

either to relinquish all contest, or to make that contest equal by backing the American ship against the British-backed concern. The affair, sir, is not the rude contest of commerce—it is the artful enterprise of a nation, that, having eaten the life out of India, Ireland, and Portugal, comes now with vampire appetite to fasten upon our limbs and glut itself upon the life-blood of our commerce.

The appeal of the honorable gentleman to the Democrats of this House, against the provisions of the amendment under consideration, was most painful to my ears. Has party discipline been made so efficient that it may be invoked against the experiment which we are trying of ocean steam navigation? And is it to be a part of the principles of the progressive party that it is to check the growing enterprise of our country? Is Democracy destructive? I know a portion of it is; but is the Democracy in which that gentlemen shares, of the iconoclastic kind that destroys the images of all that is great in commercial enterprise, and all that is brilliant in mercantile possession? When honorable gentlemen are thinking about withdrawing the public patronage from the trans-atlantic steamers, let them pause and think what are the destinies of that network of steamers with which Great Britain overlays the great oceans. Does he not see that at this moment that far-reaching and over-reaching Power is appointing steamers to reach her Eastern possessions by the way of the Isthmus of Darien, and that she feels that, with the decay of her commerce in the Indies is the weakening of her grasp on the trident of the ocean? Does the honorable gentleman forget the great political truth, that the Power which commands the commerce of the East, commands the ocean, is the mistress of the sea, and therefore, the arbitrator if not the ruler of the