NOTHING BUT TALK.

The House Occupied All Day Discussing the Tariff Bill.

Mr. Frye's Able Speech on the Shipping Bill in the Senate.

THE SENATE.

Debate on the shipping bill was resumed, Mr Frye continuing his remarks in opposition to the Vest amendment, saying that the admission to American registry of ships bought abroad would result in taking from American ships the coastwise trade of the United States and all the old hulks in England would come here and take charge of our coasting trade. The senator from Missouri [Mr. Vest], Mr. Frye said, had not dared to propose a free ship amendment pure and simple, but had sugarcoated it with an amendment providing for free materials. Who, he inquired, had asked for free materials. No shipbuilder had done so. The average wages in American shipyards was $2 a day, while on the Clyde it was $1.08.

Mr. Morgan inquired whether Mr. Frye intended to have the bill already passed in the house taken up and acted on instead of the senate bill.

Mr. Frye replied; "That depends."

Mr. Morgan said he supposed we were engaged in some work of actual practical legislation, and not in a debating society, discussing the mere question of free ships *vel non*. As there were a couple hundred special orders on the calendar of the house to precede the senate bill if it be passed, it was unlikely that that bill would be reached during this session.

Mr. Frye thought that, according to the views of the senator from Alabama, the senate might as well adjourn altogether. He continued that there were in the United States 2,108 shipbuilding establishments, employing 21,845 men, who receive annually in wages $12,713,843. These establishments would be shut up under a free ship law.

Mr. Frye explained in detail the difference made by the bill in the law as it has heretofore existed, showing that it reduces consular fees and tonnage tax charged against ships, takes off custom house fees and hospital tax, and authorizes the postmaster general to make contracts with steamship companies for the carriage of the United States mails, at a price not to exceed $1 a mile for the actual number of miles traveled. Notwithstanding the greater liberality of the bill toward the shipping interests, Mr. Frye said the receipts from the tonnage tax, custom fees of ships, and foreign postal service, would still leave over $1,000,000 a year to the credit of the shipping interest in the treasury of the United States. Was he asking too much in asking the senate to pass the bill? He had no doubt the senate would pass it, but the bill could be rendered worse than useless if the free ship and free material clause were added to it. To adopt those provisions would be giving a stone to those who had asked for bread—it would be putting poison into the cup, "so that when we drink we die."

Mr. Vest said he had no disposition to hold the poisoned chalice to the lips of the senator from Maine as the representative of the American merchant marine, because only under the most deadly and insidious poison could dissolution come sooner to our marine than it was coming.

The bill before the senate, Mr. Vest said, was good enough as far as it went, but it did not go half far enough. It did not reach the disease of which the merchant marine was dying. Neither had the speech of the senator from Maine been a satisfactory presentation of the case of the merchant marine. It had been empty "sound and fury, signifying nothing." The argument of that senator, substantially, had been: "The high protective tariff is the greatest of all blessings, and must not be disturbed. High wages are the cause of the decline of American shipping, because they prevent us from competing with other nations. Therefore the American merchant marine cannot be revived!" The protective tariff, Mr. Vest contended, was producing discord, labor meetings, and socialistic harangues. Alluding to the reference to John Roach made yesterday by Mr. Frye, who said that Mr. Roach did not keep a corner saloon in New York, Mr. Vest now said that John Roach did not need that sort of corner; he had a corner on the United States navy department—a very much better corner. And while Mr. Roach was every year becoming stronger and fatter, the merchant marine was becoming weaker and leaner, until to-day it was in articulo mortis. Referring to the tenacity of life shown by the democratic party, even after swallowing Horace Greeley, Mr. Vest said that that party had survived fire and flood; that if there had been anything in fire that could have destroyed that party, it would by this time have found itself in the hottest corner of the place that Ingersoll says does not exist.

Mr. Frye commenced to reply, and had the floor when the senate adjourned.

THE HOUSE.

The morning hour was dispensed with, and debate was at once recommenced on the tariff bill.

Mr. Morrison moved that all general debate on the bill be closed at 4 o'clock on Tuesday next.

Mr. Randall said that he had no objection to the closing of debate, but hoped that he would be accorded an hour on Tuesday.

Mr. McKinley gave notice that at the close of the general debate a motion would be made to strike out the enacting clause.

Mr. Eaton hoped that Mr. Morrison would not press the motion. He wished to be heard on the bill.

Mr. Findlay hoped that debate was not going to be choked off.

There is no occasion for talking about choking off, replied Mr. Morrison.

Then, said Mr. Findlay, I will modify the expression. I will say I hope that debate will not be brought to a sudden close until those who have convictions on the subject will have a chance to be heard. I, for one, am against the bill, and I would like to express my opinion.

In reply to a question by Mr. Deuster, the speaker stated that up to the present time forty-three gentlemen had addressed the committee. It was agreed that private business should be suspended to-day, and that the day should be devoted to the tariff debate.

Mr. Morrison's limitation motion was agreed to without division.

Mr. Dorsheimer spoke in favor of the bill, and in the course of his remarks referred to the picture of poverty in England which Mr. Kelley had drawn, saying that there was no necessity to go to England to find misery, for it could be seen in New York, where skillful men were out of work, and that this was largely due to the protective system which the gentleman from Pennsylvania had done so much to build up.

When Mr. Dorsheimer concluded, Mr. Kelley, of Pennsylvania, said that he had been told that the gentleman in referring to some remarks of his had quoted him as saying that "harvests are too abundant, artisans too industrious." He had made no such statement, and the gentleman could not have read his speech, but must have been egregiously deceived by somebody.

Mr. Dorsheimer replied that he had carefully examined the gentleman's speech, and he now formally repeated the statement he had made.

"I regret the gentleman's course," said Mr. Kelley, "for it lessons my estimate of his character."

Mr. Brumm took the floor in advocacy of the protective system and in reply to the arguments of its opponents. He characterized a horizontal reduction as a horizontal humbug, the democratic party as a great big nothing, an incomprehensibly tattooed what is it? and free trade as murder most foul. Protection meant the elevation of the American citizen to a still higher plane of civilization and a more comprehensive republic; it meant a wiser, healthier and happier people going onward in the way of progress.

Mr. Clay made an argument in favor of a reduction in the tariff, and indorsed the Morrison bill as the beginning of the end of a most iniquitous system of taxation.

Mr. Finnerty made a strong speech against the bill.

Mr. Eaton said he had been accused of being both a free trader and a protectionist. He believed the tariff needed reforming, but it should be done under constitutional provision, and the pending bill was utterly and directly opposed to the constitution. I will have nothing to do with this bill. It is a bantling democratic bill. It is a misbegotten bantling. I will have none of it, and the people of the country will have none of it.

Referring to the speech of Mr. Clay, he said he regretted that the gentleman from Kentucky had spoken in a contemptuous manner of Yankees. He was a Yankee—a New England Yankee. He loved his native state and his country, and he would not hear anybody use the term contemptuously without administering a just rebuke. The men of New England had turned the tide of the revolutionary war. He did not forget that it was the husbandmen of New England who won the battle of Bennington. He did not forget that when the commander-in-chief of the army at Saratoga was in his tent stupid, or cowardly, or drunk, a Connecticut general, who had no command, led the battle three times, and won the victory.

"What was his name?" inquired Mr. Hammond of Georgia.

"His name, I regret to say," replied Mr. Eaton, "was Arnold, but he did his duty that day. I speak of him as a Yankee, and he is the only Yankee traitor I know of. I suppose other states could find a good many." [Applause and laughter on the republican side.] He saw no good in his party by the passage of this bill.

Mr. Chace, of Rhode Island. "Does anybody else?"

Mr. Eaton. "I do not know that anybody does."

Mr. Eaton was listened to with great attention and his speech was especially enjoyed by the republicans, who frequently interrupted him with applause and laughter. Mr. Hammond made an argument in support of the bill. Mr. McComas, of Maryland, confined his remarks to an attack on the bill for placing bituminous coal on the free list.

The evening session of the house was presided over by Mr. Bagley, of New York.

Mr. Peelle, of Indiana, advocated the protective tariff. The republican party stood pledged to protect the manufacturing interests, while the great majority of the democratic party were opposed to an imposition of duties, which would afford protection to the industries of the country. The issue had been formed, and as one candidate for reelection to the forty-ninth congress he would be content to rest on that issue for success or defeat.

The house then (at 8.50) adjourned.

Of Interest to Inventors.

The senate committee on patents has by resolution instructed its chairman, Senator Pugh, to prepare a circular letter to be addressed to persons prominently interested in patented property, and also to persons in favor of legislation for the protection of innocent users of patented articles, asking their opinion of the provisions of house bill No. 3925 to regulate the practice in patent suits (recently recommitted by the senate) and their suggestions as to what legislation, if any, is necessary pertaining to the matter.

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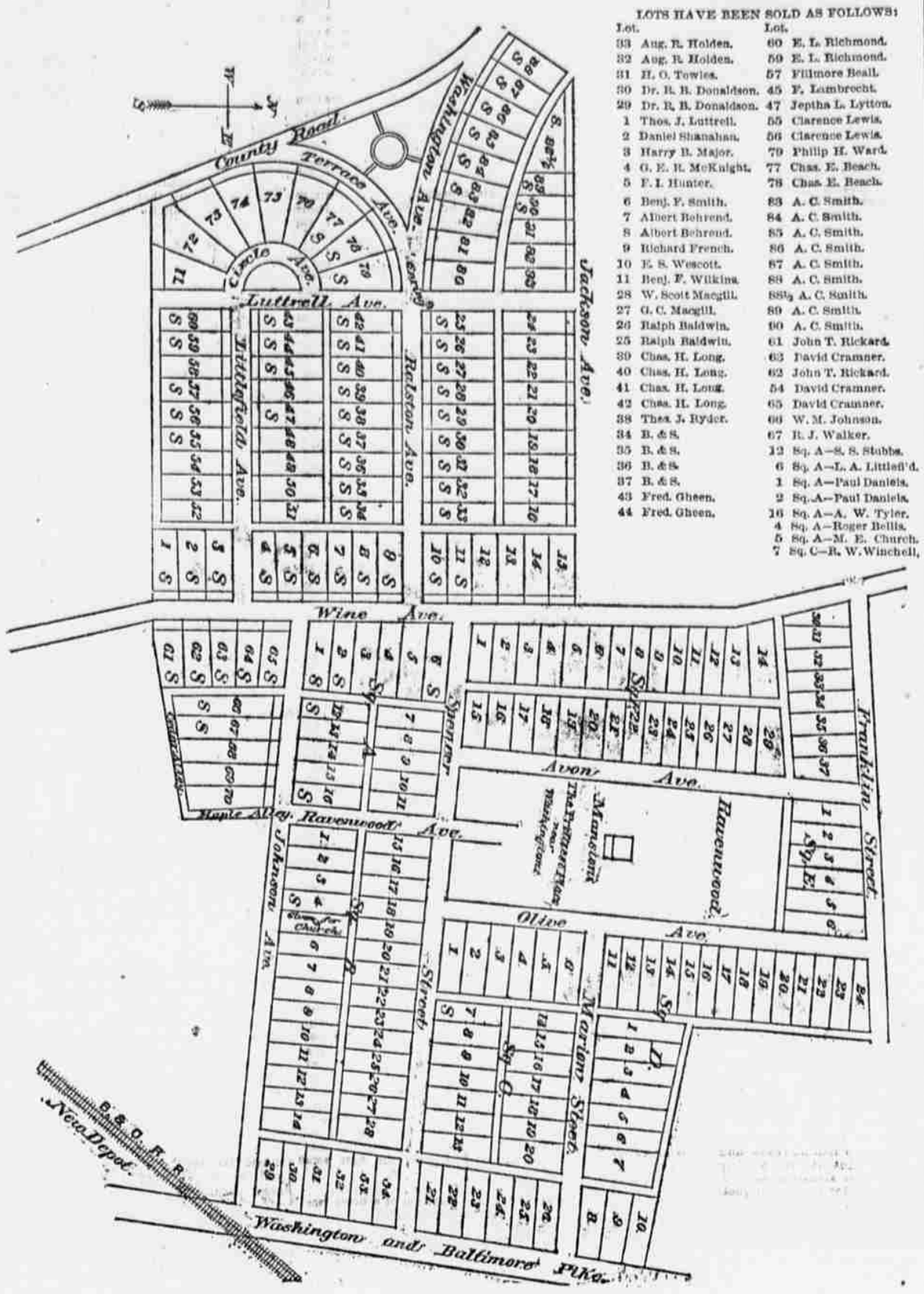

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40	Chas. H. Long.	62	John T. Rickard.
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For Baltimore on Sundays, 6:30, 8, 9, a. m., 1:25, 2:35, 3, 4:40, 5:30, 7, 8:10, 10 p. m.

For Annapolis, 6:40 a. m. and 2:10 and 4:40 p. m.; on Sunday, 9 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 9 a. m., 12:10, 3:30, 4, 40, 7, and 10:15 p. m. For stations on Metropolitan Branch, 7:40 a. m. and 5:45 p. m. daily except Sunday, 4:45 p. m. daily; for principal stations on Metropolitan Branch, 8:30 a. m. daily except Sunday; for Lexington, Staunton, and Valley Branch, 8:30 a. m. daily except Sunday, 8:40 p. m. daily; for Frederick, 8:30, 10:15 a. m., 4:45 and 5:45 p. m. daily except Sunday.

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From Annapolis, 8:20 a. m., and 1:50 and 6:37 p. m.; Sunday, 10:40 and 6:37 p. m.

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Trains leave Baltimore for Washington at 2, 4:40, 6:30, 7:15, 7:30, 9, 9:10, and 10:30 a. m., 12:15, 2:50, 4, 4:40, 5, 6:25, 7:30, 9, and 10:15 p. m.; on Sundays, 2, 4:40, 7:30, 9, 9:10 a. m., 1:30, 3, 6:25, 7:30 and 9 p. m.

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