

chies in Syria and in Egypt—It retarded the downfall of Constantinople for many centuries—It raised Venice from an obscure republic to the rank of the most potent kingdoms. How have Portugal, Spain, the Netherlands, France, been exalted by its possession and depressed by its loss! Finally, it has now become the monopoly of British military and naval supremacy. Hence does she draw that infinite wealth which enables her to cover the globe with her political network, to raffle all nations by her arrogance, and to dazzle mankind with her blazing greatness—and where is the only rival whose position and strength marks her as the next in order to grasp this brilliant destiny, and wrench it from the British Lion? It is the American Republic, stretching across the continent, and receiving through Oregon the golden stream of Oriental commerce! At present the Oriental trade of Great Britain is more lucrative to her, and larger in amount, than all the commerce of the Americans. Whilst England controls India, and all the routes of commerce as she now does, and trade to China continues to traverse the long routes passing beneath the equator, American trade, elsewhere so thrifty, must continue to languish. The American trade to all countries beyond the southern capes, in 1844, was—

Imports,	\$9,164,159
Exports,	6,083,044

an unhealthy trade with the balance of \$3,081,115 against us. This trade too is confined chiefly to teas for home consumption and it will soon happen that we too, like the rest of the Atlantic nations will receive our supplies of Oriental productions through the ports of Britain. What withhold, us, then, from turning our energies towards the setting sun!—from finding there the great remedy of new markets, and a new and infinite commerce, matching the wants and energies of our great people?—where the great arteries of the continent, the Missouri and the Columbia, lend their navigable channels to our inland transports? How entirely practicable is this great change in the channels of commerce, and how close upon the time of its successful consummation, let us learn from facts and events starting up beneath our eye. A great overland commerce is now in active existence through the heart of the Russian Empire, between Kiatka, upon the northern frontier of China, and St. Petersburg. The amount of this commerce in 1843 is thus given in the Russian reports—

Imports from China,	\$12,038,054
Exports to China,	8,685,805

Kiatka is in latitude 50° 21' north, and St. Petersburg in 59° 56'. The distance between these two points is 5,000 miles of land travel, in a hyperborean climate! Yet furs, Russia leather, hides, linens, cotton and woollen fabrics are exported by this channel from the Baltic. In return is received 4,600,000 pounds of tea, valued at \$5,969,350, silks, shawls, and other fabrics, at \$6,038,705—

Is the great enterprise of the American people then unequal, in the face of this Russian success, to the small achievement of connecting the navigable waters of the Missouri and Columbia, and prosecuting direct trade between the valley of the Mississippi and magnificent China? The memorial from Oregon upon our tables informs us that already 10,000 Americans have opened a wagon road from the Missouri to the Pacific—that they have established a government, made laws, and originated agriculture, commerce, and manufactures—that they have erected there a domestic seaport upon our western seaboard.

Our fleet of whale ships is in occupation of the North Pacific between Oregon and Asia.—The Sandwich Islands have become an independent and commercial nation under the influence and by the counsel of American citizens residents therein. China has recently made with us a treaty full of amicable advancements.—Do all these concurring events portend nothing? Can neither these nor the petition of our isolated and banished countrymen in Oregon, nor want of new markets by the people of the interior, nor the danger to them, to our country and to our honor from the evidently alarmed arrogance of England, stir us to action and kindle our lethargic patriotism? Here is the statement of the vigorous and valuable whaling business now prosecuted by our citizens chiefly in the North Pacific and for which we have refused to create a domestic port on that Ocean:—

675 vessels, of	197,186 tons
Seamen,	36,584
Capital,	\$16,429,620
Proceeds,	19,610,463
Total value,	\$36,040,083

Do not such immense national interests as these demand our prompt and efficient attention? or has wisdom fled from our councils and do lethargy and timidity reign in sombre dominion in this Representative Hall of 20,000,000 of brave freemen? The hawk-eyed rulers of England embracing the whole world in their plans of dominion, watch all these events and are prepared at once to push their empire to its culminating climax and to crush every danger that may show its head. Hence, a few years since, having no better excuse for waging a war upon China than the refusal of her Emperor to permit her to poison his subjects with opium; she availed herself of that, and forced him by the thunders of her cannon, to open the Chinese ports to the introduction of that destructive drug, and to pay her an indemnity of \$25,000,000 for the task. We commiserate with feelings bordering on piteous contempt, the effeminacy and want of public spirit of China, in submitting to this indignity, this outrageous wrong, but what is the difference between China and the United States? We have submitted to the dismemberment of Maine and Massachusetts, and have offered