

indulge that habit when they make prominent their own interests in an enterprise which, by investment, character, and results, must be regarded as *national*, and therefore asking the House to sustain the amendment of the Senate, upon grounds entirely distinct from the claims to patronage in individual efforts against another or rival enterprise of one city more than another.

The truth is, sir, that these steamers are national not more by their conditional dedication to the public service, than by their universality of their ownership. They are not owned alone in New York. Philadelphia capital is largely invested therein, and if you have heard less of that than of New York interest, it is simply because Philadelphia is always less clamorous than New York for justice to her interest.

There are a few points in the remarks of the honorable gentleman from Kentucky (Mr. BRECKINRIDGE) which struck me forcibly—as, indeed, what does that gentleman say upon this floor that does not deserve and receive attention. The honorable gentleman, in his speech, referred to the contest between the Cunard and Collins lines as an antagonism between man and man, and he spoke of such rivalry as “the rude contest of commerce.” The honorable gentleman mistakes the matter entirely. There is no contest between man and man. If there were, or if between company and company, I should say, “stand aside, fair play, and no favor.” I will never ask odds for an American against any other man, nor ask odds for an American company against a British company. But when an Englishman comes into our very ports, and, under the noses of our merchants, sits down and plans his voyage to take our commerce, and throws into our faces the Treasury of the British Crown, I say we have but one alternative—