

have one of their *points d'appui* upon our shores—if England, that almost omnipotent architect of commercial consequence, centers one foot of her mighty compasses in London, and turns the other on New York, or any other city of our Union—then, sir, I say it is not for Philadelphia, it is not for Boston, not for Baltimore, not for New Orleans, to stand aside, and let our means, our commerce, our trade, our habits of business, be circumscribed by English rule, and made subservient to British profits.

The amendment now under consideration is a proposition to give to a line of steamers now already patronized, an additional amount of compensation for carrying the mail across the Atlantic.

Various objections are made to this amendment :

1st. That individuals of New York must be more concerned than the public, because they are so anxious and clamorous for the means of relief.

2d. It is said that it is only a New York enterprise, and therefore, has no claim for support upon the nation at large.

3d. It is added that no benefit can come from dividing with Great Britain the business of mail transportation.

4th. And that the contest with England as to whose steamer shall run the fastest in the race across the ocean, is unworthy national engagement.

I purpose occupying a few minutes of the time of this committee in considering these objections, and if it should appear that the premises which I have assumed are correct, and that the Government should sustain her people against the enterprises of foreigners, supported by their own Government ; and if I am successful in showing you that the enterprise denominated