them in the absence of any river transportation, and that is all of it.

Mr. REAGAN. Mr. President, while this subject is up I want to say a word about the appropriations for the improvement of the Missouri River, and I preface that by saying that I have been an earnest advocate for years of the improvement of the navigable waters of the United States. But the appropriations for the improvement of the Missouri River have been embarrassed by the action of Congress in distributing the amounts to be applied to the improvement of the river, to improve town fronts and protect railroad bridges to a very large extent; and so long as that policy is pursued the money appropriated for the improvement of that river will not succeed in improving its navigation. But when we allow the engineers, as they have asked, the privilege of applying the money appropriated to the improvement of the Missouri River to improving the channel of the river, then we may expect an improvement of navigation. It is a stream which will require a good deal of work to make it navigable and to preserve it navigable, but if the appropriations made for it are to be squandered for the benefit of private parties, town fronts, and the protecting of railroad bridges, we may throw away a great deal more money before we get navigation there.

I suggest to the Senator from Missouri that we should do well in this joint resolution (because I shall not oppose its passage) to provide that the money shall be applied to the improvement of the channel of the river and not be applied to improving town fronts and protecting railroad bridges.

Mr. INGALLS. Mr. President, the evidence will fail to show that any money ever appropriated for the improvement of the navigation of the Missouri River has been expended for the protection of river fronts or railroad bridges. I happen to know something by personal observation about the matters to which the Senator from Texas [Mr. REAGAN] refers. There was one instance in which an appropriation was made which it was claimed was expended for the protection of a railroad bridge. The facts are that the bridge was authorized by act of

Congress to be built across the Missouri River. The plans were approved by the Secretary of War. By the depredations of the stream the channel was changed so that instead of running under the draw-span it ran under one of the fixed spans of the bridge, whereby the navigation of the stream was absolutely destroyed. Congress having authorized the structure and the Government having approved the plans, when the river became unnavigable by reason of that as an obstruction to commerce, Congress was bound to restore the navigable channel under the draw-span as originally provided by the Secretary of War. There is no ground whatever for the assertion that any portion of the funds appropriated for the protection of the navigation of that stream has ever been misapplied or squandered for private purposes.

The joint resolution reported by the Senator from Missouri ought to pass. The appropriation ought to be made. Its purpose is to prevent extortionate railway rates and charges by providing a competitive water-way; but there is no reason why the point that is named in the joint resolution should be selected as the initiative. Just above Kansas City there is a group of very important railroad points. Leavenworth, Fort Leavenworth (where the Government has enormous interests to be protected), Atchison, and St. Joseph are exactly in the same position as Kansas City. St. Joseph is about 60 miles by river above Kansas City. That ought to be the point of initiation for this work, in order that these important railroad competitive points below should have exactly the same advantages.

I therefore move to amend the joint resolution by striking out the words "Kansas City" and inserting "St. Joseph," so that that may be the point where this work will begin.

Mr. VEST. I have not the slightest objection to the amendment. The only reason (and I ought to have stated it before) why Kansas City was placed there was because I have been informed by the engineers that the principal difficulty as to these snags and obstructions is below Kansas City. But if there are no obstructions above, as a matter of course the gentlemen who own these steamers will run them to points above Kansas City, if it is proper; and I have not any objection to the amendment.

Mr. REAGAN. Mr. President, while I have not recently had my attention called to the appropriations for the improvement of the Missouri River and to the reports of the engineers on that subject, I do not think I was mistaken in the statement which I made. I remember that the first item of appropriation, which was some fifteen or sixteen years ago, was the application of \$80,000 to improve the river in front of St. Joseph, Mo. I protested then against that as being likely to be the parent of a brood of special applications of the fund for the improvement of that river which would defeat the purpose of the improvement of the river.

Now, sir, as sustaining the suggestion I made, I desire to read from the act of 1888 making appropriations for the improvement of that river:

Improving Missouri River from mouth to Fort Benton: Continuing improvement, \$1,000,000, including removal of obstructions, surveys, and examinations, to be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Missouri River Commission, except as herein modified.

See the exceptions to the plan of the Missouri River Commission; and I desire before reading the exceptions to their plan to say that according to my recollection—it is some time since I read the report of the engineers—they uniformly, when that question has come up, insisted that the appropriation ought to be left under their direction to be expended where the improvement of the navigation of the river was most needed, and in such a way as to render the fund for its improvement most valuable. Here are the exceptions to the recommendations of the Missouri River Commission:

Out of the above sum the following amounts shall be applied to the purposes hereinafter specified, namely: One hundred and fifty thousand dollars, or so much thereof as may be needed, shall be expended on that portion of the Missouri River lying between the cities of Council Bluffs, Iowa, and Omaha, Nebr., and a point 5 miles above the bridge of the Omaha and Council Bluffs Bridge Company, by the course of said river; that the sum of \$100,000, or so much thereof as may be needed, shall be expended on said river at or near Sioux City, Iowa, and in Nebraska, opposite said city; that the sum of \$50,000, or so much thereof as may be needed, shall be expended on said river at or near Plattsmouth, Nebr.; that the sum of \$50,000, or so much thereof as may be needed, shall be expended on said river at or near Rulo, Nebr.; that the sum of \$75,000, or so much thereof as may be needed, shall be expended on said river at or near Nebraska City, Nebr.; that the sum of \$65,000, or so much thereof as may be necessary, shall be expended on said river at or near Kansas City, Mo.; that the sum of \$65,000, or so much thereof as may be necessary, shall be expended on said river at or near St. Joseph, Mo.; that the sum of \$45,000, or so much thereof as may be necessary, shall be expended on said river at or near Arrow Rock, Mo.; that the sum of \$75,000, or so much thereof as may be necessary, shall be expended on said river at or near Leavenworth, Kans.; that the sum of \$75,000, or so much thereof as may be necessary, shall be expended on said river at or near Atchison, Kans.; and that the sum of \$25,000, or so much thereof as may be necessary, shall be expended on said river at or near Miami, Mo.

The Senator from Kansas [Mr. INGALLS] will thus see that I at least have the warrant of this statute for stating that the money for the improvement of that river was to be applied at particular points designated by law, not at points selected by the engineers appointed to superintend the improvement of the navigation of the river; and I have a very distinct remembrance of many times discussing this subject in committee and in the House when applications were made, and showing the evidence from the reports of the commission that appropriations

for these particular places were to improve river fronts not necessarily connected with the improvement of navigation, and for the protection of railroad bridges where it was the duty of the railroad companies to protect their own interests and not call upon the Government to protect them.

This comes up in such a way that I have not had time to look further into it, and I do not make these remarks for the purpose of defeating the appropriation. The thing I had in mind was to suggest to the Senator from Missouri whether he would not amend the resolution so as to place the fund which is now to be made available subject to the control of the engineers charged with the improvement of that river, and not require it again to be applied to the improvement of river fronts and the protection of railroad bridges.

Mr. DAWES. Mr. President, the matter to which the Senator from Texas has drawn attention, and which was spoken of by the Senator from Kansas, came before the Committee on Appropriations, and all the facts in relation to it were heard before that committee; and in the absence of the chairman of that committee it is possible that I may contribute to this discussion.

The Missouri River, as everybody knows, is a very unruly stream, and it took it into its head to cut around the railroad bridge near Kansas City, and left that stream and the channel for the navigation of the river on one side, and concluded to go outside of the bridge. In that process it not only interrupted the navigation of the stream, but threatened the destruction of the improvements in that neighborhood which had been carried on under the directions of the engineers by the authority of an appropriation of Congress for that purpose—not only destroyed the navigation of the river, interrupted the railroad bridge travel, but threatened the destruction of all that had been done in that neighborhood.

The engineers, in reply to the application of the citizens and of the railroad companies for expenditure of money in restoring the river to its channel, stated that they had no appropriation available for that purpose, that their appropriations were specific, as the Senator from Texas says they were. Thereupon, the railroads at their own expense, but under the direction of the engineers and in connection with their original plan, restored the condition of things before this flood, and relying upon nobody for repayment of that expense, but doing just what the engineers said that had they had an appropriation they would do in accordance with their original plan. That matter was all laid before the Committee on Appropriations, and fully considered and ratified by Congress, which reimbursed the railroads by an act of Congress for doing that which the engineers found it impossible for them to do in accordance with previous acts. So the thing was not only not done by the engineers in perversion of appropriation, but was done otherwise, and after the facts were known Congress ratified the whole thing, and reimbursed the railroads for restoring the plan of the engineers and protecting the work of the engineers. There was no perversion of appropriations at all. Previous to the action of the railroads the engineers declined to expend any money, being bound by the law, and they have never expended the money. Congress reimbursed the railroads for putting the river back as near as they could under the bridge.

The VICE-PRESIDENT. The joint resolution is before the Senate as in Committee of the Whole.

Mr. INGALLS. Let my amendment be read.

The VICE-PRESIDENT. The amendment will be read.

The CHIEF CLERK. In line 9 it is proposed to strike out "Kansas City" and insert "St. Joseph;" so as to read:

In the removal of snags and other obstructions to the navigation of said river between St. Joseph, Mo., and the mouth.

The amendment was agreed to.

The joint resolution was reported to the Senate as amended, and the amendment was concurred in.

The joint resolution was ordered to be engrossed for a third reading, read the third time, and passed.

The VICE-PRESIDENT. There should be an amendment made to the preamble to make it conform to the resolution. The amendment will be stated.

The CHIEF CLERK. In the second preamble, last line, strike out "Kansas City" and insert "St. Joseph," so as to read:

For the purpose of immediately improving said Missouri River from St. Joseph to the mouth.

The amendment was agreed to.

The preamble as amended was agreed to.

PRINTING OF BILLS.

Mr. MANDERSON, from the Committee on Printing, to whom was referred the following resolution, submitted by Mr. HARRIS December 20, 1889, reported adversely thereon; and the resolution was postponed indefinitely:

Resolved, That hereafter, when bills for the payment of private claims or granting private pensions are introduced in the Senate, only 100 copies shall be printed unless the Senate shall otherwise order, and that such bills shall not be laid upon the desks of Senators when printed.

Mr. MANDERSON. Upon the subject-matter of that Senate resolution I am directed by the Committee on Printing to report a joint

resolution, and I ask that it be placed upon the Calendar with a written report.

Mr. HARRIS. Let the joint resolution be read.

The joint resolution (S. R. 38) to regulate the printing and distribution of public and private bills and joint resolutions, was read the first time by its title, and the second time at length, as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled. That there shall be printed of each public bill and joint resolution ordered by the Senate 500 copies, unless a larger or lesser number of any particular bill or joint resolution shall be specially ordered by the Senate; and said bills and joint resolutions shall be distributed as follows: To the document-room of the Senate, 224 copies; to the document-room of the House, 326 copies; to the Secretary of the Senate, 15 copies; to the Clerk of the House, 15 copies, and that 10 copies of the number printed for the document-room of the Senate be reserved by the Public Printer, who shall send them direct to the Department of State as soon as printed.

Sec. 2. That there shall be printed of each private bill and joint resolution ordered by the Senate 180 copies, unless a larger or lesser number of any particular bill or joint resolution shall be specially ordered by the Senate; and said bills and joint resolutions shall be distributed as follows: To the document-room of the Senate, 100 copies; to the document-room of the House, 50 copies; to the Secretary of the Senate, 15 copies; to the Clerk of the House, 15 copies.

Sec. 3. That there shall be printed of each public bill or joint resolution ordered by the House of Representatives, unless a larger or lesser number of any particular bill or joint resolution shall be specially ordered by it, 500 copies; and said bills and joint resolutions shall be distributed as follows: To the document-room of the House, 375 copies; to the document-room of the Senate, 170 copies; to the Clerk of the House, 25 copies; to the Secretary of the Senate, 10 copies; and that 10 copies of the number printed for the document-room of the House be reserved by the Public Printer, who shall send them to the Department of State as soon as printed.

Sec. 4. That there shall be printed of each private bill and joint resolution ordered by the House of Representatives 180 copies, unless a larger or lesser number of any particular bill or joint resolution shall be specially ordered by it; and said bills and joint resolutions shall be distributed as follows: To the document-room of the House, 125 copies; to the document-room of the Senate, 25 copies; to the Clerk of the House, 15 copies; to the Secretary of the Senate, 15 copies.

Sec. 5. Any and all laws or rules in conflict with this act are hereby repealed.

Mr. MANDERSON. I do not ask for the present consideration of this joint resolution, but simply that it may go upon the Calendar. I present a report which sets forth the facts, which I desire to have printed.

The VICE-PRESIDENT. The report will be printed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. McPHERSON, its Clerk, announced that the House had passed the bill (H. R. 3711) making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1891, and for other purposes; in which it requested the concurrence of the Senate.

BILLS INTRODUCED.

Mr. COKE introduced a bill (S. 1873) authorizing the Brazos Terminal Railway Company to construct a bridge across the Brazos River, in the State of Texas; which was read twice by its title, and referred to the Committee on Commerce.

Mr. REAGAN introduced a bill (S. 1874) for the relief of Eli Ayres, of Kaufman County, Texas; which was read twice by its title, and referred to the Committee on Claims.

Mr. CULLOM introduced a bill (S. 1875) to construct a road from Springfield, Ill., to the national cemetery adjacent thereto; which was read twice by its title, and referred to the Committee on Military Affairs.

He also introduced a bill (S. 1876) granting a pension to Catlena Lyman; which was read twice by its title, and referred to the Committee on Pensions.

Mr. HARRIS (by request) introduced a bill (S. 1877) referring the claim or claims of Eugene F. Arnold, administrator of William H. Arnold, to the Court of Claims; which was read twice by its title, and referred to the Committee on Claims.

Mr. SHERMAN introduced a bill (S. 1878) granting arrears of pension to Dwight E. Cowden; which was read twice by its title, and referred to the Committee on Pensions.

Mr. MOODY introduced a bill (S. 1879) authorizing the city of Aberdeen, in Brown County, State of South Dakota, to purchase certain public lands; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Public Lands.

Mr. COCKRELL (by request) introduced a bill (S. 1880) for refund of certain moneys to captains, pilots, engineers, and mates of steam-vessels; which was read twice by its title, and referred to the Committee on Commerce.

Mr. VANCE introduced a bill (S. 1881) for the relief of Thomas D. Meares, administrator of Armand D. Young, deceased; which was read twice by its title, and referred to the Committee on Claims.

Mr. STANFORD introduced a bill (S. 1882) to authorize the payment to Rear-Admiral John H. Russell of the highest pay of his grade; which was read twice by its title, and referred to the Committee on Naval Affairs.

Mr. GEORGE introduced a bill (S. 1883) in relation to the purchase of processes of decorticating ramie and jute; which was read twice by its title, and referred to the Committee on Agriculture and Forestry.

Mr. GORMAN introduced a bill (S. 1884) for the relief of Laura E. Maddox, executrix, and Robert Morrison, executor of Joseph H. Mad-

dox, deceased; which was read twice by its title, and referred to the Committee on Claims.

He also introduced a bill (S. 1885) for the relief of Albert Greenleaf; which was read twice by its title, and referred to the Committee on Claims.

Mr. DANIEL (by request) introduced a bill (S. 1886) for the relief of William Paxton; which was read twice by its title, and referred to the Committee on Claims.

Mr. CHANDLER introduced a bill (S. 1887) to increase the efficiency of the Navy; which was read twice by its title, and referred to the Committee on Naval Affairs.

Mr. GRAY introduced a bill (S. 1888) for the promotion of Rear-Admiral James E. Jouett, United States Navy; which was read twice by its title, and referred to the Committee on Naval Affairs.

Mr. INGALLS introduced a bill (S. 1889) granting a pension to Harvey Smith; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 1890) granting a pension to James Leazerby; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 1891) granting a pension to F. M. Hig-gason; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Pensions.

Mr. HISCOCK introduced a bill (S. 1892) for the relief of army nurses; which was read twice by its title, and referred to the Committee on Pensions.

Mr. CALL introduced a bill (S. 1893) to publish the Revised Statutes; which was read twice by its title, and referred to the Committee on Printing.

Mr. JONES, of Arkansas, introduced a bill (S. 1894) for the relief of the heirs of John W. West; which was read twice by its title, and referred to the Committee on Indian Affairs.

Mr. BATE introduced a bill (S. 1895) granting a pension to Mrs. E. G. Carter; which was read twice by its title, and referred to the Committee on Pensions.

Mr. VOORHEES introduced a joint resolution (S. R. 39) accepting the donation of the battle-sword of the late Capt. Samuel Chester Reid, tendered as a gift by his son, Samuel C. Reid, and providing for the presentation to him by Congress of a gold medal; which was read twice by its title, and referred to the Committee on the Library.

Mr. MANDERSON (by request) introduced a joint resolution (S. R. 40) providing for the ascertainment and report by the Secretary of State of the claim of the legal representatives of Walter H. Stevens, deceased; which was read twice by its title, and referred to the Committee on the Judiciary.

HOUSE BILL REFERRED.

The bill (H. R. 3711) making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1891, and for other purposes, was read twice by its title, and referred to the Committee on Appropriations.

WASHINGTON GAS-LIGHT COMPANY.

Mr. BUTLER submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved. That the Committee on the District of Columbia be, and it hereby is, directed to inquire into the expediency of purchase by the Government, by condemnation or otherwise, of the works and property of the Washington Gas-Light Company, and that said committee further inquire what would be a reasonable percentage of profit on the capital stock of said company and what dividends have been declared on said stock for the past ten years, and report the result of their inquiries to the Senate.

ST. MARY'S RIVER AND HAY LAKE CHANNEL.

The VICE-PRESIDENT. Are there further concurrent or other resolutions? If not the morning business is concluded.

Mr. DAVIS. I move to take from the table the bill I introduced on Monday, being the bill (S. 1631) making appropriations for improving the St. Mary's River and for improving the Hay Lake Channel.

The VICE-PRESIDENT. If there be no objection the bill will be regarded as being before the Senate.

Mr. CALL. The Calendar of Senate resolutions is first in order, and there is a resolution which I submitted yesterday.

The VICE-PRESIDENT. The order of resolutions is closed.

Mr. CALL. Senate resolutions? I did not understand that, and I will ask the Senate to allow me to have the consideration of the resolution which I offered yesterday morning. I then gave notice that I should desire to call it up at this time.

Mr. DAVIS. I ask the Senator if it will take any time.

Mr. CALL. It will take no more time than to present the statements of the governor of Florida and the proceedings of the board of internal improvements with reference to the report of the Commissioner of Public Lands.

Mr. DAVIS. Mr. President, I should be glad to oblige the Senator, but I do not feel as if I could yield under the present circumstances. I shall not take long.

Mr. CALL. I would suggest to the Senator that the Calendar of Senate resolutions was in order, and at the moment when the Chair

announced the question I rose for the purpose of calling up the resolution to which I refer.

The VICE-PRESIDENT. That order of business is closed.

Mr. CALL. I understand it is closed, but it was closed at the instant I was rising, supposing the Chair would, as customary, call up the Senate resolutions which were introduced on the day before; but that announcement was not made. This resolution was introduced yesterday and laid upon the table for consideration to-day. Under these circumstances I think it has the right to precedence of consideration. It has been the custom of the Senate Presiding Officer to do this.

The VICE-PRESIDENT. The Chair may be in error, but he is under the impression that the position taken by the Senator from Florida is not correct as far as the point of order is concerned.

Mr. CALL. This resolution was introduced yesterday.

The VICE-PRESIDENT. And laid upon the table subject to call.

Mr. CALL. And I gave notice that I would ask for the consideration of the resolution to-day, and it has been the custom of the Presiding Officer to call up resolutions lying upon the table for consideration previous to calling the Calendar of bills.

The VICE-PRESIDENT. Does the Senator make a motion to that effect?

Mr. CALL. I do make a motion to that effect; I have always understood that was the regular order of business.

The VICE-PRESIDENT. The bill of the Senator from Minnesota [Mr. DAVIS] has been taken up and is before the Senate.

Mr. CALL. I move to lay that aside, to postpone the order taking up the bill named by the Senator from Minnesota.

The VICE-PRESIDENT. Does the Senator from Minnesota yield?

Mr. DAVIS. I do not.

Mr. CALL. I desire to say to the Senate that I make the point of order that the rule requires the Calendar of Senate resolutions to be first called before the Calendar of bills.

Mr. INGALLS. It concerns the proper conduct of business in the Senate that a wrong precedent should not be established. If the statement of facts as made by the Senator from Florida is borne out by the Journal he undoubtedly had a right, under the practice of the Senate heretofore pursued, to have his resolution laid before the Senate at the close of morning business and have his day in court. If it had once been considered it then went to the Calendar and was subject to motion. I do not know what the Journal will show.

The VICE-PRESIDENT. The Journal entry will be read.

The Chief Clerk read as follows:

Mr. CALL submitted the following resolution; which was ordered to lie on the table and be printed, etc.

Mr. INGALLS. That is different from what I supposed. That resolution would have no rights under the rules, as a matter of course, but is subject to call on motion.

The VICE-PRESIDENT. So the Chair understood. The Senator from Minnesota [Mr. DAVIS] is entitled to the floor.

Mr. PLUMB. Will the Senator from Minnesota yield to me for a moment?

Mr. DAVIS. Certainly.

Mr. PLUMB. I should like to know what is to be the final adjustment of this matter, not under the rule or the right of precedence between the two Senators, but what is to follow now the speech of the Senator from Minnesota. The only thing that really has any precedence here is the right of speech. I have been wanting for several days to get myself in a position where I might make a motion to take up for consideration a resolution on the Calendar, introduced some time since, and now I think I shall have to give notice that I will make a speech on some occasion, and then, with the right to omit to speak if I so choose, to move at the proper time for the consideration of the resolution. Whether I shall do that at the close of the speech of the Senator from Minnesota will depend on whether the Senator from Florida will expect to follow him, and if he shall not, then I should like to know what the Senate's purpose is about the succeeding days of this week.

Mr. COCKRELL. This is the last day of the week.

Mr. INGALLS. We have agreed to adjourn over until Monday.

Mr. PLUMB. My colleague says the Senate has agreed to adjourn until Monday. I think the only thing I can do is to give notice that I shall address some remarks to the Senate at the conclusion of the morning business on Monday. The Senator from Massachusetts [Mr. DAWES] wants to know on what subject. I do not intend to gratify him now. If he wants to know what the subject is, he will have to be present on that day and hear what I have to say. [Laughter.]

Mr. DAWES. I wish to correct the Senator. I have not the slightest doubt about what the subject is.

Mr. CALL. Mr. President—

The VICE-PRESIDENT. The Senator from Minnesota [Mr. DAVIS] has the floor. Does the Senator from Minnesota yield to the Senator from Florida?

Mr. CALL. I have made a motion to lay aside temporarily the bill of the Senator from Minnesota.

The VICE-PRESIDENT. The Chair does not understand that the

Senator from Minnesota yielded to the Senator from Florida for that purpose.

Mr. DAVIS. I do not yield. I desire to proceed.

The VICE-PRESIDENT. The Senator from Minnesota declines to yield.

Mr. CALL. I make the point of order, then, that under the rules of the Senate the resolution which I offered yesterday has precedence before the order for the consideration of bills, and I submit to the Senate, without making any argument upon the subject, the evidence of the RECORD upon the point stated by the Senator from Kansas [Mr. INGALLS]:

With reference to the resolution which I now present—being the resolution which I ask to have considered at this time—

I ask that it may lie on the table until to-morrow morning, when I shall call it up and present a letter of the governor and board of trustees and some statements in relation to it.

That is the entry in the RECORD, and if the Journal does not conform to it, it is not my fault. That is the entry in the RECORD of the observations yesterday made by me.

Under these circumstances I submit to the Senator from Minnesota whether I should not be allowed to proceed with the resolution, as the Senate will adjourn over from to-day and this evidence can not be presented until Monday.

Mr. DAVIS. I feel, under the circumstances, Mr. President, that I ought not to yield, and I decline to do so.

The VICE-PRESIDENT. The Senator from Minnesota declines to yield the floor.

Mr. CALL. Then I make the point of order, and ask the decision of the Senate upon it, that notice having been given that this resolution would lie upon the table until this morning and that I would then call it up, and no objection having been made to it, it has now the right to consideration under the rules of the Senate.

Mr. HARRIS. Mr. President, the question of order in its present shape is not debatable, but I am inclined to ask the indulgence of the Senate to suggest, at least, the view that I take of this question, in order that we may not drift into any entanglement with regard to the parliamentary proceedings of the body.

No resolution can be considered on the day that it is introduced, except by unanimous consent of the Senate. Under the rule, a resolution introduced under the call for concurrent and other resolutions naturally goes to the table, and, unless some one asks the unanimous consent of the Senate to consider it at the time of its introduction, its place is upon the table; or, if unanimous consent is asked to consider it and a single Senator objects, it goes to the table and lies there until the following morning. Then, at the end of the call for concurrent and other resolutions, the custom has been that the Chair lays before the Senate the resolutions that were introduced the preceding day and not then considered.

My own opinion is that the resolution of the Senator from Florida, having been introduced yesterday, comes up at the end of the call for "concurrent and other resolutions," and is entitled to consideration at that time.

That is the view I take of the question of order, and I desire to submit it to the Chair and to the Senate. I suggest, however, to my friend from Florida, if the matter of his resolution—I do not know what it is—is not important in point of time, to waive the question of order and yield to the Senator who claims the floor for whatever purpose he desires it.

Mr. CALL. Mr. President, I have no objection to doing that if there be unanimous consent that this resolution may come up immediately after the Senator from Minnesota makes his address. I am only urgent because the governor of the State of Florida and the trustees of the internal improvement board have sent me statements denying the allegations of the Commissioner of the General Land Office in his report, and I think it is due to them that these statements should be placed before the Senate when that resolution is passed and sent to the Secretary of the Interior.

Mr. DAVIS. I think there will be no objection to that.

The VICE-PRESIDENT. Is there objection to the request made by the Senator from Florida? ["None."] The Chair hears none. The Senator from Minnesota will proceed.

Mr. DAVIS. Mr. President, early in the present session the Senator from Ohio [Mr. PAYNE] presented to the Senate the petition of the Board of Trade of the city of Cleveland upon a subject of the greatest importance to the people of the Northwest. It is a subject which also immediately concerns the interests of his own State and all the communities, domestic and foreign, that have commercial relations with the regions whose products find an outlet at Lake Superior or a market in the territory west of that great inland sea. In a more remote, but scarcely less important degree, it involves the general welfare. It is not merely of present importance. Great as that importance is, a wise consideration of a future that is very near vastly increases it. That subject is the improvements at the falls of the St. Mary's River, consisting of a new lock and at the same time the deepening of the Hay Lake Channel. The prayer of the petition is that the total amount re-

quired for the completion of these indispensable avenues of traffic be at once appropriated and placed at the disposal of the War Department, to the end that the work may be prosecuted to completion within the shortest time possible. Similar petitions have since been presented from the Chambers of Commerce of the city of St. Paul and the city of Duluth.

This matter has been favorably considered for several years by many business interests, acting through their various organizations, in all the States bounded by the Great Lakes. It was the occasion of a convention of the most representative character, convened at the Sault in 1887. That the necessity for the immediate completion of these great public works is most urgent is the matured conviction of public sentiment in the communities whose interests are immediately involved in them. These petitions express their unanimous desire, their pressing need, and tersely demonstrate the justice of their prayer.

It is my purpose to submit to the Senate, somewhat at large, the views which are correctly entertained upon this subject by these great constituencies.

The distance from the city of New York to Duluth, at the head of Lake Superior, is 1,400 miles, of which 800 miles are deep-water navigation, by way of the Great Lakes. The only outlet from Lake Superior is the St. Mary's River, which is 75 miles in length. The fall in this distance is 20 feet and 4 inches, and of this 18 feet and 2 inches are at the falls. The only channel now navigable is, for the first 35 miles below that place, so tortuous that passage through it at night is unsafe and is not attempted. For the remainder of the distance to Lake Huron the navigation is good.

For more than two hundred years this avenue of water communication has been in use by civilized man. The genius of Colbert, who in his lifetime advanced France from the stagnancy of semifeudalism to predominance in the greater portion of North America and to rivalry with England on the ocean, was operative throughout the vast region that stretches from Quebec to the Upper Mississippi River, and the beginnings of traffic were made along this route more than two centuries ago. In 1679 Daniel Greysolon Duluth thus transported his merchandise from Quebec, and built a trading post near the site of the city which perpetuates his name. The day of batteaux and portages passed away, and the demands of the modern instrumentalities of commerce were asserted by the commencement by the State of Michigan in 1852 of the first lock at the Sault. This lock had two chambers, each 70 feet wide, 350 feet long between the gates, and it passed vessels of a maximum draught of 11 feet 6 inches. This structure was opened for business in 1855. The first year's tonnage through the lock was 100,000 tons. In 1880 it was 1,700,000 tons. This freight was chiefly the iron ore of the Lake Superior mines, which were even then supplying one-third of the ore for the total pig-iron production of the United States.

As early as 1865 the necessity for a new lock of greatly increased capacity became manifest from the yearly rate of increase of the tonnage. This lock was accordingly constructed by the United States, and was opened for navigation September 1, 1881.

It is 515 feet long, 80 feet wide, with 17 feet of water over the miter sill. While it was under construction extensive improvements were made in the canal above the lock and in the river below, by which the depth of 16 feet of navigable water was obtained. This great work of engineering has served most admirably its purposes. The increased depth of water made it possible to increase the carrying capacity of vessels designed for the Lake Superior trade. This augmentation began immediately, and has continued to the present time. The average registered capacity of these vessels was 761 tons in 1885. In 1889 it had risen to 965 tons, an increase of 204 tons in five years.

But it was perceived as early as 1881 that the yearly tonnage would soon exceed the capacity of the lock, and accordingly Congress by resolution, adopted December 29, 1881, requested from the War Department information "as to what additional works were necessary on the St. Mary's River, and at St. Mary's Falls, to complete the improvements thereof in a manner to serve the interests of the commerce of the northern lakes." In response to this resolution General Weitzel, then the engineer in charge, recommended the immediate construction of another lock and the improvement of the Hay Lake Channel, and enforced that recommendation by most convincing arguments.

The river and harbor act of August 5, 1886, having provided for beginning the work of enlarging the canal, appropriated \$250,000 "for continuing the improvement by a new lock and approaches." In consequence of the passage of this act, the War Department approved a general project for the work of enlargement, based upon the attainment of 20 feet in depth of navigable water. This included the construction of a new lock (upon the site of the original lock of 1855) 800 feet long between the gates, 100 feet wide throughout, with 21 feet of water on the miter-sills, overcoming the difference of level (18 feet) with a single lift, combined with the requisite deepening of the canal. The work of construction was begun, and by the act of August 11, 1888, \$1,000,000 was appropriated for its further prosecution. The estimated cost of the work is \$4,738,865. Deducting the sum expended up to the present time, the estimated amount required for the completion of this improvement is \$3,738,865.

The improvement of the Hay Lake Channel is a necessary complement to the construction of the new lock. This channel leaves the present navigable channel about two and a half miles below the canal, is about 15 miles in length, and rejoins the present navigable channel at the foot of Sugar Island. Its advantage and necessity are that it shortens the distance between the two lakes 11 miles out of 60; that it will allow the passage of vessels of 20 feet draught, and will afford a channel navigable by night, which is impossible by the present circuitous route. The estimated cost of this improvement is \$2,659,115. For this four appropriations have been made since the year 1882, amounting to \$975,000, leaving to be appropriated as requisite to finish the work, \$1,684,115. So that appropriations will be necessary to finish these works as follows:

For the lock	\$3,738,865
For the Hay Lake Channel.....	1,684,115
Total.....	5,442,980

For the last five years the annual rate of increase in the number of vessels and in the quantity and value of freight conveyed through the lock demonstrates that before the present improvements can be completed the lake commerce will be under the most pressing necessity for their use. This assertion is sustained by the following table:

Year.	No. vessels passed through lock.	Freight tonnage.	Valuation.
1885	5,380	3,256,628	\$53,413,472
1886	7,424	4,527,759	69,030,071
1887	8,530	5,494,649	79,081,757
1888	7,803	6,411,423	82,156,019
1889	9,579	7,516,022	83,732,527

This table states the actual freight tonnage. The statistics of the registered vessel tonnage for 1889 are not at my command, but for the year 1888 it was 5,130,659 tons, conveying, as has been seen, 6,411,423 tons of actual freight. The actual freight tonnage for 1889 was 7,516,022 tons, and this, as a basis of estimate, determines the registered vessel tonnage for that year to be about 6,200,000 tons.

A few comparative statements will illustrate the importance of these results. In 1888 the entries at and clearances from the port of New Orleans were, registered tons, entries, 721,128; registered tons, clearances, 727,520; total, 1,448,648. During the same year the registered tonnage locked through the St. Mary's Canal was 6,411,423 tons. The United States expended six and one-half millions of dollars in deepening the channel at the mouth of the Mississippi River and into the Gulf. In this it did wisely. The error was, as here, that the work was delayed too long. The great man to whose genius this country owes the deepening of the outlet of the Mississippi River was first thwarted and then delayed year after year, while commerce stood at anchor waiting for the parsimonious wastefulness of stingy legislation. The work once done, a new era of prosperity began in the South. New Orleans regained her former commercial greatness. A railroad from the Pacific ran its cars alongside the ocean vessels. And then everybody deplored the fact that the work had not been done years before, as it easily might have been; for these years meant so many years of the arrested development of great States, of extortionate railroad rates, of low prices, and the slow settlement of vast and fertile regions between the Mississippi River and the Pacific Ocean. Surely the same considerations are presented in the situation under consideration, but with the added force of a greater tonnage, and therefore of a more imperative necessity in that respect.

Another comparison will show most impressively the relative importance of the commerce of Lake Superior, which wholly depends upon the present lock, and which may be utterly prostrated, to the incalculable damage of great interests and communities by accident to the structure. The total registered tonnage entered and cleared in all the ports of the United States from and to foreign countries in 1888 was 31,062,007 tons. In the same year the registered tonnage through this lock was (estimated) 6,200,000 tons, being about 20 per cent. of the amount of the tonnage entered and cleared in that year from all the ports of the United States in its foreign commerce. Of this, 11,230,813 tons entered and cleared at the port of New York—less than one-half more than the tonnage through this lock during the same year. The merchandise that passed through the lock in 1888 was of greater value than that of either total exports or imports during that year at any port of the United States excepting New York City.

So far as American ship-building is concerned, that of the Great Lakes was nearly equal in 1888 to that of the entire seaboard, and surpasses it in average tonnage of vessels. In that year 708 vessels were built on our entire seaboard, measuring 105,125 tons, while on the Great Lakes 242 vessels were built, measuring 101,103 tons. The average tonnage of these vessels as to the Great Lakes was 455 tons, while the average as to all vessels built on the seaboard was only 143 tons.

The number of vessels engaged in the commerce of the Great Lakes is stated to be 2,499. They represent an investment of nearly \$50,000,000. None of these that draw over 16½ feet can engage to their

full capacity in the enormous traffic of Lake Superior. Were this a matter of corporate enterprise and investment, such as a railroad needing a new bridge at such a point, the work would have been done long since by private means.

Consider the commerce of a single city during the year 1889—the city of Duluth. The shipments of iron ore from that point were 826,814 tons, as against 504,110 tons in 1888, an increase of 320,000 tons in one year. The shipments in 1884, when export from the Minnesota iron mines began, were only 62,122 tons. This ore is of the finest quality. It is produced from the Iron Range of Minnesota. These mines are inexhaustible. Six years ago that region was utterly uninhabited. It is now the seat of great mining operations, which are rapidly increasing. It is traversed by railroads, and cities have sprung up in the wilderness.

The wheat received and shipped from that port in 1880 was 3,021,837 bushels. There were received 17,310,605 bushels in 1889. The shipments of flour in 1883 were 891,800 barrels; in 1889 they were 2,020,953 barrels. Nearly all of this is the product of the greatest flouring mills in the world, those of Minneapolis, whose output has in six days been 187,050 barrels, an average of 31,175 barrels each day. The elevator capacity is 19,500,000 bushels.

In 1883 the coal receipts at Duluth were 420,000 tons, as against 1,045,000 tons in 1889. The arrivals and clearances of vessels at this port in 1889 were 2,554 vessels, of registered tonnage 2,475,195, as against 1,808 vessels in 1888, of registered tonnage 1,372,233 tons. In this period the average registered capacity of the vessels increased from 761 tons to 965 tons. In the four years ending with 1889 that increase was 204 tons.

The length of dock line is 16.27 miles; the length of dock face is 115.30 miles.

The following railways and railway systems connect directly with these docks:

	Miles.
St. Paul and Duluth.....	252
Northern Pacific and branches.....	3,850
Chicago, St. Paul, Minneapolis and Omaha, and connecting branches.....	7,067
St. Paul, Minneapolis and Manitoba.....	3,160
Duluth and Iron Range.....	117
Duluth, South Shore and Atlantic.....	529
Wisconsin Central.....	775
Milwaukee, Lake Shore and Western.....	605
Duluth and Winnipeg.....	70
Duluth, Red Wing and Southern.....	25
Total.....	16,455

This is but the statement of the commerce of a single city. That of Superior, Ashland, Houghton, Marquette, Ontonagon, and other ports, in which is comprised the enormous output of the iron and copper mines of Wisconsin and Michigan, goes to make up the vast aggregate expressed by the statistics of the operations of the canal and lock.

There can be no doubt that a case of urgency is presented by the present situation. As early as 1881, immediately after the completion of the present lock, General Weitzel clearly foresaw the necessity which has now become immediate, and he then urged the commencement of the improvements now under construction. Opposition, discussion, and delay were interposed, and the work was not begun until 1886. Five years have passed, and it is yet in its preliminary stages. The lock now in use was built in the usual leisurely way, and ten years were consumed in completing it.

General Poe, who succeeded General Weitzel, most forcibly stated in his annual report, dated July 21, 1885, the necessity of the situation as it appeared then. He said:

Scarcely had vessels drawing more than 12 feet begun to use the channel before a demand sprung up for a still greater depth. The commerce using it also increased enormously, until it is now evident that at an early day additional lockage facilities must be supplied to the canal which forms part of the route.

Only 11 per cent. of the freight passing the canal during the season of 1884 was carried in vessels the draught of which would permit the use of the old locks.

The amount of freight passing the canal has increased from 1,567,741 tons during the season of 1881 to 2,574,557 tons in 1884, or in the three years an increase of 1,306,816 tons, or 83 per cent. in the amount of freight actually passing the canal in one season.

Should this rate of increase continue, the present lockage system will be insufficient to pass the commerce long before it can be, in the usual course of appropriations for river and harbor improvements, enlarged to meet the greater demands upon it.

For the fifteen years preceding 1884 the annual increase in the registered tonnage using the canal was comparatively uniform, and averaged about 107,313 tons.

In 1884, however, the increase was 955,578 tons. This increase was alone equal to the entire commerce through the canal from 1855 to 1860, the first five years the canal was in operation, and is well calculated to startle all who feel any interest in the route by lake between our great Northwest and the seaboard.

It urges in the strongest way that the work of preparing to take care of a commerce greater than the present canal and lockage system could accommodate shall be entered upon without delay.

The estimated capacity of the present lock is ninety-six vessels in twenty-four hours. In 1887 eighty-four vessels were passed in one day in June, and in commenting upon this and other facts little less impressive, General Poe remarked:

But now we are face to face with the fact that during the month of June, 1887, alone, the commerce through the canal amounted to 50 per cent. more than for a whole year as it existed at the time the enlargement was projected, and that

it is increasing right along at such a rate as to exceed the wildest predictions of ten years ago.

And so it has increased. It rose from 8,530 vessels in 1887 to 9,579 vessels in 1889; from 5,494,649 freight tons in 1887 to 7,516,022 freight tons in 1889. The increase has been at the rate of a little over 1,000,000 tons per annum since 1885, and that it will hereafter continue to increase at a rate even greater no one can doubt who will give any consideration to the facts. The iron and coal and wheat freights alone will within the next two years exceed the capacity of the present lock. Production of all these is increasing with unexampled rapidity. These are the products which inevitably seek the nearest navigable water. The demand for them has no limit. The necessity for low freights by a water route and as a competitive regulator of railroad freights, and for speedy and uninterrupted transit, touches nearly the farmers of the Northwest, the producers of coal and manufactured iron in the East, and the consumers everywhere of the food products of the West.

The engineer in charge has made a careful estimate of the average cost per mile per ton of freight carried through the St. Mary's Falls Canal during the season of 1888. It is as follows:

At pages 1932 *et seq.*, annual report of the Chief of Engineers, 1888, is printed a report upon this interesting subject for the year 1887. Following the same plan, the data have been obtained for similar statistics for the year 1888. The work has, as before, been done during the otherwise idle months of winter by and under the direction of Mr. Andrew Jackson, clerk of the canal, aided by Assistant Superintendents Charles A. McCarthy and Reuben Smith and Office Watchman A. N. Phillips.

The tables from which the deductions were made comprise 669 pages of foolscap, and indicate the thoroughness with which the work was done. They consist of two parts, the first determining the total number of ton miles and the average distance the freight was transported; the second determining the cost of transportation per ton per mile.

The total number of ton miles traversed by vessels passing through the canal during the calendar year 1888 was 5,173,132,972, and the total number of freight tons (of 2,000 pounds) transported during the same time by all passing craft, registered and unregistered, was 6,411,423. Dividing the former by the latter it is found that the average distance such freight as passed through the canal was carried by water was 806.9 miles, as against 811.4 during the year 1887. This decrease of 4.5 miles in the average distance freight was transported is accounted for by the falling off in wheat traffic, which is a long-distance freight, the greater portion of it being carried from Duluth to Buffalo, and the increase in the iron-ore traffic, which is usually a considerably shorter distance freight, the greater amount of it being transported from Marquette to Ohio ports.

This second part of the inquiry yielded results much more complete and satisfactory than for 1887. A circular letter was addressed to the principal owners and shippers on the lakes, and from the replies received a table was compiled showing the different freight rates obtained for all the commodities classified in our commercial statistics; that is to say, for coal, flour, grain, manufactured iron, pig-iron, salt, copper, iron ore, lumber, silver ore, building stone, and unclassified freight. From a study of these replies, made separately and independently by Assistant Engineer (General Superintendent) E. S. Wheeler and Messrs. Jackson and Phillips, an average rate (including terminal charges where there were any) was deduced by each for each commodity. The results varied but slightly, and after a further discussion a mean value was adopted from these results. As before, unclassified freight is the most uncertain, owing to the vast number and range of articles included in this item, but as its percentage of quantity is so small in comparison with the classified freights, it has little influence on the general results.

After adopting the average rate the quantity of each commodity was multiplied by its freight rate, and the sum of these products is the total sum paid for freight. The following table embodies these results:

Item.	Quantity.	Average freight charge per unit.	Amount.
Coal..... tons.....	2,105,041	\$0.70	\$1,473,528.70
Flour..... barrels.....	2,190,725	.17	383,376.87
Wheat..... bushels.....	18,598,351	.03	650,872.29
Corn..... do.....	1,628,068	.04	70,462.95
Oats..... do.....	396,240	.03	19,812.00
Iron, manufactured..... tons.....	48,859	1.80	87,946.20
Salt..... barrels.....	210,433	.16	33,669.28
Copper..... tons.....	28,960	2.35	68,056.00
Iron ore..... do.....	2,570,517	1.23	3,290,261.76
Iron, pig..... do.....	14,844	1.80	19,297.20
Lumber..... M feet.....	240,372	2.80	673,041.60
Silver ore..... tons.....	2,385	1.90	4,531.50
Building stone..... do.....	33,541	2.05	68,759.05
Unclassified freight..... do.....	345,854	3.00	1,037,562.00
Total.....			7,883,077.40

The total cost, as shown, is \$7,883,077.40 as against \$10,075,153.13 in 1887. Dividing the total amount of freight charges by the total number of mile tons gives 13 mills as the cost per ton per mile. For 1887 the cost per ton per mile was 2.3 mills, thus showing a reduction of eight-tenths of a mill in 1888. This can only be explained by cheaper freight rates, due to a greater proportion of carrying capacity in comparison with the demand; therefore, to an increase in the size of the vessels, with a corresponding reduction in the cost of carrying per ton, and possibly to some extent to competition on the part of the railways.

In 1887 the rate charged for transporting merchandise from Buffalo to Duluth averaged 30 per cent. more than from Buffalo to Chicago, the distances being substantially equal. The larger the vessel the less the freight charge is a general rule. But the largest vessels now upon the lakes can not engage in the Lake Superior trade. Their draught is too great to pass the lock when loaded to their full capacity. Yet the increasing demand for tonnage upon the Great Lakes has given an extraordinary impulse to the building of iron and wooden ships. In 1887 there were under construction in the ship-yards of the lakes sixteen steamers, to cost \$200,000 each, and nineteen steamers to cost \$135,000

each, representing an investment in one year of \$5,675,000, more than enough to finish the lock and improve the Hay Lake Channel. The average carrying capacity of this new tonnage is 2,100 tons. The new lock and improved channel will give increased capacity for the Lake Superior trade by 4 feet of water additional, an increase of 33½ per cent.

This great water-way is in a most inadequate state of development. Its limit of utilization has been practically reached, and that limit will be surpassed long before the most strenuous labor, backed by a full appropriation, can complete the works now under construction. Yet, even in its present condition, it carries more freight than any other artificial water-way on the planet—more than the Erie Canal; more, daily, than the Suez Canal.

In 1888, 4,952,948 tons of freight were transported over the Erie Canal. During the same year the actual freight tonnage through the Sault Canal was 6,411,423 tons.

The Suez Canal cost nearly one hundred millions of dollars. It is the highway of all nations. It revolutionized all of the processes of intercourse between the East and the West. Its political, military, and commercial influence is of more importance than all the wars that have ever been fought for the possession of the East—that highest prize of commerce. Yet its average daily tonnage for the year 1888 was less than that of the Sault Ste. Marie Canal. That average for the Suez Canal was 18,194 tons daily, while the daily average of the Sault Ste. Marie Canal during the two hundred and twelve days in which it was open was 30,242 tons, and the value of the products for that year thus transported was \$82,156,019.

The number of vessels that traversed the Suez Canal in 1888 was 3,440. In the same year 7,803 vessels passed through the Sault Ste. Marie Canal, and this number increased in 1889 to 9,579 vessels.

The discovery or the construction of new maritime routes has often changed the orbits of commerce, has exalted or depressed nations, and has crushed trading and carrying monopolies.

The discovery of the way to Asia by the Cape of Good Hope destroyed the overland trade with the East, annihilated the commercial and political ascendancy of Venice, introduced the products of Europe into regions so remote that they were known only by the fables of travelers, and imposed upon India the dominion of a European power.

The immediate effect of the first operations of the Erie Canal was to expand the settled area of the United States over a region larger than the original thirteen States of the Union.

The construction of the Suez Canal effected another revolution. Commerce abandoned the passage by the Cape of Good Hope. It assured the perpetuation in India of the imperial system of England. It enforced the threat of Disraeli that he would marshal the Sepoy on the fields of European war. It subdued the eastern coast of Africa so that Stanley on arriving at Zanzibar stood within the outworks of civilization.

The genius of De Lesseps was thwarted by the obstacles that nature reared against it upon the Isthmus of Panama, but the loss of hundreds of millions of treasure, of the subsidy of all France, in that stupendous failure, taught every one by the magnitude of the catastrophe the supreme importance of the conception.

At this moment American genius and enterprise are at work upon a more feasible undertaking, and the completion within a few years of the Nicaragua Canal will work a greater change in maritime routes and create more commerce than has ever been accomplished by any similar work of man.

Navigable streams are so vital to nations that they often produce civilization. They always make it possible and always infinitely extend it. The oldest civilization of the world was "the gift of the Nile." The new civilization of Africa will be the gift of the Congo. So vital are the great streams felt to be by human instinct that the decisive battles for empire are almost invariably fought in their valleys. Man, as a fighting animal, instinctively attacks and defends them. They are the strategic lines of war and peace. The forces of the Union were the Armies of the Potomac, of the James, of the Tennessee, of the Cumberland, of the Ohio. No substitute for the water ways has ever been able to annul their political and commercial importance. The railways have not done it. The Mississippi River is paralleled by them from St. Paul to the Gulf of Mexico. The steam-boat has, it is true, largely become a thing of the past, and yet the fact that there is the river and there is the steam-boat is a check upon extortionate railway rates that no effort of consolidation or other contrivance has ever been able to control. And when the commercial relations of the Northwest with the States of the Lower Mississippi and of the Gulf become those of a more frequent and direct interchange of productions, as they surely will, the Mississippi and the Missouri Rivers, which run through zones of different productions, will resume all of their former importance. The present tendency of commerce is, however, East and West, and that commerce on one of its most important lines is dependent upon a single canal and lock of insufficient capacity, and subject to all the hazards of accident which would by one mischance totally suspend that commerce for an indefinite time.

The general benefit of this work can not be questioned. Its especial and immediate importance to the country west and southwest from Lake

Superior is such as to entitle the demands of that region for its speedy construction to the most liberal consideration. The overland commerce of the United States moves from tide water to tide water over several parallel systems. The most southerly is the Southern Pacific, which terminates at New Orleans. This route can be shortened to 1,200 miles from the Bay of San Diego by improving the harbor of Galveston. North of this system the great midland railways cross the continent, traversing a much longer distance, but with the advantage of the business of many great and populous States by which they are sustained. North of these is the Northern Pacific system, running through a tributary country as yet only partially developed, but of infinite capacity of production. Between this line and the international boundary the St. Paul, Minneapolis and Manitoba Railroad is under construction to the Pacific. It is already in operation beyond Helena, Mont. These two northern lines connect with lake navigation at the great harbor which forms the western end of Lake Superior. Converging lines from other regions from the South, Southwest, and Northwest also end at this port, in obedience to the law that the primary products of the soil and the mine seek the shortest transit and will leave the railroad at the nearest point where ships can take them up.

What is this region which within a few years has been developed into great political communities, and has become a new agency in our national prosperity? It includes the States of Minnesota, North Dakota, South Dakota, Montana, and Washington, containing 448,133 square miles of territory and 3,000,000 of inhabitants. It is rich in grain, herds, forests, and minerals. Its fields are not one-tenth occupied. Its mines are as yet only in the preliminary stage of productiveness. The instrumentalities of our present civilization are such that, whereas States formerly grew, they now become such by an almost instantaneous process, as time is measured in the life of nations. Under such processes these States have appeared. They have the right to their natural advantages, and among them all not one is greater than the right to use to its fullest extent this great northern water-way to the ocean which Providence in preparing this region for man and his institutions extended nearly half way across the continent.

But these States are not alone concerned. The most vital interests of Michigan and Wisconsin are involved. Omaha is nearer to Duluth than it is to Chicago, and the State of Nebraska is deeply interested in the enjoyment of these natural advantages. The same is true of Wyoming. By present lines of communication San Francisco is 100 miles nearer to Duluth than it is to Chicago. The construction of a railroad from Ogden through Wyoming into South Dakota, there to connect with constructed railways that have their terminals at the Bay of Superior, will shorten this distance to navigable water nearly three hundred miles, and create a traffic competition to the Atlantic seaboard which under the present railroad arrangements can not exist. Railway construction now in progress will shorten the distance between Duluth and Puget Sound to 1,800 miles, thus bringing that great haven within that distance of the navigable waters that flow into the Atlantic Ocean. This will place the city of New York within 10,500 miles of Canton. By the Suez Canal it is now distant 20,500 miles and by the Cape of Good Hope 22,500 miles, while London by the Suez route is 18,000 miles from Canton.

Were positions changed so that England, in her determined attempt to engross the commerce of the world, stood in the place of the United States with such an element of power and commerce as this, not a dollar would be spared, not a subsidy would be wanting, not an hour would be wasted in developing it to its fullest capacity. This lock would have been built long ago. This channel would have been deepened. The Canadian canals would have been enlarged, and ocean vessels would now be plying between Liverpool and the head of Lake Superior.

The advantages to be considered as accruing to us do not come entirely from the resources of our own territory. Another railway stretches from ocean to ocean across the Dominion of Canada. It was built by lavish subsidies and it is sustained by a most liberal policy. When we consider the geographical situation, the population and resources of Canada, that railway deserves to be considered as one of the most intrepid and beneficent works of that character ever constructed. It traverses a region west of Winnipeg of great productiveness, but it can not always hold the monopoly of the colonial traffic. Lines of railway are now under construction from Duluth into its territory and far to the north beyond it. The Northern Pacific and other railroads are also sending out their laterals into the north, beyond our own dominions. All these have terminals on the Bay of Superior, and the traffic of all these is in various degrees dependent upon the outlet through the St. Mary's River.

The Northwestern States, and particularly the States that have recently been admitted into the Union, are entitled to most generous consideration. Their people created those commonwealths with little aid. They fought Indian wars. They endured privations that were almost unendurable, and they overcame every obstacle of climate and distance. They are in the Union, undowered as yet by any such appropriations as have improved the navigable waters of the older States. They are new and great elements of national power. When they became States "the wide arch of the rang'd empire" was completed from sea to sea. They surely ask but little in requesting that this great work,

upon which so many of their most important interests depend, be speedily constructed.

They are entitled to all their natural facilities, both of water and of land transportation. These advantages should be improved and not neglected, much less thwarted.

The enterprise and capital of the Northwest have built a railroad through Minnesota, Wisconsin, and Michigan that connects at the St. Mary's River with the Canadian system of railways, and thus completes another line of transcontinental railway, partly through the Dominion of Canada and partly through the United States. This system is in the chain of connection with the railroads of New England, and gives to New England and to the West a shorter route than that by the central lines. It has been proposed to legislate and to proceed by executive action against this advantage which our people have thus secured to themselves by their own unaided energy, utilizing the natural advantages which Providence has conferred upon them—advantages so great that long before their improvement was practicable they were inducements that populated the Northwest.

It may as well be understood that the people of the new Northwest will insist upon their geographical advantages. No good can come of any attempt to neutralize them. If the farmer, the miller, the miner, the grazier of this region can get a shorter haul and a lower freight by sending their products along the shorter line of a northern latitude, it is as much their right to do it as it is to profit by the productions of their soil. If the consumer, the manufacturer, the merchant of any Eastern State can thus receive these products and pay for them by sending their commodities for a lower freight along the shorter line of a northern latitude, it is as much their right to do it as it is to consume, to manufacture, or to sell. As well in reason legislate against the Southern Pacific Railroad because it reaches tide-water by a route 800 miles shorter than the railroads immediately to the north of it.

But considerations other than those of merely local advantage enter into this question. Our commercial and political relations with Canada ought to be most intimate and friendly. Here are two nations, self-governing, whose people are of the same stock, who speak the same language, who are on the path of the same destiny, and who are divided by no natural barriers. Nothing is more certain than that these nations will in time coalesce politically. This union, if it is to be effected by peaceful means, must be preceded by a fraternal feeling, caused by just and fair dealing by the strong republic with its weaker yet energetic and high-spirited neighbor. The boundary line between them should be a mere mark on the map, subject to obliteration, and not a garrisoned rampart with soldiers on either side. There should be reciprocal freedom of traffic, transportation, and intercourse. These nations have within the last thirty years grown apace with each other.

Minnesota became a prosperous commonwealth, and at once a neighbor state, the province of Manitoba, appeared equipped with all the forces of civilization. The settlement and political organization of Dakota, Montana, and Washington were matched by the contemporaneous political development of the provinces of Assiniboia, Saskatchewan, Alberta, and British Columbia. The Northern Pacific Railroad demonstrated the productiveness of that northern region. It reached the waters of Puget Sound. Great cities arose upon those shores. Following close upon this, and with the relation of effect to cause, the Canadian Government caused to be constructed another railway across the continent, terminating upon the same waters, and cities likewise arose there. We are constructing a new lock at the falls of the St. Mary's River, and in 1887 the sum of \$1,000,000 was voted by the Canadian Parliament for the construction of a canal and lock along the eastern shore of the same river.

The Eastern States have been benefited incalculably by the Western development of political institutions, civilization, and wealth. It has created an internal commerce greater far than all our foreign trade. A similar development is in progress in the territory north of our own. That along the 3,000 miles of boundary which distinguishes but can not separate these homogeneous peoples forts should confront forts; that armies, great or small, should occupy the strategic points of either country; that armored ships should lie in wait, as they now do, for reprisals and war; that hostile commercial legislation or hostile executive action should be the policy of either country; that either Government should waste thousands of dollars for every dollar of petty and transient advantage gained; that either state should hope to gain or think that it can gain by injuring the other; that either state should seek to interfere in the affairs of the other, as in time each state surely will under a policy hostile to free intercourse, is a condition of affairs purely barbaric. These our neighbors have, with Roman energy, achieved stupendous results in creating their northern empire. Let us take care that we do not inspire them towards us with an implacable Carthaginian hatred.

It greatly concerns our own interest in another respect that we promptly second the endeavors of personal and corporate enterprise that I have mentioned by at once increasing the capacity of the improvements of the St. Mary's River, so that it will not be for the interest of the people of Canada to develop or for the interest of our own Northwestern States to encourage the opening of a new outlet to the markets of the world, an outlet wholly outside our own boundaries,

and which, while it will benefit greatly a large portion of our own country, we can not in the least degree control. I refer to the outlet to tide-water on the western coast of Hudson's Bay. This is no mere theory; it has been a demonstrated fact for more than two hundred years.

The country north of the international boundary up to the fifty-sixth parallel of north latitude and east of the Rocky Mountains, to and including the province of Manitoba, contains about 100,000,000 of acres, a large portion of which is well suited to the production of cereals. The northern portion, known as the Peace River district, owing to the depression of the Rocky Mountains, has quite the same climate as the southern part and is equally fertile. Immigration is invading this immense region, and the time is not far distant when it will be enormously productive.

From the Minnesota line to Churchill, on the western shore of Hudson's Bay, the distance is less than 800 miles. Of this distance more than one-third is occupied by Lake Winnipeg, having a navigable area nearly equal to that of Lake Erie. It drains with its tributaries a basin of about 400,000 square miles. Churchill has an excellent harbor. It is as near to Liverpool by the way of a ship as is New York City. It is nearer to Liverpool by 64 miles than is Montreal. As to the distance from the city of Winnipeg to Liverpool the saving is therefore substantially the whole distance from Montreal to Winnipeg. It is equal to 1,291 miles by way of Lake Superior, or 1,698 miles by way of Chicago. From Winnipeg south to the international boundary line at Gretna is 69 miles. This is the shortest possible route to tide-water for the great wheat-growing regions of the Northwest, both in the United States and Canada.

It has been estimated that the saving in the transportation of wheat by this route would be such as to add a profit of \$3 on every acre of wheat produced in North Dakota and Northwestern Minnesota.

The Canadian Government has not been insensible to these facts. It has adopted measures looking to the construction of a railroad to Churchill. In 1878 it sent out one of its vessels, the Neptune, from Halifax, with a corps of most competent observers, to ascertain the navigability of Churchill and other harbors on the bay through the straits of Hudson. It was found that ice forms in the harbor of Churchill on an average about the middle of November and breaks up about the middle of June, thus giving one hundred and fifty days of navigation in each year for large ocean steamers. The canal at the St. Mary's River for the five years ending with the year 1888 has been open for an average of about two hundred and twenty days in each year.

It is stated in a paper read before the Royal Geographical Society by Commodore Markham that the temperature of the water in Hudson's Bay is 14° higher than that in Lake Superior. The bay has been navigated for two hundred and seventy years. The Hudson's Bay Company was incorporated in 1670, and from the time it commenced its operations in this portion of North America until about the year 1864 it sent out its men and supplies and took out its furs by ships into Hudson's Bay. Moose Factory, on the extreme southern shore, was visited annually by a ship from the year 1735, with the exception of the year 1779. This commerce was carried on by means of sailing vessels, without the aid of adequate charts or of any light-houses or artificial harbor facilities. Specially constructed steam-ships of great power and strength and of large tonnage could easily move each season the grain, cattle, and mineral products of the new Northwest, with adequate return freights to supply the wants of its people.

I submit these considerations because they are cogent reasons why we should act upon the pending subject with promptness and liberality. The tendency of transportation is at present over the east and west route by way of the Great Lakes and the Canadian and American canals. It ought to be generously and speedily encouraged. It draws these great commonwealths closer to each other along their entire length. The opening of another route whose tendency will be repulsive to political and commercial intimacy will be the certain result of provocation or retaliatory treatment by us of this great subject of our relations with Canada.

The engineer in charge remarks in his report for the year ending June 30, 1889:

The excavation for the lock-pit once made the work should be carried forward without interruption and as fast as possible. Any other course would be unwise, and in case the coffer-dam should fail might prove disastrous. The larger the appropriation the more work can be put under contract and the more rapidly it can be pushed forward.

The urgency for the appropriation is that the capacity of the lock now in use will be reached and passed long before the new structure can be completed, even under the most favorable circumstances. Any accident to the existing structure may prevent its use for an indefinite time and entail most serious consequences to the great commercial transactions that are dependent upon this single channel of communication.

Mr. President, I move the reference of the bill and accompanying papers to the Committee on Commerce.

The PRESIDING OFFICER (Mr. Pasco in the chair). The bill and accompanying papers will be referred to the Committee on Commerce in the absence of objection.

During the remarks of Mr. DAVIS, the morning hour having expired,

The PRESIDING OFFICER. The hour of 2 o'clock having arrived, it becomes the duty of the Chair to lay before the Senate the unfinished business, which is the bill (S. 370) to further provide for the disposal of certain public lands in the State of Alabama.

Mr. HAWLEY. I hope the Senator from Minnesota will be allowed to proceed with his remarks.

The PRESIDING OFFICER. The Senator from Connecticut asks unanimous consent that the unfinished business may be temporarily laid aside so that the consideration of the pending bill may be continued. In the absence of objection, that will be the order of the Senate.

Mr. DAVIS resumed and concluded his remarks, as given above.

FLORIDA LANDS.

Mr. CALL. I now ask that the resolution which I submitted yesterday, and which I gave notice I should call up to-day, may be laid before the Senate.

The PRESIDING OFFICER. The resolution will be read.

The Chief Clerk read the resolution yesterday submitted by Mr. CALL, as follows:

Whereas the Commissioner of Public Lands states in his annual report to Congress as follows:

"In the report for 1888 (page 45) special mention was made of the frauds that had been perpetrated in regard to the claims of Florida under the swamp grant. There can be no doubt that large quantities of land, amounting to millions of acres, have been patented to this State erroneously as being swamp, when, in fact, they were and are good agricultural lands.

"It would seem that before action is taken for the approval of current claims by this State the lands claimed should be carefully scrutinized and examined by reliable agents of the Government in the field, and that some action should be provided for by Congress to recover for the public domain the lands fraudulently obtained before any more lands are patented under these grants. The total area of Florida is 37,931,520 acres, while the lists already filed from that State amount to 22,221,469 acres, of which amount 16,061,129.98 acres have been patented. Only 711.59 acres were patented to Florida during the past year. I call attention to the fact that no lists have yet been filed for lands in that part of the State most notoriously swampy in character, namely, in the extreme southern part of the peninsula, in the vicinity of the Everglades.

"It is probable, therefore, that in the future several million acres more will be claimed of lands that may be more genuinely swampy than the bulk of those previously claimed.

"It thus appears that fully two-thirds of the public lands in the State have been or will be claimed as swamp, a claim which I am not prepared to admit by any means."

And whereas the trustees of the board of internal improvement of the State of Florida deny the statements of the report and assert that the selections of land under the act of 1850, made since the confirmatory act of 1857, are swamp and overflowed land unfit for cultivation, and that the statements of the report impute a fraud to the State of Florida: Therefore, it is

Resolved by the Senate, That the Secretary of the Interior is directed to report to the Senate all the evidence in the General Land Office touching this subject, and upon which the statements of this report were made.

The PRESIDING OFFICER. The question is on the motion of the Senator from Florida that the resolution be taken from the table for immediate consideration. Is there objection? The Chair hears none, and the resolution is before the Senate.

Mr. CALL. Mr. President, I received a few days ago a letter from the governor of the State of Florida. This letter states that my attention as a Senator is called to the Report of the Commissioner of the General Land Office for 1889, which contains charges of fraud against the State of Florida, based upon statements which are strangely at variance with the facts, and does great injustice to the State, and inclosing a copy of a communication from the trustees of the internal improvement fund of Florida to the Secretary of the Interior. The governor's letter requests me to defend the State against the imputation of fraud made in the report of the Commissioner of the General Land Office.

That communication of the trustees of the internal improvement fund I will ask to be printed in the RECORD without reading at large.

They deny the statements of the Commissioner of the General Land Office, especially in respect to the statement that there have not been lists filed of the land in the vicinity of and in the Everglades, that part of the State of Florida which is said to be more generally swamp and overflowed. This communication is as follows:

DECEMBER 31, 1889.

SIR: The annual Report of the Commissioner of the General Land Office for the year 1889, bearing date September 17, 1889, and signed by Acting Commissioner W. M. Stone, has come to the notice of the undersigned, trustees of the internal improvement fund of the State of Florida, in whom was vested by statute of said State the lands granted by the United States to the State for the purposes of internal improvement, including the swamp and overflowed lands granted by act of Congress of September 28, 1850, which report contains such charges of fraud against the State of Florida in the matter of the selection of swamp lands, based upon statements so at variance with the facts, that we deem it our duty to bring the matter to your attention in the hope such erroneous statements and the unjust imputations of fraud upon this State may be corrected, and justice done the State.

The Acting Commissioner says (page 29):

"In the report for 1888 (see page 45) special mention was made of the frauds that had been perpetrated in regard to the claims of Florida under the swamp grant. There can be no doubt that large quantities of land, amounting to millions of acres, have been patented to this State erroneously as being swamp, when in fact they were and are good agricultural lands.

"It would seem that before action is taken for the approval of current claims of this State the lands claimed should be carefully scrutinized and examined by reliable agents of the Government in the field, and that some action should be provided for by Congress to recover for the public domain the lands fraudulently obtained before any more lands are patented under these grants. The total area of Florida is 37,931,520 acres, while the lists already filed from that State amount to 22,221,469 acres, of which amount 16,061,129.98 acres have been

patented. Only 711.59 acres were patented to Florida during the past year. I call attention to the fact that no lists have yet been filed for the lands in that part of the State most notoriously swampy in character, namely, in the extreme southern part of the peninsula, in the vicinity of the Everglades.

"It is possible, therefore, that in the future several million acres more will be claimed of lands that may be more genuinely swampy than the bulk of those previously claimed.

"It thus appears that fully two-thirds of the public lands in the State have been or will be claimed as swamp, a claim which I am not prepared to admit by any means."

It is difficult to understand how a high official of the Government, with the records of his office accessible to him, could make the statement, so at variance with the facts, "that no lists have yet been filed for lands in that part of the State most notoriously swampy in character, namely, the Everglades." The facts are that long anterior to the date of such report lists embracing the whole of the Everglades, and the vast area of swamp and overflowed lands contiguous thereto and within what is known as the Okeechobee drainage system (the submerged lands contracted to be drained by the Atlantic and Gulf Coast Canal and Okeechobee Land Company), had been filed in the General Land Office.

The lands embraced within list 58, which is the list of 1,962,080 acres referred to by the Acting Commissioner, are within the above territory. That these facts may readily appear by a glance at the map, we have caused to be marked upon a map showing the Everglade region of this State, and the Okeechobee drainage system on each township therein, the number of the list which contains the patented selections within the respective townships, in red figures; and where the lands have been patented within those limits, the number of the patent is marked on each township in black figures. We have also had prepared and transmit herewith lists of the selections therein patented and unpatented, giving the township and range and areas, the first, designated as list A, being the patented lands, amounting to 4,818,465 acres, and the second, designated as list B, being the unpatented selections, estimated at 4,498,950 acres.

Thus it will appear that 9,317,415 acres have been selected within the Everglade region and the notoriously overflowed lands embraced in the drainage system contiguous thereto, not going further north than township 25 south.

In his charges of fraud against the State of Florida, and the statement that "there can be no doubt that large quantities of land amounting to millions of acres have been patented to this State erroneously as being swamp, when, in fact, they were and are good agricultural lands," the Acting Commissioner appears to have ignored the fact that there had been selected up to March 3, 1857, 11,630,271.51 acres, which were confirmed to the State by act of Congress of that date, and patents directed to be made therefor (all but a small portion of which have been patented), which was, in effect, a special grant to the State by said act of such lands, eliminating therefrom any question as to their swampy character. This would leave of the patented lands about 5,500,000 acres in addition to those so confirmed by the act of 1857, of which, as shown by list "A" above-mentioned, 4,818,465 acres lie within the said Everglade and drainage region. There remains, therefore, only about 681,535 acres of the patented lands to be accounted for outside of the grant of 1857 and the submerged lands of the Everglade region and drainage system. And we respectfully submit there is no reason to believe that those remaining lands are not swamp as claimed.

The Acting Commissioner reports the aggregate selections of Florida under the swamp land act to be 22,221,469 acres. Of this, 11,630,271.51 acres were confirmed to the State by the said act of 1857, and 9,317,415 acres lie in the Everglades and the said drainage system as aforesaid, aggregating 20,947,686 acres, which being deducted from the total selections leave 1,273,783 acres of selections to be accounted for outside of the Everglade region and drainage system and the grant of 1857; and we do not hesitate to make the statement that there is sufficient land outside thereof "wet and unfit for cultivation" (the test under the act of 1850) for the selection, without fraud, of that number of acres.

In view of the fact that it is, and has been for many years, as we understand, the rule of the Land Department to examine State selections by agents supposed to be reliable, the suggestion of the Acting Commissioner in his said report that "it would seem that before action is taken for the approval of current claims by this State the lands claimed should be carefully scrutinized and examined by reliable agents of the Government in the field, would seem to be gratuitous, and as unaccountable as his statement that the said selections do not embrace the vicinity of the Everglades. And it appears equally remarkable that, in this connection, the Acting Commissioner should feel called upon to recommend or suggest "that some action should be provided by Congress to recover for the public domain the lands fraudulently obtained before any more lands are patented under these grants," in view of the fact that an exhaustive examination was made by the Senate Committee on Public Lands of the Fiftieth Congress of the charge "of alleged illegal and fraudulent conveyances of public lands in the State of Florida," and no such frauds were established and the report of said committee, No. 2288 (which we desire in its entirety to call to your attention and consideration), which closed with the following paragraph:

"In view of the fact that by the terms of the grant of the swamp and overflowed lands to the States the Secretary of the Interior was empowered to pass upon and determine the question of the character of the lands; of the fact that most of the lands patented to the States have been sold and conveyed by them and are now held by persons who have purchased them upon the faith of the United States patent; in view of the impracticability of determining at this time with certainty the character of lands selected by the States as swamp and overflowed lands at the date of the grant, the committee believe that as a matter of sound public policy the United States should be bound by the action of the Secretary of the Interior, and that it would be unwise to throw a cloud over the title of these lands by any legislation authorizing proceedings to set aside and cancel the patents heretofore issued for them to the States."

We do not think that it is necessary to add anything to the reasons given by the committee why Congressional action with a view of disturbing the title of the State of Florida to the lands patented to her would be improper, nor do we admit that Congress possesses such power, the character of the lands having been passed upon by the Secretary of the Interior before the issuance of patents, in accordance with the provisions of the act of September 28, 1850.

We respectfully submit that, whether in fact any portion of the unpatented selections of the State of Florida are not of the character contemplated by the act, the charge of fraud is not properly applied to the State by the officer immediately presiding over the Land Department of the General Government, as no fraud could be consummated except participated in by the Department, which has every facility to investigate the character of the lands.

We have the honor to request that you will take such action as may be necessary to correct the erroneous statements and unjust imputations of fraud contained in the said report of the Acting Commissioner, and that justice may be done the State of Florida in the premises.

We have the honor to be, very respectfully,

FRANCIS P. FLEMING, Governor,
W. D. BARNES, Comptroller,
F. J. PONS, Treasurer,
W. B. LAMAR, Attorney-General,
L. B. WOMBELL, Commissioner of Agriculture,
Trustees of the Internal Improvement Fund.

Hon. JOHN W. NOBLE,
Secretary of the Interior, Washington, D. C.

To the letter of Governor Fleming to me, Mr. President, I have made a reply, which I desire to go in the RECORD with these papers, which I will read, as it states the case; but before doing so I take pleasure in stating that the governor and trustees of the internal improvement fund of the State of Florida are men of high character and ability, and no imputation of fraud can rest on them or on any officials of the present or preceding administrations connected with the selection of lands under the act of 1850 relating to swamp and overflowed land. I may differ with them in regard to some points, but I cheerfully bear testimony to their integrity, their public spirit, and their rightful purposes. The preceding governor was a distinguished soldier and a leading lawyer of the State, and stood high in the esteem, the confidence, and respect of the people and of all who knew him, and the trustees of the internal improvement fund were in like manner men of the highest character. This is also true of Governor Bloxham's administration and of that of Governor Drew.

No stain of reproach or improper use of their official power and functions can rest on any of them. It was their right and duty to perform the functions of their respective offices according to their own judgment of the law and for the public good as they regarded it.

Neither upon the people of the State, who have not had and could not have anything to do with the selection of swamp and overflowed lands, nor upon any of the Legislatures of the State can there be any kind of reflection or imputation of wrong of any kind. No people surpass the people of Florida in honesty and virtues both public and private. And the Legislature of no State in the Union excels ours in intelligence, public spirit, and devotion to right and duty and the interest and welfare of the people. There is no fraud in the matter, only a question as to what the law is and as to what is the right and interest of the people of the State, and of the people of the United States, and in regard to that there may be an honest difference of opinion.

UNITED STATES SENATE, Washington, D. C., January 5, 1890.

DEAR SIR: I have your letter of the 31st of December calling my attention to the Report of the Commissioner of the General Land Office for 1889 (page 29), which you state contains charges of fraud against the State of Florida "based upon statements which are as strangely at variance with the facts, and does great injustice to the State," and inclosing copy of communication from the trustees of the internal improvement fund of Florida to the Secretary of the Interior, and requesting me to defend the State against the unjust imputation of fraud.

I will take pleasure in presenting your communication with its inclosures to the Committee on Public Lands, and to the Senate, and in defending the State, her people and officials, against any imputation of fraud, if such there be, in the statements to which you refer. I do not consider that the statement of irregularities and errors in the selection of lands as permanently swamp and overflowed and unfit for cultivation, by Federal or State officers, are charges of fraud against the State. The people of the State are the State, and no imputation can rest upon them and upon the public functions which are performed by public officials, because of their errors and mistakes, either willful or unintentional.

Under the act of Congress of 1850 more than 80,000,000 acres of land have been selected and approved as permanently swamp and overflowed land unfit for cultivation, and nearly \$2,000,000 have been paid from the national Treasury and from taxes paid by the people, and an amount estimated to be \$20,000,000 is now claimed as indemnity for permanently swamp and overflowed land, unfit for cultivation, claimed to have been sold by the United States to settlers, and occupants for settlement and cultivation. The official statements of the General Land Office represent that very much the greater part, probably three or four fifths of this vast area of land, twice the area of Florida and greater than England, Scotland and Ireland, with their 30,000,000 of people, has been improperly selected, and is not within the intent, force, and effect of the act of Congress of 1850 and the indemnity act.

It is well known that these selections and the claims for indemnity have been frequently made, perhaps generally made by persons who were agents employed for the purpose with a compensation increasing with the quantity of land selected and the amount of indemnity paid. These agents very often have not been either citizens or residents of the State, but have been attorneys resident in Washington City and have been unknown even by name to the people of the States. Until public attention was directed to the fact that the public domain was fast approaching entire exhaustion, when there would be no longer free homes and cheap land for our rapidly increasing population, it was regarded as of no importance that the public lands should be carelessly and loosely disposed of either to States or corporations.

A territory greater than Europe has been thus disposed of, large proportions of it, in the opinion of leading public men of both parties, in violation of law. The political party to which you and I belong claiming to stand nearest to the people and to represent and reflect their feelings, interests, and wishes, have pledged themselves and required pledges of their public servants and of you and me, that these evils should be corrected, and the public lands held as a "special heritage of the people," for homes for themselves and their children. In this pledge both the Democratic and Republican parties have united. Under these circumstances a careful investigation and scrutiny of the methods of disposal of the public lands, and a statement of real or supposed irregularities, mistakes of fact, erroneous constructions of law, unauthorized, unlawful, or extravagant claims by State agents can not properly be construed into imputations of fraud in a State or her people.

A great many of the people in the State of which you are the governor, and of which the trustees are executive officers, and of which I am only a public servant in the national Congress, pledged to obey the will of her people, insist that a large part of the selections of land since the confirmatory act of Congress of 1857 are not permanently swamp and overflowed and unfit for cultivation within the letter and spirit, the force and effect, of the act of Congress. They have insisted that the withdrawal of this land from actual settlement as the free gift of the people of the United States to actual settlers, occupants, and cultivators of the soil and users of the forests under the land laws of the United States, and requiring it to be settled, and its timber purchased from corporations owned or controlled largely by non-residents and foreigners, is not beneficial to the State or her people, or to the corporations. They insist that the withdrawal of this land from the settlement and entry laws of the United States and vesting the title and control of it in a few individuals for sale will not promote the settlement and rapid growth of the State, or the increase of land values, or of the wealth of the people or their products.

So decided was this opinion of the people of the State that both houses of the Legislature of 1889, without dissent, passed the resolution of Hon. Mr. Pirronge, senator from Calhoun, instructing the governor and the Senators and requesting

the members of Congress to have an investigation and prevent the issue of patents to any of the remaining public lands of the United States which are not permanently swamp and overflowed and unfit for cultivation, within the intent and effect of the act.

In your veto of this resolution you state that you would be glad to concur in any action "eliminating" the land which was not permanently swamp and overflowed and unfit for cultivation from the selections, but you regarded the existing law as adequate for the purpose; so that you concur entirely with the opinion of the Legislature and the people as to the wisdom and duty of "eliminating" all the land not permanently swamp and overflowed and unfit for cultivation from the selections not yet patented, and you only differ with the Commissioner on the point whether the "elimination" should be made by the United States official, acting under the United States law, and before patenting, or by the State officers after patent shall be issued, acting under the State laws in favor of actual settlers.

It is due to you and the office which you hold and that which the trustees hold that I should state that the proposition of law made by the trustees that the approval by the Secretary of the Interior of vast areas of land as permanently swamp and overflowed and unfit for cultivation makes a title to the land although the land is in fact dry and fit for cultivation, and nullifies and sets aside the acts of Congress which appropriate it for homes for the people, is dissented from and opposed by many lawyers and public men. It is the opinion of many persons charged with public duties and representing the people that selections of land not within the terms of an act of Congress do not derive any validity from the statement of a State or a Federal official that they are permanently swamp and overflowed and unfit for cultivation unless it is true in fact, but that the act of the executive officers in violation of a law is open to inquiry and may be set aside either by the United States or by the States in their respective courts. The following statutes of the United States are referred to as conclusively settling this point: 10 Stat., 146; id., 475; R. S., 2449. (See page 12, Land Laws and Digest of Late Decisions.)

Where lands have been or may hereafter be granted by any law of Congress to any one of the several States and Territories, and where such law does not convey the fee-simple title of the lands or require patents to be issued therefor, the lists of such lands which have been or may hereafter be certified by the Commissioner of the General Land Office, under the seal of his office, either as originals or copies of the originals or records, shall be regarded as conveying the fee-simple of all the lands embraced in such lists that are of the character contemplated by such act of Congress and intended to be granted thereby; but where lands embraced in such lists are not of the character embraced by acts of Congress and are not intended to be granted thereby, the lists, so far as these lands are concerned, shall be perfectly null and void, and no right, title, claim, or interest shall be conveyed thereby.

It is also insisted that the statutes of a State authorizing the selections of permanently swamp and overflowed land unfit for cultivation under the act of Congress of 1850 do not authorize her agents and officials to select land not permanently swamp and overflowed and unfit for cultivation; and that where neither the United States law nor the State law gives authority to make such selections there can be no lawful selection of such land either made or approved, and that this is the status in law of all selections of land since the confirmatory act of 1857 which are not in fact permanently swamp and overflowed and unfit for cultivation. The attention of Congress and of the people was called by the last administration to the question and to the necessity of action by Congress.

I have no doubt that you will agree that this is a question of great importance to the people of Florida, to the corporations and those who claim under them, and that it ought to be definitely settled, and that it can not be settled by the opinion of any lawyer or citizen as to what the courts have decided in former cases, or what they ought to decide on principle in future cases.

With great deference to yourself and the trustees, and your and their opinion, I think that the interests of the people and all others require that these questions should be investigated, and the title to this great area of our State, embracing 11,000,000 acres of land, more or less, should be finally settled in the interests of the people and of right and justice, so that whatever portion of the land belongs to the people should, without delay, be given to them, and whatever part belongs to corporations should be confirmed to them. The Secretary of the Interior of the last administration has emphasized his recommendation for such action as will settle these questions by the statement that no statutes of limitation run against the United States, and none against the State unless her own laws so provide, and says that this condition of the selection of swamp and overflowed lands under the act of 1850 is "a menace to every holder of a title, whether under State or the United States."

I am, with great respect, your obedient servant,

WILKINSON CALL.

Gov. FRANCIS P. FLEMING,
Tallahassee, Fla.

Mr. President, that is all I desire to state to the Senate on the pending resolution.

I heretofore gave notice that on Monday next I should ask the Senate to take up a resolution which I had introduced and proceed to submit some remarks upon the subject of the condition of the public lands in Florida and elsewhere. I will now change that notice at the suggestion of the Senator from Kansas [Mr. PLUMB], who desires to address the Senate at the conclusion of the morning hour on Monday, and will give notice that on Tuesday next, at the conclusion of the morning hour, I shall ask the Senate to take up for consideration the resolution which I formerly introduced.

I now ask that a vote be taken on the pending resolution for information to be furnished to the Senate.

The VICE-PRESIDENT. The question is on agreeing to the resolution.

Mr. SPOONER. Let it be read.

The VICE-PRESIDENT. The resolution will be read.

The Secretary read the resolution.

Mr. MORRILL. The preamble contains very serious allegations in relation to the management of the public lands, and it strikes me that it ought to be referred to the Committee on Public Lands before anything of this character shall go out. The Senator from Florida has made his statement in relation to it, and I do not think we ought to pass such a resolution here without being informed as to the truth of the allegations. I therefore make the motion that the resolution be referred to the Committee on Public Lands.

Mr. CALL. Mr. President, there is no quorum here now to vote upon that motion, and the effect of it will be simply to carry the resolution over.

It is due to the Commissioner of Public Lands, I think, that he should have an opportunity of presenting to the Senate the ground upon which he has made these statements, and it is in that respect, having presented the denial of the State authorities of the statements which he made, that I have asked for this information. I think if the Senator from Vermont understands the object of this information he will make no objection. This charge of an untrue report is made denying the statements of the Commissioner of the General Land Office, and I have been requested to communicate it to the Senate, which I have done, and I now ask that the Commissioner of Public Lands or the Secretary of the Interior send to the Senate the information, the facts, and the evidence of them upon which he made this statement in his annual report. There are no doubt reports there and he has reasons for making these statements. That is all the resolution is.

Mr. MORRILL. I have no objection to the most stringent investigation that can be proposed, but at the same time it does seem to me that these charges ought not to be promulgated from the Senate in any shape until the Committee on Public Lands has had an opportunity to examine the matter.

Mr. CALL. Let me say to the Senator that these charges are made by the Commissioner of Public Lands; and then the reply denying his statements is made by the officers of the State, the governor and the trustees. I ask that the Commissioner send here and be allowed to show his own side of the case and the evidence upon which he has made these statements. Surely there can be no objection to that. There is no need of a reference to a committee for that purpose.

Mr. SPOONER. It seems to me that the motion made by the Senator from Vermont ought to be adopted, and that this resolution should, before final action by the Senate upon it, be referred to the Committee on Public Lands.

It is true, as stated by the Senator from Florida, that the charges of fraud recited in the preamble emanate from the General Land Office and not from the Senate, and it may be well enough to call upon the General Land Office for information as to the ground upon which these charges are made; but the resolution as it is framed (and perhaps the Committee on Public Lands will report it back as it is now) calls for a mass of information that I should think would take many months for the Land Office to bring together in a form to be sent to the Senate. The total area, the preamble recites, of Florida is 37,931,520 acres, while the swamp-land lists already filed from that State amount to 22,221,469 acres. As to those lists it is stated that great frauds have been committed, and the resolution calls upon the Secretary of the Interior to report to the Senate all the evidence in the General Land Office touching this whole subject in its relation to the State of Florida, testimony which has been accumulated by the Department for years, surveys, reports of special agents, etc.

I think, in view of the general character of this charge, the immense quantity of land, and the fact that the resolution calls not simply for information touching specific allegations of fraud, or the general allegation, but calls for all the evidence on file in the Department upon the general subject, the resolution before being adopted by the Senate should go to the standing committee which has in its keeping and in its charge, under the direction of the Senate, this subject; and I for one should very much hope that the motion made by the Senator from Vermont would be adopted.

Mr. CALL. Of course the objection of the Senator carries the resolution over; there is no one here to vote on the subject; but I wish to say that all this is a mistake and a profound misconception of the subject. It will probably take five or six pages of written matter to transmit the testimony upon which the Commissioner has made this statement.

Mr. SPOONER. I will venture to say that it will take five thousand pages.

Mr. CALL. If the Senator thinks the language is too broad, the proper way would be to suggest an amendment. I will accept an amendment or make an amendment to it providing that the Secretary shall communicate such evidence as he thinks proper or such evidence touching this subject as will not be too bulky or create too great a delay. I am perfectly willing to refer this matter to the discretion of the Secretary or the Commissioner; but I am indifferent. I have offered the resolution as an act of justice to the Commissioner, and I shall not object to any course the Senate chooses to take.

Mr. SPOONER. One word more. I sympathize with the Senator. If a charge of that kind were framed by a public officer against the State from which I come I would desire to call him to account for it, and I think the resolution offered by the Senator is one which properly comes from a Senator representing that State in the Senate. But the concession which the Senator makes as to amendments which might properly be made to the resolution, as to distinguishing between the testimony which should properly be offered here and that which the resolution in general terms calls for, amply vindicates the motion made by the Senator from Vermont that before the Senate finally acts upon the resolution it should be considered by the Committee on Public Lands.

Mr. CULLOM. Pending this question, I move that the Senate proceed to the consideration of executive business.

Mr. CALL. I ask the Senator to withdraw the motion for a moment.

Mr. CULLOM. The resolution goes over anyhow.

Mr. CALL. I ask the Senator to withdraw the motion for just one instant.

Mr. CULLOM. I will withdraw it for one instant.

Mr. CALL. I wish to say in reply that I am not calling anybody to account. I have no doubt the Commissioner of Public Lands has made this statement as appears in the reports of other Commissioners from reports made to his office, and that he is honest in his opinion and judgment and does not intend it as a charge of fraud on the State. I do not regard it as an imputation of fraud. The State of Minnesota is included in it. Other preceding Commissioners and Secretaries for the last ten years have made precisely the same statement in regard to the 80,000,000 acres of selections in all the States. Therefore, I wish all the facts in the case to be presented, both in behalf of the State, for I wish the State and her corporation grantees to get every acre of land to which she and they are entitled, and in behalf of the people I wish them to have all that they are entitled to for homes for themselves and their families. I do not stand in the attitude of denouncing the Commissioner. I simply want, for the information of the Senate, the passage of the resolution which I have introduced, and the facts it may give us to be used in the consideration of bills relating to the land-grant acts of Congress under which the rights of all persons ought to be settled. To this end it is necessary that this information should be obtained. Now, I am content, Mr. President, for the Senate to pursue such course as it may think proper.

Mr. CULLOM. I renew my motion.

The VICE-PRESIDENT. The Senator from Illinois moves that the Senate proceed to the consideration of executive business.

Mr. PASCO. I ask the Senator from Illinois to give way to me for one moment.

Mr. CULLOM. If the Senator desires to be heard for a moment, as he comes from that State, I will yield to him.

Mr. PASCO. I merely wish to say that I hope the Secretary of the Interior or the Commissioner of the General Land Office, from whom this statement originally comes, will be asked for an explanation, and that the evidence upon which he bases this serious charge against the State of Florida will be called for, whether through the aid of the Committee on Public Lands or directly by a resolution of the Senate. It is a serious and a grave charge. There are other States included in it, and probably the Senators from those States will call for similar explanations with reference to the statements against their States. The letter which my colleague has read from the governor of Florida and the other trustees of the internal improvement fund, I believe fully meets the charge of fraud against the State. This matter was fully investigated and presented to the Senate by the Committee on Public Lands through the Senator from Oregon [MR. DOLPH], at the very last session, and they decided that no further investigation was necessary.

Mr. CALL. No; it was not before the Senate.

Mr. PASCO. I stated that it came before the Senate in a report made by the Senator from Oregon.

Mr. CALL. No action was ever had by the Senate.

Mr. PASCO. These charges against the State of Florida and her people come up, in spite of that report, from the Secretary of the Interior after the Committee on Public Lands had fully investigated the matter and taken large masses of testimony, as I understand, with reference to it. That is all I have to say at the present time about this matter, but I think that the Secretary of the Interior should be required at an early day to state the basis of this charge against the State of Florida.

EXECUTIVE SESSION.

Mr. CULLOM. I now renew my motion.

The VICE-PRESIDENT. The Senator from Illinois moves that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After twenty minutes spent in executive session the doors were reopened, and (at 3 o'clock and 28 minutes p. m.) the Senate adjourned until Monday, January 13, 1890, at 12 o'clock m.

CONFIRMATIONS.

Executive nominations confirmed by the Senate January 7, 1890.

CONSULS.

Richard G. Lay, of the District of Columbia, to be consul-general of the United States at Ottawa.

Edward A. Dimmick, of Massachusetts, to be consul of the United States at Barbadoes.

Aulick Palmer, of the District of Columbia, to be consul of the United States at Dresden.

James F. Hartigan, of the District of Columbia, to be consul of the United States for the port of Trieste.

COMMISSIONER OF CUSTOMS.

Samuel V. Holliday, of Pennsylvania, to be Commissioner of Customs.

COMMISSIONER OF NAVIGATION.

William W. Bates, of New York, to be Commissioner of Navigation.

SUPERVISING INSPECTORS OF STEAM-VESSELS.

John Fehrenbatch, of Ohio, to be supervising inspector of steam-vessels for the seventh district.

Alexander McMaster, of New York, to be supervising inspector of steam-vessels for the ninth district.

APPRAISERS OF MERCHANDISE.

Donald McLean, of New York, to be general appraiser of merchandise for the port of New York, in the State of New York.

Charles F. Kimball, of Michigan, to be appraiser of merchandise in the district of Detroit, in the State of Michigan.

Lyne S. Metcalfe, of Missouri, to be appraiser of merchandise for the port of St. Louis, in the State of Missouri.

James S. Burdall, of Ohio, to be appraiser of merchandise for the port of Cincinnati, in the State of Ohio.

ASSISTANT APPRAISER OF MERCHANDISE.

Joseph C. Biglin, of New York, to be assistant appraiser of merchandise in the district of New York, in the State of New York.

SURVEYOR OF CUSTOMS.

John M. Bailey, of New York, to be surveyor of the customs for the port of Albany, in the State of New York.

COLLECTORS OF CUSTOMS.

Charles Dodge, of the District of Columbia, to be collector of customs for the district of Georgetown, in the District of Columbia.

William J. Morgan, of New York, to be collector of customs for the district of Buffalo Creek, in the State of New York.

Henry H. Lyman, of New York, to be collector of customs for the district of Oswego, in the State of New York.

Stephen Moffitt, of New York, to be collector of customs for the district of Champlain, in the State of New York.

RECEIVERS OF PUBLIC MONEY.

Charles Hendley, of Huntsville, Ala., to be receiver of public moneys at Huntsville, Ala.

Nathan H. Alexander, of Montgomery, Ala., to be receiver of public moneys at Montgomery, Ala.

SOLICITOR OF THE TREASURY.

William P. Hepburn, of Iowa, to be Solicitor of the Treasury.

TERRITORIAL CHIEF-JUSTICE.

Charles S. Zane, of Utah, to be chief-justice of the supreme court of the Territory of Utah.

REGISTER OF LAND OFFICE.

Alexander Lynch, of Dade City, Fla., to be register of the land office at Gainesville, Fla.

POSTMASTERS.

Jacob M. Morris, to be postmaster at Lincoln, in the county of Logan and State of Illinois.

Franklin Melrose, to be postmaster at Grayville, in the county of White and State of Illinois.

Willis O. Pinnell, to be postmaster at Paris, in the county of Edgar and State of Illinois.

Mike T. Kirk, to be postmaster at Arcola, in the county of Douglas and State of Illinois.

John T. Ross, to be postmaster at Litchfield, in the county of Montgomery and State of Illinois.

John T. Stansfield, to be postmaster at Mount Carmel, in the county of Wabash and State of Illinois.

Eli C. Sheaffer, to be postmaster at Lockport, in the county of Will and State of Illinois.

Norman J. Slack, to be postmaster at Metropolis City, in the county of Massac and State of Illinois.

John A. Wall, to be postmaster at Mount Vernon, in the county of Jefferson and State of Illinois.

Thomas R. Weaver, to be postmaster at Mattoon, in the county of Coles and State of Illinois.

Henry T. Woodruff, to be postmaster at Harvard, in the county of McHenry and State of Illinois.

Cyrus W. Matthews, to be postmaster at Jacksonville, in the county of Morgan and State of Illinois.

James Claude Hill, to be postmaster at Kensington, in the county of Cook and State of Illinois.

Jay L. Hamlin, to be postmaster at Kankakee, in the county of Kankakee and State of Illinois.

Richard E. Griffith, to be postmaster at Lewistown, in the county of Fulton and State of Illinois.

Eugene B. Fletcher, to be postmaster at Morris, in the county of Grundy and State of Illinois.

Azel Dorothy, to be postmaster at Hinsdale, in the county of Du Page and State of Illinois.

John G. Bodenschatz, to be postmaster at Lemont, in the county of Cook and State of Illinois.

PROMOTIONS IN THE REVENUE SERVICE.

Engineer Frederick E. Owen, of New York, to be a first assistant engineer in the revenue service of the United States.

Engineer Henry O. Slayton, of New York, to be a second assistant engineer in the revenue service of the United States.

John U. Rhodes, of Connecticut, to be a first lieutenant in the revenue service of the United States.

Lieut. Ellsworth P. Bertholf, of New Jersey, to be a third lieutenant in the revenue service of the United States.

Lieut. Percy H. Brereton, of New Jersey, to be a third lieutenant in the revenue service of the United States.

Lieut. Richard O. Crisp, of Maryland, to be a third lieutenant in the revenue service of the United States.

Lieut. Frederick G. Dodge, of Massachusetts, to be a third lieutenant in the revenue service of the United States.

Lieut. Leonidas L. Robinson, of Kansas, to be a third lieutenant in the revenue service of the United States.

John F. Groenevelt, of Louisiana, to be an assistant surgeon in the Marine-Hospital Service of the United States.

Executive nominations confirmed by the Senate January 8, 1890.

RECEIVERS OF PUBLIC MONEYS.

Volney J. Shipman, of Lawtey, Fla., to be receiver of public moneys at Gainesville, Fla.

Alfred A. Tufts, of Camden, Ark., to be receiver of public moneys at Camden, Ark., *vice* John R. Thornton.

REGISTER OF THE LAND OFFICE.

Patrick Raleigh, of Little Rock, Ark., to be register of the land office at Little Rock, Ark.

UNITED STATES ATTORNEY.

Eugene G. Hay, of Minnesota, to be attorney of the United States for the district of Minnesota.

PENSION AGENT.

Claiborne J. Walton, of Munfordville, Ky., to be pension agent at Louisville, Ky.

COLLECTORS OF INTERNAL REVENUE.

John Steketee, of Michigan, to be collector of internal revenue for the fourth district of Michigan.

Frank E. Orcutt, of Massachusetts, to be collector of internal revenue for the third district of Massachusetts.

INDIAN AGENTS.

Cornelius W. Crouse, of Knightsville, Ind., to be agent for the Indians of the Pima agency, in Arizona.

Leo E. Bennett, of Muskogee, Ind. T., to be agent for the Indians of the Union agency, in the Indian Territory.

Charles A. Bartholomew, of Breckenridge, Colo., to be agent for the Indians of Southern Ute and Jicarilla agency, in Colorado.

Robert H. Ashley, of Decatur, Nebr., to be agent for the Indians of the Omaha and Winnebago agency, in Nebraska.

Elisha L. Applegate, of Ashland, Oregon, to be agent for the Indians of the Klamath agency, in Oregon.

Charles E. Adams, of Baltimore, Md., to be agent for the Indians of the Kiowa agency, in the Indian Territory.

Michael A. Leahy, of Wausau, Wis., to be agent for the Indians of the La Pointe agency, in Wisconsin.

John P. McGlinn, of La Conner, Wash., to be agent for the Indians of the Neah Bay agency, in Washington.

Thomas J. Moore, of Neosho, Mo., to be agent for the Indians of the Quapaw agency, in the Indian Territory.

William L. Plumb, of Tuscarora, Nev., to be agent for the Indians of the Western Shoshone agency, in Nevada.

Benjamin P. Shuler, of Minneapolis, Minn., to be agent for the Indians of the White Earth agency, in Minnesota.

Walter L. Stabler, of North Yakima, Wash., to be agent for the Indians of the Yakima agency, in Washington.

James Blythe, of Cherokee, N. C., to be agent for the Indians of the Eastern Cherokee agency, in North Carolina.

T. Jay Buford, of Yaquina, Oregon, to be agent for the Indians of the Siletz agency, in Oregon.

Hal J. Cole, of Spokane Falls, Wash., to be agent for the Indians of the Colville agency, in Washington.

Thomas N. Faulconer, of Sheridan, Oregon, to be agent for the Indians of the Grande Ronde agency, in Oregon.

James C. Luckey, of Prineville, Oregon, to be agent for the Indians of the Warm Springs agency, in Oregon.

Laban J. Miles, of West Branch, Iowa, to be agent for the Indians of the Osage agency, in the Indian Territory.

John S. Murphy, of Lisbon, N. Dak., to be agent for the Indians of the Fort Berthold agency, in North Dakota.

Horatio N. Rust, of South Pasadena, Cal., to be agent for the Indians of the Mission Tule River (consolidated) agency, in California; embracing Hoopa Valley.

POSTMASTERS.

Francis M. Cowell, to be postmaster at Memphis, in the county of Scotland and State of Missouri.

George B. Draper, to be postmaster at Monett, in the county of Barry and State of Missouri.

David C. Hilton, to be postmaster at Salisbury, in the county of Chariton and State of Missouri.

William F. Bloebaum, to be postmaster at St. Charles, in the county of St. Charles and State of Missouri.

Newton E. Carpenter, to be postmaster at Windsor, in the county of Henry and State of Missouri.

Thomas Carlin, to be postmaster at Pierce City, in the county of Lawrence and State of Missouri.

Lyman G. Wilcox, to be postmaster at Bay City, in the county of Bay and State of Michigan.

Frank D. W. Arnold, to be postmaster at Lamar, in the county of Barton and State of Missouri.

Edwin W. Bentley, to be postmaster at Glasgow, in the county of Howard and State of Missouri.

George Tucker, to be postmaster at Ishpeming, in the county of Marquette and State of Michigan.

Frederick G. Warren, to be postmaster at Charlotte, in the county of Eaton and State of Michigan.

Egerton B. Williams, to be postmaster at Ironwood, in the county of Gogebic and State of Michigan.

Sakris Silvola, to be postmaster at Red Jacket, in the county of Houghton and State of Michigan.

William W. Snider, to be postmaster at Homer, in the county of Calhoun and State of Michigan.

George F. Seibert, to be postmaster at Iron Mountain, in the county of Menominee and State of Michigan.

Richard M. Sampson, to be postmaster at Norway, in the county of Menominee and State of Michigan.

Charles H. Scott, to be postmaster at Gladstone, in the county of Delta and State of Michigan.

Samuel J. Springer, to be postmaster at Plymouth, in the county of Wayne and State of Michigan.

William F. Patterson, to be postmaster at Mendon, in the county of St. Joseph and State of Michigan.

James Ross, to be postmaster at Hancock, in the county of Houghton and State of Michigan.

Casper C. Stephenson, to be postmaster at Escanaba, in the county of Delta and State of Michigan.

Knute S. Markstrum, to be postmaster at Bessemer, in the county of Gogebic and State of Michigan.

James A. Perry, to be postmaster at Au Sable, in the county of Iosco and State of Michigan.

Edwin R. Phinney, to be postmaster at East Saginaw, in the county of Saginaw and State of Michigan.

George W. Jones, to be postmaster at Imlay City, in the county of Lapeer and State of Michigan.

Samuel C. Kirkbride, to be postmaster at Clare, in the county of Clare and State of Michigan.

Richard B. Lang, to be postmaster at Houghton, in the county of Houghton and State of Michigan.

William Harris, to be postmaster at Lake Linden, in the county of Houghton and State of Michigan.

Edward S. Horton, to be postmaster at Northville, in the county of Wayne and State of Michigan.

William H. Hill, to be postmaster at Manistique, in the county of Schoolcraft and State of Michigan.

Isaac A. Faucher, to be postmaster at Mount Pleasant, county of Isabella and State of Michigan.

Seymour Foster, to be postmaster at Lansing, in the county of Ingham and State of Michigan.

Clinton G. Griffey, to be postmaster at Negaunee, in the county of Marquette and State of Michigan.

Arthur E. Bailey, to be postmaster at Cassopolis, in the county of Cass and State of Michigan.

Harrison Berdan, to be postmaster at Charlevoix, in the county of Charlevoix and State of Michigan.

Harry O. Call, to be postmaster at Mason, in the county of Ingham and State of Michigan.

Samuel W. Weaver, to be postmaster at Marcus, in the county of Cherokee and State of Iowa.

Lyman S. Williams, to be postmaster at Estherville, in the county of Emmet and State of Iowa.

Adam Beattie, to be postmaster at Ovid, in the county of Clinton and State of Michigan.

George W. Walton, to be postmaster at Ida Grove, in the county of Ida and State of Iowa.

Charles A. Walker, to be postmaster at Wilton Junction, in the county of Muscatine and State of Iowa.

Jacob F. Weaver, to be postmaster at Colfax, in the county of Jasper and State of Iowa.

James C. Traer, to be postmaster at Vinton, in the county of Benton and State of Iowa.

William H. Tyrrell, to be postmaster at Waverly, in the county of Bremer and State of Iowa.

Almond W. Utter, to be postmaster at Emmetsburgh, in the county of Palo Alto and State of Iowa.

Elmer E. Taylor, to be postmaster at Traer, in the county of Tama and State of Iowa.

Frank D. Thompson, to be postmaster at Nevada, in the county of Story and State of Iowa.

Irving M. Treynor, to be postmaster at Council Bluffs, in the county of Pottawattamie and State of Iowa.

Levi B. Raymond, to be postmaster at Hampton, in the county of Franklin and State of Iowa.

James A. Rikken, to be postmaster at What Cheer, in the county of Keokuk and State of Iowa.

Milton Starr, to be postmaster at Algona, in the county of Kossuth and State of Iowa.

Thomas N. Pace, to be postmaster at Shenandoah, in the county of Page and State of Iowa.

John E. Pickering, to be postmaster at Alta, in the county of Buena Vista and State of Iowa.

Henry H. Reed, to be postmaster at Brooklyn, in the county of Poweshiek and State of Iowa.

John Mahin, to be postmaster at Muscatine, in the county of Muscatine and State of Iowa.

John McQuilkin, to be postmaster at Laporte City, in the county of Black Hawk and State of Iowa.

Avery C. Newton, to be postmaster at Storm Lake, in the county of Buena Vista and State of Iowa.

John W. Anderson, to be postmaster at Spencer, in the county of Owen and State of Indiana.

Jerome T. Flint, to be postmaster at Derby Line, in the county of Orleans and State of Vermont.

Anson R. Bell, to be postmaster at Enosburgh Falls, in the county of Franklin and State of Vermont.

George W. Bennett, to be postmaster at Warsaw, in the county of Kosciusko and State of Indiana.

Henry S. Bennett, to be postmaster at Evansville, in the county of Vanderburgh and State of Indiana.

Henry M. Bicknell, to be postmaster at Garrett, in the county of De Kalb and State of Indiana.

Sidney C. Leland, to be postmaster at Toledo, in the county of Tama and State of Iowa.

Jonathan Maxson, to be postmaster at West Liberty, in the county of Muscatine and State of Iowa.

Henry D. Bard, to be postmaster at Brazil, in the county of Clay and State of Indiana.

Eugene C. Haynes, to be postmaster at Centerville, in the county of Appanoose and State of Iowa.

Reuben Heffelfinger, to be postmaster at Denison, in the county of Crawford and State of Iowa.

Charles I. Keiter, to be postmaster at Grundy Centre, in the county of Grundy and State of Iowa.

Henry Egbert, to be postmaster at Davenport, in the county of Scott and State of Iowa.

James C. Harwood, to be postmaster at Clarion, in the county of Wright and State of Iowa.

Jerome L. Harvey, to be postmaster at Leon, in the county of Decatur and State of Iowa.

Peter K. Bonebrake, to be postmaster at Knoxville, in the county of Marion and State of Iowa.

Cyrus C. Carpenter, to be postmaster at Fort Dodge, in the county of Webster and State of Iowa.

George Crane, to be postmaster at Dubuque, in the county of Dubuque and State of Iowa.

Nathaniel T. Royer, to be postmaster at Noblesville, in the county of Hamilton and State of Indiana.

Henry G. Ankeny, to be postmaster at Corning, in the county of Adams and State of Iowa.

August F. Bergman, to be postmaster at Spirit Lake, in the county of Dickinson and State of Iowa.

Thomas L. Merrick, to be postmaster at Fowler, in the county of Benton and State of Indiana.

Barton W. Quinn, to be postmaster at Decatur, in the county of Adams and State of Indiana.

John M. Robinson, to be postmaster at Tipton, in the county of Tipton and State of Indiana.

George S. Meeley, to be postmaster at Columbia City, in the county of Whitley and State of Indiana.

George W. McKinsey, to be postmaster at Kokomo, in the county of Howard and State of Indiana.

Joseph G. McPheeters, to be postmaster at Bloomington, in the county of Monroe and State of Indiana.

Charles M. Hammond, to be postmaster at Boonville, in the county of Warrick and State of Indiana.

Charles J. Hovey, to be postmaster at Mount Vernon, in the county of Posey and State of Indiana.

Joseph H. Hirst, to be postmaster at Angola, in the county of Steuben and State of Indiana.

Cecelins R. Higgins, to be postmaster at Fort Wayne, in the county of Allen and State of Indiana.

James McD. Hayes, to be postmaster at Greencastle, in the county of Putnam and State of Indiana.

Amos E. Hartman, to be postmaster at Columbus, in the county of Bartholomew and State of Indiana.

Michael C. Garber, to be postmaster at Madison, in the county of Jefferson and State of Indiana.

George W. Gordon, to be postmaster at Auburn, in the county of De Kalb and State of Indiana.

Mrs. Margaret J. Howe, to be postmaster at Worthington, in the county of Green and State of Indiana.

Jasper A. Gauntt, to be postmaster at Marion, in the county of Grant and State of Indiana.

David C. Greiner, to be postmaster at Terre Haute, in the county of Vigo and State of Indiana.

James K. Gore, to be postmaster at Elkhart, in the county of Elkhart and State of Indiana.

Daniel K. Freeman, to be postmaster at Correctionville, in the county of Woodbury and State of Iowa.

James H. Fearis, to be postmaster at Connersville, in the county of Fayette and State of Indiana.

Walter B. Godfrey, to be postmaster at New Albany, in the county of Floyd and State of Indiana.

William P. Ellis, to be postmaster at Washington, in the county of Daviess and State of Indiana.

Allen M. Eldridge, to be postmaster at Delphi, in the county of Carroll and State of Indiana.

Martin Englehart, to be postmaster at Danville, in the county of Hendricks and State of Indiana.

William H. Dryden, to be postmaster at Martinsville, in the county of Morgan and State of Indiana.

George H. Dunn, to be postmaster at Shelbyville, in the county of Shelby and State of Indiana.

William B. Ellis, to be postmaster at Franklin, in the county of Johnson and State of Indiana.

Thomas C. Dalbey, to be postmaster at Frankfort, in the county of Clinton and State of Indiana.

John H. Denton, to be postmaster at Aurora, in the county of Dearborn and State of Indiana.

Hiram J. Daniels, to be postmaster at Anderson, in the county of Madison and State of Indiana.

Solomon Conn, to be postmaster at Winamac, in the county of Pulaski and State of Indiana.

James H. Clugage, to be postmaster at Sullivan, in the county of Sullivan and State of Indiana.

Elmer Crockett, to be postmaster at South Bend, in the county of St. Joseph and State of Indiana.

John R. Bonnell, to be postmaster at Crawfordsville, in the county of Montgomery and State of Indiana.

Robert F. Bebout, to be postmaster at Rushville, in the county of Rush and State of Indiana.

William F. Bunnell, to be postmaster at Remington, in the county of Jasper and State of Indiana.

William E. Clarke, to be postmaster at New Berne, in the county of Craven and State of North Carolina.

John R. Smith, to be postmaster at Goldsborough, in the county of Wayne and State of North Carolina.

James E. Whitson, to be postmaster at Selma, in the county of Fresno and State of California.

John R. Joyce, to be postmaster at Reidsville, in the county of Rockingham and State of North Carolina.

James M. Sikes, to be postmaster at Oxford, in the county of Granville and State of North Carolina.

David F. Wemyss, to be postmaster at Fayetteville, in the county of Cumberland and State of North Carolina.

Belle M. Burchill, to be postmaster at Fort Worth, in the county of Tarrant and State of Texas.

William A. Albright, to be postmaster at Durham, in the county of Durham and State of North Carolina.

George E. Buckman, to be postmaster at Washington, in the county of Washington and State of North Carolina.

Marshall W. Herrick, to be postmaster at Monticello, in the county of Jones and State of Iowa.

Richard A. Smith, to be postmaster at Lake City, in the county of Calhoun and State of Iowa.

Edward A. Wood, to be postmaster at Avoca, in the county of Potawatamie and State of Iowa.

Granville B. Ward, to be postmaster at Monticello, in the county of White and State of Indiana.

George W. Dunham, to be postmaster at Manchester, in the county of Delaware and State of Iowa.

John L. Grubb, to be postmaster at Columbus Junction, in the county of Louisa and State of Iowa.

Marcus M. Towle, to be postmaster at Hammond, in the county of Lake and State of Indiana.

Allen Tindolph, to be postmaster at Vincennes, in the county of Knox and State of Indiana.

William R. Way, to be postmaster at Winchester, in the county of Randolph and State of Indiana.

Daniel W. Tomlinson, to be postmaster at Logansport, in the county of Cass and State of Indiana.

Charles C. Schreeder, to be postmaster at Huntingburgh, in the county of Dubois and State of Indiana.

William F. Shelley, to be postmaster at New Castle, in the county of Henry and State of Indiana.

Felix Shumate, to be postmaster at Lebanon, in the county of Boone and State of Indiana.

Charles W. Stryker, to be postmaster at Rockville, in the county of Park and State of Indiana.

John Shaffer, to be postmaster at La Porte, in the county of La Porte and State of Indiana.

Peter Schnur, to be postmaster at Joplin, in the county of Jasper and State of Missouri.

Henry C. Schwartz, to be postmaster at Higginsville, in the county of La Fayette and State of Missouri.

George N. Stille, to be postmaster at Unionville, in the county of Putnam and State of Missouri.

Lyman Parcher, to be postmaster at Maryville, in the county of Nodaway and State of Missouri.

Ekwin C. Pickler, to be postmaster at Kirksville, in the county of Adair and State of Missouri.

Charles L. Porter, to be postmaster at Plattsburgh, in the county of Clinton and State of Missouri.

Jacob J. Hoffman, to be postmaster at Tarkio, in the county of Atchison and State of Missouri.

Samuel Neeper, to be postmaster at Kahoka, in the county of Clark and State of Missouri.

James W. Owens, to be postmaster at Washington, in the county of Franklin and State of Missouri.

Executive nominations confirmed by the Senate, January 9, 1890.

ENVOY EXTRAORDINARY AND MINISTER PLENIPOTENTIARY.

John R. G. Pitkin, of New Orleans, La., to be envoy extraordinary and minister plenipotentiary of the United States to the Argentine Republic.

MINISTER RESIDENT AND CONSUL-GENERAL.

Clark E. Carr, of Illinois, to be minister resident and consul-general of the United States to Denmark.

UNITED STATES ATTORNEY.

Isaac N. Alexander, of Ohio, to be attorney of the United States for the northern district of Ohio.

COLLECTOR OF INTERNAL REVENUE.

Albert B. White, of West Virginia, to be collector of internal revenue for the district of West Virginia.

COLLECTORS OF CUSTOMS.

John Price, of New Jersey, to be collector of customs for the district of Great Egg Harbor, in the State of New Jersey.

John F. Horr, of Florida, to be collector of customs for the district of Key West, in the State of Florida.

William T. Hopper, of New Jersey, to be collector of customs for the district of Perth Amboy, in the State of New Jersey.

RECEIVERS OF PUBLIC MONEYS.

Thomas D. Bumgarner, of Danville, Ark., to be receiver of public moneys at Dardanelle, Ark.

Felix S. Baker, of Harrison, Ark., to be receiver of public moneys at Harrison, Ark.

J. Lee Knight, of Topeka, Kans., to be receiver of public moneys at Topeka, Kans.

Charles R. Drake, of Tucson, Ariz., to be receiver of public moneys at Tucson, Ariz.

Hoyt Sherman, jr., of Salt Lake City, Utah, to be receiver of public moneys at Salt Lake City, Utah.

Horace R. Williams, of Purdy, Mo., to be receiver of public moneys at Springfield, Mo.

REGISTERS OF THE LAND OFFICE.

James R. Hudson, of Lockesburgh, Ark., to be register of the land office at Camden, Ark.

Herbert Brown, of Tucson, Ariz., to be register of the land office at Tucson, Ariz.

William McCracken, of Hermitage, Mo., to be register of the land office at Boonville, Mo.

POSTMASTERS.

- A. P. Rounsevell, to be postmaster at Larimore, in the county of Grand Forks and State of North Dakota.
- David Dixon, to be postmaster at Lonaconing, in the county of Allegany and State of Maryland.
- Hamilton Oldfield, to be postmaster at Ellicott City, in the county of Howard and State of Maryland.
- Frederick A. Thayer, to be postmaster at Oakland, in the county of Garrett and State of Maryland.
- Horace H. Dubendorff, to be postmaster at Alamosa, in the county of Conejos and State of Colorado.
- Sigel Heilman, to be postmaster at Monte Vista, in the county of Rio Grande and State of Colorado.
- C. F. Hilgenhaus, to be postmaster at Telluride, in the county of San Miguel and State of Colorado.
- David E. Muir, to be postmaster at Walsenburgh, in the county of Huerfano and State of Colorado.
- Payette A. Milliken, to be postmaster at Holley, in the county of Orleans and State of New York.
- Theodore T. Woodward, to be postmaster at West Troy, in the county of Albany and State of New York.
- John R. Decker, to be postmaster at Columbus, in the county of Columbia and State of Wisconsin.
- Robert A. Scott, to be postmaster at La Crosse, in the county of La Crosse and State of Wisconsin.
- Elkanah H. Brush, to be postmaster at Carbondale, in the county of Jackson and State of Illinois.
- J. E. O. Clark, to be postmaster at Newton, in the county of Jasper and State of Illinois.
- William Harbaugh, to be postmaster at Geneseo, in the county of Henry and State of Illinois.
- James L. Hastings, to be postmaster at Mason City, in the county of Mason and State of Illinois.
- Elam W. Hill, to be postmaster at Maroa, in the county of Macon and State of Illinois.
- John H. I. Lacy, to be postmaster at Effingham, in the county of Effingham and State of Illinois.
- L. T. Linnell, to be postmaster at Cobden, in the county of Union and State of Illinois.
- John McKinney, jr., to be postmaster at Aledo, in the county of Mercer and State of Illinois.
- E. A. Nattinger, to be postmaster at Ottawa, in the county of La Salle and State of Illinois.
- William H. Norris, to be postmaster at Carlyle, in the county of Clinton and State of Illinois.
- A. Judson Phillips, to be postmaster at Anna, in the county of Union and State of Illinois.
- A. H. Rue, to be postmaster at Jerseyville, in the county of Jersey and State of Illinois.
- Frank N. Tice, to be postmaster at Mount Morris, in the county of Ogle and State of Illinois.
- Carl Kramer, to be postmaster at Columbus, in the county of Platte and State of Nebraska.
- Nehemiah D. Sperry, to be postmaster at New Haven, in the county of New Haven and State of Connecticut.
- Hiram Clark, to be postmaster at Victoria, in the county of Victoria and State of Texas.
- John F. Gordon, to be postmaster at Seguin, in the county of Guadalupe and State of Texas.
- John H. Hudson, to be postmaster at Marshall, in the county of Harrison and State of Texas.
- W. R. Kimmins, to be postmaster at Bonham, in the county of Fannin and State of Texas.
- M. W. Phillips, to be postmaster at Sherman, in the county of Grayson and State of Texas.
- William B. Tompkins, to be postmaster at Hempstead, in the county of Waller and State of Texas.
- Virgil P. Clayton, to be postmaster at Columbia, in the county of Richland and State of South Carolina.
- J. P. Squires, to be postmaster at Redlands, in the county of San Bernardino and State of California.
- Robert H. Sterling, to be postmaster at Napa City, in the county of Napa and State of California.
- Alfred R. Robbins, to be postmaster at East Las Vegas, in the county of San Miguel and Territory of New Mexico.
- Washington G. Koogler, to be postmaster at Las Vegas, in the county of San Miguel and Territory of New Mexico.
- William H. Race, to be postmaster at Faulkton, in the county of Faulk and State of South Dakota.
- William T. Havens, to be postmaster at Webster, in the county of Day and State of South Dakota.
- Romulo A. Mills, to be postmaster at Aberdeen, in the county of Brown and State of South Dakota.
- William C. Osgood, to be postmaster at Meade, in the county of Meade and State of Kansas.
- Charles N. Hull, to be postmaster at Herington, in the county of Dickinson and State of Kansas.
- George W. Knapp, to be postmaster at Clyde, in the county of Cloud and State of Kansas.
- Louis M. Knowles, to be postmaster at Peabody, in the county of Marion and State of Kansas.
- Isaac E. Lambert, to be postmaster at Emporia, in the county of Lyon and State of Kansas.
- Edwin C. Lane, to be postmaster at La Cygne, in the county of Linn and State of Kansas.
- Fred Lewis, to be postmaster at Marion, in the county of Marion and State of Kansas.
- William March, to be postmaster at Baxter Springs, in the county of Cherokee and State of Kansas.
- William H. Nelson, to be postmaster at Arkansas City, in the county of Cowley and State of Kansas.
- Harry H. Lusk, to be postmaster at Parsons, in the county of Labette and State of Kansas.
- Ebenezer B. Park, to be postmaster at Osage Mission, in the county of Neosho and State of Kansas.
- William Channing Perdue, to be postmaster at Beloit, in the county of Mitchell and State of Kansas.
- Joshua A. Pike, to be postmaster at Florence, in the county of Marion and State of Kansas.
- Hardy C. Robinson, to be postmaster at Washington, in the county of Washington and State of Kansas.
- James C. Rodgers, to be postmaster at El Dorado, in the county of Butler and State of Kansas.
- Benjamin J. Smith, to be postmaster at Erie, in the county of Neosho and State of Kansas.
- Edwin D. Smith, to be postmaster at Jewell, in the county of Jewell and State of Kansas.
- George T. Smith, to be postmaster at Marysville, in the county of Marshall and State of Kansas.
- Russell T. Stokes, to be postmaster at Garnett, in the county of Anderson and State of Kansas.
- John H. Tait, to be postmaster at Goodland, in the county of Sherman and State of Kansas.
- Stanley Y. Timberlake, to be postmaster at Columbus, in the county of Cherokee and State of Kansas.
- Louis M. Tutt, to be postmaster at Valley Falls, in the county of Jefferson and State of Kansas.
- William Wakefield, to be postmaster at Humboldt, in the county of Allen and State of Kansas.
- Mrs. Mary L. White, to be postmaster at Kirwin, in the county of Phillips and State of Kansas.
- Charles E. Whittemore, to be postmaster at Lyndon, in the county of Osage and State of Kansas.
- Ebenezer E. Wilson, to be postmaster at Independence, in the county of Montgomery and State of Kansas.
- Edward A. Jernegan, to be postmaster at Mishawaka, in the county of St. Joseph and State of Indiana.
- S. D. Byram, to be postmaster at Liberty, in the county of Union and State of Indiana.
- David H. Swaim, to be postmaster at Bluffton, in the county of Wells and State of Indiana.
- B. Wilson Smith, to be postmaster at La Fayette, in the county of Tippecanoe and State of Indiana.
- Oliver M. Tichenor, to be postmaster at Princeton, in the county of Gibson and State of Indiana.
- George Z. Wood, to be postmaster at Mitchell, in the county of Lawrence and State of Indiana.
- William Humphrey, to be postmaster at Adrian, in the county of Lenawee and State of Michigan.
- Frank McElroy, to be postmaster at Marine City, in the county of St. Clair and State of Michigan.
- Townsend A. Ely, to be postmaster at Alma, in the county of Gratiot and State of Michigan.
- Warden R. Chapell, to be postmaster at Corunna, in the county of Shiawassee and State of Michigan.
- Dwight Warren, to be postmaster at Three Oaks, in the county of Berrien and State of Michigan.
- John E. Duncan, to be postmaster at Ames, in the county of Story and State of Iowa.
- H. S. Glaze, to be postmaster at Macon City, in the county of Macon and State of Missouri.
- Frank Knickerbocker, to be postmaster at Savannah, in the county of Andrew and State of Missouri.
- William A. Beckford, to be postmaster at Bristol, in the county of Grafton and State of New Hampshire.
- John B. Strong, to be postmaster at Tullahoma, in the county of Coffee and State of Tennessee.
- William F. Watkins, to be postmaster at Williamsburgh, in the county of Whitley and State of Kentucky.
- Charles C. Watkins, to be postmaster at Owensborough, in the county of Daviess and State of Kentucky.

Mrs. Polkie T. Courts, to be postmaster at Stanford, in the county of Lincoln and State of Kentucky.

Sanford D. Van Pelt, to be postmaster at Danville, in the county of Boyle and State of Kentucky.

Thomas A. Davis, to be postmaster at Maysville, in the county of Mason and State of Kentucky.

William E. Mitchusson, to be postmaster at Princeton, in the county of Caldwell and State of Kentucky.

Nelson A. Crow, to be postmaster at Franklin, in the county of Simpson and State of Kentucky.

Charles N. Canton, to be postmaster at Cohoes, in the county of Albany and State of New York.

Joseph Lucas, to be postmaster at Cherokee, in the county of Crawford and State of Kansas.

Robert Henderson, to be postmaster at Junction City, in the county of Geary and State of Kansas.

Eugene F. Goodrick, to be postmaster at Lawrence, in the county of Douglas and State of Kansas.

Nelson D. Adams, to be postmaster at Scott, in the county of Scott and State of Kansas.

Frank D. Allen, to be postmaster at Oswego, in the county of Leavenworth and State of Kansas.

Robert Anderson, to be postmaster at Pratt, in the county of Pratt and State of Kansas.

Peter A. Becker, to be postmaster at Kingman, in the county of Kingman and State of Kansas.

James N. Beacom, to be postmaster at Smith Centre, in the county of Smith and State of Kansas.

Henry A. Bender, to be postmaster at Galena, in the county of Cherokee and State of Kansas.

Columbus Borin, to be postmaster at Oberlin, in the county of Decatur and State of Kansas.

Daniel Bradbury, to be postmaster at Colby, in the county of Thomas and State of Kansas.

William L. Chambers, to be postmaster at Stockton, in the county of Rooks and State of Kansas.

William D. Christman, to be postmaster at Fredonia, in the county of Wilson and State of Kansas.

John Z. Clarke, to be postmaster at Ottawa, in the county of Franklin and State of Kansas.

Edward P. Craney, to be postmaster at Downs, in the county of Osborne and State of Kansas.

Abraham Darroch, to be postmaster at Coldwater, in the county of Comanche and State of Kansas.

Rush E. Deardoff, to be postmaster at Dodge City, in the county of Ford and State of Kansas.

Abram Dobbs, to be postmaster at Bird City, in the county of Cheyenne and State of Kansas.

John S. Eastwood, to be postmaster at Eureka, in the county of Greenwood and State of Kansas.

Warren H. Fletcher, to be postmaster at Clay Centre, in the county of Clay and State of Kansas.

Morell M. Fuller, to be postmaster at Ellis, in the county of Ellis and State of Kansas.

William F. Groesbeck, to be postmaster at Concordia, in the county of Cloud and State of Kansas.

William D. Greason, to be postmaster at Paola, in the county of Miami and State of Kansas.

HOUSE OF REPRESENTATIVES.—

FRIDAY, January 10, 1890.

The House met at 12 o'clock m.

Prayer was offered by Rev. J. H. CUTHBERT, as follows:

Lord, Thou hast been our dwelling-place in all generations. Before the mountains were brought forth, or ever Thou hadst formed the earth and the world, even from everlasting to everlasting, Thou art God. A thousand years in Thy sight are but as yesterday when it is past, and as a watch in the night.

Thou turnest man to destruction, and sayest, Return, ye children of men. We spend our years as a tale that is told (the page that closes so quickly for man).

So teach us to number our days that we may apply our hearts unto wisdom.

We see and recognize, O Lord, our own weakness and frailty. All things are changing for us—our personal relations, our political relations, our social relations, the world itself changing and passing away. "What shadows we are, and what shadows we pursue."

Thy servant, so long ill and suffering, is at rest. The event that has been approaching has come; the shadow that threatened has fallen; the loss we feared has been realized. He, so long a useful and honored member of this body, has gone from earth; the places and duties that knew him so long and so well in this House will know him no more forever.

What can we say, O Lord, but this? "The Lord gave"—thanking

Thee for the gift and the memory of it—"the Lord hath taken away," humbly recognizing Thy hand in his removal, while we would even add, "Blessed be the name of the Lord," grateful for the useful life and its peaceful close.

Be near, O Lord, to the bereaved family; Thy light and blessing in their hearts; Thy presence a wall of defense round about them. And help us all so to live that the world may be a little better for our passage through it. All of which we humbly beg in the name of Jesus Christ, our Lord. Amen.

The Journal of Wednesday's proceedings was read and approved.

DEATH OF HON. WILLIAM D. KELLEY.

Mr. O'NEILL, of Pennsylvania. Mr. Speaker, I rise to announce to the members of the House the death of my dear colleague, Hon. William D. Kelley, which occurred at 20 minutes after 6 last evening, at the Riggs House, in this city, surrounded by his family and in the midst of his labors.

I need not say, Mr. Speaker, that this is the saddest duty which has ever devolved upon me since I became a member of this House. The death of Judge Kelley, who had been elected fifteen times as a member from one of the Philadelphia districts, his first election occurring in October, 1860, and the fifteenth and last in November, 1888, takes from me the longest acquaintance of my public service, an intimate, friendly acquaintance, never marred for one moment of time. I can not to-day express my feelings and my thoughts on the decease of this distinguished man, known not only throughout this country, but, in my opinion, perhaps almost better known throughout the world than any other man in American public life to-day for his great service to his country, for his great mind, for his working capacity, and for all that appertains to a useful Representative for nearly thirty years in the House of Representatives of the United States.

I will take occasion, Mr. Speaker, to ask the House in the near future to designate a day when members may express their feelings in memory of our deceased member. At this time I beg leave to offer the following resolutions.

The Clerk read as follows:

Resolved, That the House has heard with deep regret and profound sorrow of the death of Hon. William D. Kelley, late a Representative from the State of Pennsylvania.

Resolved (in recognition of the long and distinguished term of service rendered in this body by Mr. Kelley, a term the longest in its history and which had made him for many years the "father of the House"), That appropriate services be held in the Hall of the House to-morrow, the 11th instant, at 12 o'clock m.

Resolved, That a committee of nine members of the House, with such members of the Senate as may be joined, be appointed to attend the funeral at Philadelphia, Pa.

Resolved, That the Clerk communicate these resolutions to the Senate, and transmit a copy of the same to the family of the deceased.

The resolutions were unanimously adopted.

Mr. O'NEILL, of Pennsylvania. I ask leave, Mr. Speaker, to offer the following resolution.

The SPEAKER. Before the resolution of the gentleman from Pennsylvania is read, the Chair will announce the following committee under the resolutions just adopted: Mr. O'NEILL of Pennsylvania, Mr. McKINLEY of Ohio, Mr. CANNON of Illinois, Mr. BANKS of Massachusetts, Mr. McKENNA of California, Mr. CARLISLE of Kentucky, Mr. MILLS of Texas, Mr. HOLMAN of Indiana, and Mr. MUTHLER of Pennsylvania.

The Clerk will now read the resolution submitted by the gentleman from Pennsylvania.

The Clerk read as follows:

Resolved, That, as a further mark of respect to the memory of the deceased, the House do now adjourn.

The resolution was unanimously adopted; and accordingly (at 12 o'clock and 15 minutes p. m.) the House adjourned.

PRIVATE BILLS INTRODUCED AND REFERRED.

Under the rule, private bills of the following titles were introduced and referred as indicated below:

By Mr. ATKINSON: A bill (H. R. 4476) for the relief of Nathaniel McKay and the executors of Donald McKay—to the Committee on Claims.

By Mr. BLISS: A bill (H. R. 4477) granting pay and allowances of a second lieutenant of infantry to Charles L. Jenny—to the Committee on War Claims.

By Mr. CANNON: A bill (H. R. 4478) to remove the charge of desertion from the record of Wade H. Newman—to the Committee on Military Affairs.

By Mr. DOLLIVER: A bill (H. R. 4479) for the relief of Jacob W. Heavner—to the Committee on Military Affairs.

By Mr. TRACEY: A bill (H. R. 4480) for the relief of Isabella Hance—to the Committee on War Claims.

By Mr. MCOMAS: A bill (H. R. 4481) granting an increase of pension to Edward Kossack—to the Committee on Invalid Pensions.

Also, a bill (H. R. 4482) granting a pension to Barbara Schnappinger—to the Committee on Invalid Pensions.