

now occupies; and it is thus that she will maintain and elevate that position against the United States, if we neglect the means presented to place ourselves in the commanding position which all circumstances, but our want of liberality present.

In the first six years under Cunard the Government of Great Britain received for postage alone seven millions eight hundred and thirty-six thousand eight hundred dollars, (\$7,836,800,) and they paid in that time to Cunard \$2,550,000; thus realizing a net revenue to the Government of \$5,286,000.

Now the Cunard steamers crossed the Atlantic eighty-four times, and Collins's only forty; of course, the British steamers carried double the number of mails, and received a much greater excess of postage. And, I may add, that the British Government, in the Post Office Department, took pains to secure to the Cunard steamers all the advantages possible, refusing to send any letters by the Collins steamers unless the letter should be specially marked for one of these steamers by name, even though the Cunard steamer was to leave Liverpool first. The difference between the number of trips of the two lines will not be so great if this amendment should pass. In that event, which I confidently predict, the Cunard line will draw off *three* of their steamers, and thus divide the labor and the profits.

I did not design, sir, to refer to that part of the understanding between the contracting parties, which regards these steamers as resorts of our Navy Department in case of war, but the honorable gentleman from Kentucky has chosen to refer thereto, and to express a doubt whether they are suited for that purpose, and to deny that any sum less than \$100,000 will render them fit. Sir, the steamers of the Collins line are bet-