

Mr. TRUMBULL. Eighteen hundred dollars is enough for any of them, I think.

Mr. CHANDLER. There is a great deal in what the Senator from Illinois says, and I will accept his amendment.

Mr. CAMERON. I do not think \$1,800 is enough. We had better make it \$2,000.

Mr. TRUMBULL. Then the others had better be \$2,000, for there is no propriety in putting Buffalo at \$2,000 and Chicago at \$1,800.

Mr. CAMERON. Make them all \$2,000.

Mr. TRUMBULL. My motion was to make them all \$1,800.

Mr. CHANDLER. Boston is put in at \$1,800, and I think Pittsburg ought not to be above Boston. I will accept \$1,800. I think it is a fair compensation.

Mr. CAMERON. I do not think it is compensation enough if you expect to get good men to do the duty. It is a very important duty that is to be performed by these inspectors. The life of every passenger is dependent in some measure upon the proper performance of this duty. Give them a good compensation and make them feel it to be their interest as well as their duty to attend to this business properly.

The PRESIDING OFFICER. The question is on the amendment of the Senator from Illinois.

The amendment was agreed to.

Mr. FOWLER. I do not know on what principle Nashville is stricken out of the list of places having a local board of inspectors. The commerce of Nashville is important, and quite as large as that of many other places mentioned here, and much greater. I therefore move that the following words in lines seven and eight of section sixty-two be stricken out: "and the local board at Nashville, Tennessee, shall be discontinued."

Mr. CHANDLER. It is the opinion of the Department that it is not requisite to have a local board at Nashville. It is on the recommendation of the Treasury Department that those words are inserted. The amount of business there is comparatively small.

Mr. FOWLER. It is certainly much greater than at Evansville or New Albany. The amount of commerce at Nashville is much greater than it is at Evansville or New Albany, or such points as those. I think it would be very inconvenient for shippers at Nashville to subject them to the necessity of going to a local board so far from Nashville as they would have to go under the circumstances. There has been such a board there for a long time; and certainly a port that ships as much as the city of Nashville does, and requires as much transportation, ought to have a local board.

The PRESIDING OFFICER. The question is on the amendment proposed by the Senator from Tennessee.

Mr. FOWLER. I certainly shall object to the consideration of the bill at the present time if this clause is retained, it is so great an injury to the people of my State. They will have no local inspectors under this bill; and considering the amount of commerce and the amount of shipping done from that State, I think it astonishing that such a clause should have been proposed in any bill. That the people of any State should be denied such a commercial advantage when they have so large a shipping interest seems to me astonishing. I cannot understand upon what principle such a clause was introduced. There is no board within several hundred miles.

Mr. CHANDLER. I again say that it was recommended by the Treasury Department. It was the opinion of the board of inspectors that a board at Nashville was not necessary. All the steamers from Nashville pass by another district, and it is not deemed any particular hardship to require them to be inspected elsewhere. At any rate, the Treasury Department recommended the clause.

Mr. SPRAGUE. I should like to make an

inquiry of the chairman of the Committee on Commerce. Can he state how many new officers are created by this bill?

Mr. CHANDLER. Yes, sir; not one. The PRESIDING OFFICER. The Chair understands the Senator from Tennessee to ask for a division on his amendment.

The question being put, the yeas were eight. Mr. FOWLER. I object to the further consideration of this bill.

Mr. TRUMBULL. I hope the Senator from Tennessee will not do that if the Senate wants to act upon it. It seems that with reference to this matter, the striking out of Nashville, which of course the Senate cannot be very well advised about, the committee have thought there is no necessity for continuing these officers at Nashville. The steamers which go there, I suppose, are inspected at some other point; and the Secretary of the Treasury has recommended that the office at Nashville be discontinued. Now, why cause the bill to go over because of that recommendation? I suppose the Senate is ready to vote; and if the Senator from Tennessee insists upon it we can have the yeas and nays; there is a quorum here. I have no more to say, except to appeal to the Senator from Tennessee not to defeat a bill upon which we have now spent an hour just because of the striking out of these officers at Nashville.

Mr. FOWLER. But is it not a very great injustice to the people of that State, when they furnish their own steamboats and have so large an amount of commerce, to force them to go off so far from their own ports for the purpose of obtaining local inspectors?

Mr. TRUMBULL. I confess I am not advised. I would ask the Senator from Tennessee for information are vessels built to any extent at Nashville?

Mr. FOWLER. They are built to some extent at Nashville; but not to so great an extent are they built there as they are owned there.

Mr. TRUMBULL. The fact of their being owned there does not make any difference. I suppose the vessels would be inspected at the places where they are built. The fact that they are owned at Nashville does not make it necessary that these officers should be at Nashville, as I understand. However, the Senator from Michigan can explain it better than I can.

Mr. FOWLER. Does not a vessel have to be inspected more than once?

Mr. TRUMBULL. Not at the place where she is owned.

Mr. FOWLER. She has to be frequently inspected. One inspection is not enough.

Mr. CHANDLER. All the vessels that trade with Nashville pass either Evansville or Louisville, and they can be inspected at either one of these points, or at Memphis, in Tennessee. There is already an inspection district in Tennessee, at Memphis, and every boat there passes either Louisville or Evansville or Cincinnati.

Mr. FOWLER. I regard it as a very great injustice to the shippers of Nashville that this measure should be incorporated into the bill; but as it is the wish of the Senate to take that action I shall withdraw the objection.

The PRESIDING OFFICER. The Senator from Tennessee withdraws his objection. Mr. CORBETT. These local inspectors go from one port to another, and I presume inspectors can go to Nashville and inspect the hulls of those boats.

The PRESIDING OFFICER. The amendment is rejected.

Mr. McDONALD. In section forty-nine, line seven, after the words "steam-gauges," I move to insert "steam and water registers," so as to correspond to the former amendment. The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendments were concurred in.

The bill was ordered to be engrossed for

a third reading, was read the third time, and passed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. CLINTON LLOYD, its Chief Clerk, announced that the House had passed the following bill and joint resolution; in which it requested the concurrence of the Senate:

A bill (H. R. No. 1328) to establish the department of justice; and

A joint resolution (H. R. No. 271) making an appropriation for the purpose of making experiments in the ventilation of the Halls of the Capitol.

The message also announced that the House had passed the bill (S. No. 684) to change the time for holding the circuit and district courts for the district of Wisconsin, with an amendment; in which it requested the concurrence of the Senate.

The message further announced that the House had passed the joint resolution (S. R. No. 169) for the transfer of an unexpended balance of appropriation to the book fund of the Library of Congress.

The message also announced that the House had passed a concurrent resolution relating to a portrait of Major General George H. Thomas; in which it requested the concurrence of the Senate.

ENROLLED BILL SIGNED.

The message likewise announced that the Speaker of the House had signed the enrolled joint resolution (H. R. No. 62) for the relief of Alfred B. Winslow, of Portland, Maine; and it was thereupon signed by the Vice President.

HOUSE COMMITTEE ON EDUCATION.

Mr. MORRILL, of Maine. I ask the Senate to take up the joint resolution (H. R. No. 245) making an appropriation to defray the expenses of the Committee on Education and Labor incurred in pursuance of investigations ordered by the House of Representatives. It is important that it should be passed. It will take but a moment. It is a very small matter.

The PRESIDING OFFICER. It requires unanimous consent to take it up out of its order.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the joint resolution, which makes an appropriation of \$3,000, or as much thereof as may be necessary, to defray the expenses to be incurred by the Committee on Education and Labor in conducting the investigation ordered by the House of Representatives by resolution of April 6, 1870.

The joint resolution was reported to the Senate without amendment, ordered to a third reading, read the third time, and passed.

LANDS IN SAN FRANCISCO.

The PRESIDING OFFICER. The consideration of bills on the Calendar in their order will be resumed.

The next bill in order was the bill (S. No. 583) to relinquish the interest of the United States in certain lands to the city and county of San Francisco, State of California.

Mr. COLE. That had better go over.

The PRESIDING OFFICER. The bill will go over.

HARMON E. WENTWORTH.

The next bill on the Calendar was the bill (S. No. 717) for the relief of Harmon E. Wentworth, late second lieutenant fourteenth New York heavy artillery, which was read the second time, and considered as in Committee of the Whole. It is a direction to the Paymaster General of the Army to pay to Harmon E. Wentworth, late second lieutenant company D, fourteenth regiment New York heavy artillery, the full pay and emoluments of a second lieutenant of heavy artillery from the 7th day of June, 1864, to the 16th day of April, 1865, and also to allow him what he may have