

Mr. Chairman, the measure now before the committee, is one that is more strongly recommended by the New Yorkers than by any other class of citizens. It proposes assistance to an enterprise which purports to be of New York origin, and New York investment.

The steamers connected therewith were built at New York, are registered at New York, they arrive at, and depart from, New York in fulfillment of their transatlantic mission, and they bear upon their ample sterns the name of the commercial emporium of the State of New York.

The incessant clamor of the New York gentlemen around the bar of this House, and around the bars of many other houses of this city, must not, however, be cited in proof that the "Collins line of steamers" is of New York concern alone. Nor can the fact that these ocean palaces were built and registered in that city, and that they depart from and arrive at New York, be admitted as any proof that the enterprise which has given them existence and sustained them thus far, even with considerable pecuniary loss, is of less than national importance—less indeed than national direct interest.

These vessels must be built somewhere, and they must be registered somewhere, and they must, by the law of the land, have upon them in legible characters, their own name and the name of the place at least in which they are registered, and they must, to compete with the British undertaking, have with some of the British steamers running between England and the United States, a common port.

New York, then, was preferred. It is, for such an enterprise, as well chosen as almost any other would be—and that the New York people are clamorous, does not prove that they alone are interested, but only that in the habit of constant appeal for themselves, they but