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NO. 2: ANN STREET.

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WEEKLY HERALD,	19,000
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To Editors, *Postmasters*, Political Committees, or good natured Individuals of every party.

Notice is hereby given to all editors, postmasters, committees, or private individuals, that we would like to receive full and accurate returns of the great Presidential election, to take place in a few days, from the several towns, cities, districts, or states, as soon as possible, after the closing of the polls.

We are making extensive arrangements to run expresses from all the doubtful states, and we hope to furnish the public with the earliest intelligence who the unhappy man is that may be elected to the Presidency of these states—with all the trouble and turmoil of turning out the present office holders, and turning in a new and more hungry set of rascals. We particularly request that the returns of the abolition vote may be accurately given from the close or doubtful states, for we believe that in these states, and on the vote of that mongrel party—that black-and-white concern—will depend the election of General Harrison or Mr. Van Buren. It is droll—but too true—wipe away that tear.

We shall, in exchange for these good natured acts, send EXTRAS to all our subscribers, immediately after the election in this city and neighborhood, and, as far as practicable, to every postmaster, editor, or political committee in the country. All we want is an exchange of intelligence.

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WEBSTER's Speech at Richmond, reported exclusively for the Herald, and the only full and correct report published, including also Mr. Rives' Speech at Auburn, printed in one sheet—the Weekly Herald—for sale at this office, price 6¼ cents.

WEBSTER's Speech in Wall street, reported for the Herald, printed on beautiful white satin for framing—price $1 50—same speech in a single large sheet for framing—price 12½ cents.

WEBSTER's speech in Richmond, printed on white satin, also for sale—price $1 50.

BRITISH AND AMERICAN STEAM NAVIGATION COMPANY.
BRITISH QUEEN AND PRESIDENT.

These Steam Ships are intended to run regularly between this port, London and Liverpool, as follows:—

NEW YORK TO LONDON.

The BRITISH QUEEN, of 2016 tons and 800 horse power, Lieut. Richard Roberts, R. N. commander, will sail

From London.	From New York.
1st November.	1st December.

NEW YORK TO LIVERPOOL.

The PRESIDENT of 2366 tons, and 600 horse power, M. M. Keane, commander, will sail

From Liverpool.	From New York.
1st October.	2d November.
1st December.	1st January, 1841.

The rate of passage in the Main Saloon is $130, and all other after berths, $120, for which, $100, exclusive of wines, which will be furnished on call at reasonable rates.
Stewards fees $6 66.
The British Queen will take 600 tons cargo.
The President will take 1600 tons cargo.
Plans of the accommodations of both ships may be seen at the Agent's office.
For freight or passage, apply to
WADSWORTH & SMITH,
o21 4 Jones' lane, rear of 193 Front street.

FOR LIVERPOOL.

Steam Ship PRESIDENT is to sail November 2d.
The Steam packet President, M. M. Keane, commander, will take 1000 tons freight, (and affords a favorable opportunity for shipments of goods which require to go in British vessels) which will be taken at fair rates of freight. Her accommodations for passage are admirably adapted for comfort. For freight or passage apply to
o21 1s WADSWORTH & SMITH, No. 4 Jones' lane.

BRITISH AND NORTH AMERICAN ROYAL MAIL.

STEAM SHIPS OF 1200 TONS AND 400 HORSE POWER.
FROM BOSTON TO LIVERPOOL.

	From Boston.	From Liverpool.
BRITANNIA, Henry Woodruff, commander.	Oct. 1	Sept. 4
COLUMBIA, Richard Cleland commander.	Oct. 16	Sept. 19
ACADIA, E. C. Miller, commander.	Nov 1	Oct. 4
CALEDONIA, ——, commander.	Nov 16	Oct. 19
BRITANNIA, Henry Woodruff, commander.	Dec. 1	Nov. 4
ACADIA, E. C. Miller, commander.	Jan. 1	Dec. 4

These ships are furnished with the best of stores, wines, &c. and are provided with an experienced Surgeon.
The rate of passage is $125, including steward's fees and all charges, for which, apply at 36 Broad st. to
o22 BARCLAY & LIVINGSTON.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.
New Arrangement—Commencing October 1st, 1840.
NEW YORK AND NEWARK.

Fare reduced to 25 cents.
From the foot of Courtlandt street, New York.
(Every day—Sunday's excepted.)

Leave New York.	Leave Newark.
At 8 A. M. At 2 P. M.	At 7½ A. M. At 1½ P. M.
11 do 4 do	9 do 3 do
4½ do	10½ do 4 do
7 do	5 do
ON SUNDAYS.	10 do
From the foot of Liberty street.	
Leave New York.	Leave Newark.
At 8 A. M. and 4 P. M.	At 1 P. M. and 10 P. M.

NEW YORK, ELIZABETHTOWN, RAHWAY, AND NEW BRUNSWICK.
Fare reduced.
From the foot of Liberty street, daily.

Leave New York.	Leave New Brunswick.
At 9 A. M.	At 7½ A. M.
4½ P. M.	12½ P. M.

SOMERVILLE stages connect with these lines each way
Fare between New York and Somerville, 50 cents.
do do do New Brunswick, 50 cents.
Rahway, 37½ cents.—Elizabethtown, 25 cents.
The Philadelphia mail line passes through New Brunswick for New York every evening at 9 o'clock.
On Sundays the 7½ A. M. trip from New Brunswick is omitted
Passengers who procure their Tickets at the ticket office, receive a ferry ticket gratis. Tickets are received by the conductor only on the day when purchased. su11 3m*

STATEN ISLAND FERRY—On and after Tuesday, September 15th, the Boats will make the following trips until further notice:—

Leave Staten Island.	Leave Whitehall.
At 8 o'clock, A. M.	At 9 o'clock, A. M.
10	11
1 o'clock, P. M.	2 o'clock, P. M.
3½	5
6	7½

Fare 12 1-2 cents.
All goods shipped or put on board of these boats must be particularly marked, and at the risk of the owners. s18

MAIL LINE.
NEW ROUTE TO BOSTON, VIA NORWICH AND WORCESTER RAILROAD.

From East River Steamboat Place, foot of Beekman street.	
Fare through to Boston, (in boat and train,)	$5 00
" " " deck and forward car	$3 00
" " " Worcester	$4 00
" " " Providence, rail road and stage	$4 00

The Steamboat BELLE, Capt. Coit, will leave every Monday, Wednesday, and Friday afternoon at 5 o'clock.
The Steamboat CHARTER OAK, Captain Roath, will leave every Tuesday, Thursday and Saturday afternoon at 5 o'clock.
Passengers will leave on the arrival of the above boats at Norwich every morning in the splendid Cars of the Norwich and Worcester Rail Road Company, and proceed immediately to Boston, without change of Cars or baggage.
Freight taken until 4 o'clock.
N. B. Providence passengers will take the Rail Road Cars from Norwich to Killingly—thence to Providence. Fare throug, $4.
For further information, inquire of
m6 6m* E. A. & G. W. CORLIES, 285 Pearl street

NEW ARRANGEMENT
FOR AND FROM POUGHKEEPSIE,
Landing at Grassy Point, Caldwell's, West Point, Cold Spring, Fishkill Landing, New Hamburg, and Milton,
The steamboat OSEOLA, Captain Verdine Truesdell, will leave New York from the foot of Chambers street, at 4 o'clock, P. M. and Poughkeepsie, from the foot of Main st, at 7 o'clock, A. M. until further notice, as follows:—
Leave Poughkeepsie—Monday, Wednesday and Friday, at 7 o'clock, A. M.
Leave New York—Tuesday, Wednesday and Saturday, at 4 o'clock, P. M.
For freight or passage, apply to the Captain on board, or to M. M. & O. R. Martin, 114 West street.
All property taken only at the risk of the owners of such property. o3

PASSAGE FROM GREAT BRITAIN AND IRELAND
The subscribers continue to make engagements for forwarding and bringing out passengers from the old country to the United States, by first class American ships, sailing weekly from Liverpool, avoiding all detention at the port of embarkation; a free passage per steamer from the various ports in Ireland Scotland, can also be secured. The accommodations are provided strictly with an eye to the comfort and convenience of the passengers, and when those settled for decline coming out, the money is always returned to those from whom it was received. Apply to
SAMUEL THOMPSON, Old Established Passage Office, 273 Pearl st. or to
FITZ HUGH & GRIMSHAW,
10 Goree Piazzas, Liverpool.
Drafts, &c. on the Bank of Ireland, National Bank do; National Bank of Scotland, Liverpool and London, are furnished for any amount, payable on demand, for the accommodation of those wishing to remit to their friends. Apply as above.
s29 1m*

FOR LIVERPOOL.—New Line.—Regular Packet of 25th October.—The elegant packet ship GARRICK, Capt. A. S. Palmer, of 1000 tons, will sail as above, her regular day. For freight or passage, having accommodations unequaled for splendor or comfort, apply on board, at Orleans wharf, foot of Wall street, or to
E. K. COLLINS & CO., 56 South st.
Price of passage $100.
The packet ship ROSCIUS, Capt. J. Collins, of 1100 tons, will succeed the Garrick, and sail 25th November, her regular day. o21

PASSAGE FOR LIVERPOOL—New Line of Packets—Packet of 25th October.—The splendid well known packet ship GARRICK, Captain A. S. Palmer, will positively sail as above, her regular day. The ships in this line sail on the 25th of each month, and all 1100 tons burthen and over, and their accommodations for cabin, second cabin and steerage passengers, are well known cannot be surpassed by any other line of packets. For passage, apply on board, foot of Wall st, or to
A. W. & J. T. TAPSCOTT, 49 South st. or
o14 43 Peck-slip.

FOR LIVERPOOL—Packet of the 25th October.—The first class fast sailing packet ship GARRICK, Captain A. S. Palmer, burthen 1000 tons, will sail as above, her regular day. Having very splendid accommodations for cabin, second cabin and steerage passengers, persons intending to embark should make immediate application on board, foot of Wall street, or to
GLOVER & McMURRAY, 100 Pine st.
o29 corner of South.

PASSAGE FOR LONDON—Packet of the 1st November—The superior well known packet ship PHILADELPHIA, Captain Morgan, will positively sail as above, her regular day. This ship has very superior accommodations for cabin, second cabin and steerage passengers, and the price of passage is low; for which apply on board, or to W. & J. T. TAPSCOTT, 43 Peck slip, or
o17 49 South st, cor. Gouverneur lane.

FOR HAMBURG—The fine fast sailing coppered and copper fastened bark GUSTAVA, Capt. Boeklin, has most of her cargo engaged, and will have quick despatch. For balance of freight or passage, apply to
o15 D. H. SCHMIDT'S SON & CO. 83 Wall st.

FOR MARSEILLES—The superior copper fastened and coppered French bark FRANCOIS HONORE, Capt. Godefroy, has three fourths of her cargo on board. For freight or passage apply to
o21 1w BOYD & HINCKEN, 9 Tontine Buildings.

FOR HAVANA—The well known superior fast sailing coppered and copper fastened bark CLARION, Capt. ——, having been purchased for a regular packet for the above port, will meet with despatch. For freight or passage, having super or accommodations, apply to
o21 1w CLARK & CO. 62 Water st.

FOR GALVESTON—First Vessel—The fine newly coppered and copper fastened brig NORTH, Crane, master, will be despatched for the above port this week, and can yet take the bulk of 300 bbls, which will be taken at 25 per cent lower than any other vessel, for which or passage, apply to
D. H. SCHMIDT'S SON & CO. 83 Wall st.
Cabin passage, $40; steerage, $10. o9

STAR LINE FOR NEW ORLEANS.—Wanted a Ship to succeed the Echo.—In consequence of the non-arrival of the ship ST. MARKS, from London, the subscribers wish to engage a first class ship that would be ready to receive freight on Monday next, and proceed on her voyage next sailing day. Apply to
GLOVER & McMURRAY, 100 Pine st.
o15 corner of South.

FOR NEW ORLEANS—Louisiana and New York Line—Regular packet of Monday, 2d November—The splendid packet ship YAZOO, Capt. B. I. H. Trask, will sail as above. For freight or passage, having splendid furnished accommodations, apply on board at Orleans wharf, foot of Wall street, or to
E. K. COLLINS & CO. 56 South st.
No goods received after Saturday evening, 31st October.
Agent in New Orleans, James E. Woodruff, who will promptly forward any goods to his address. o21

PASSAGE FOR NEW ORLEANS—Regular Line of Packets—Packet of 26th October—The splendid fast sailing packet ship SARATOGA, Capt. Hathaway, will positively sail on Monday, the 26th inst. her regular day. The accommodations of this ship for cabin, second cabin and steerage, are very superior; her between decks are airy and lofty, and fitted up in such a manner as cannot fail to ensure every comfort and convenience to those who may embark in her. For passage, the terms being low, early application should be made on board, foot of Wall st, or to
W. & J. T. TAPSCOTT, 43 Peck slip, or
o21 49 South st., cor. Gouverneur lane.

FOR NEW ORLEANS—The superior first class regular packet ship LOUISA, Capt. ——, will be despatched on the 1st of Nov. for the above port. Cabin, second cabin and steerage passengers will find this ship a very desirable conveyance. For passage, which will be made moderate, apply on board the ship at Pine street wharf, or to
HERDMAN & KEENAN, 61 South st.
N.B. The packet ship ST. LAWRENCE, to sail on Thursday, 22d inst. can yet take a few more second cabin and steerage passengers, at reduced rates, if immediate application is made as above. o21

FOR MOBILE—First Packet—To sail positively on Saturday—The superior fast sailing regular packet ship "RUDOLPH GRONING," London, master, will sail as above and go to the city without lightering. This brig has splendid accommodations for cabin and steerage passengers, which will be made modera e. For particulars, apply on board, at Murray's wharf, foot of Wall st., or to
o21 HERDMAN & KEENAN, 61 South st.

PASSAGE FOR MOBILE—Positively first Packet—Packet of the 24th October—The superior well known fast sailing packet ship NEW YORK, Capt. Niven, will positively sail on Saturday, 24th inst., her regular day. The ship has very splendid accommodations for cabin, second cabin and steerage passengers. Persons wishing to go to the above port, need only see the interior of this ship, to be satisfied of the superiority of her accommodations beyond any other of passage being very low, immediate application should be made on board, east side Peck slip, or to W. & J. T. TAPSCOTT, 43 Peck slip, or
o21 49 South st, cor. Gouverneur lane

PASSAGE FOR SAVANNAH—Packet of the 22d October—The splendid fast sailing packet brig PHILURA, Captain Sherman, will positively clear as above, and has very handsome accommodations for cabin and steerage passengers at low rates. For passage, apply on board, foot of Maiden lane, or to
W. & J. T. TAPSCOTT, 49 South st.
o21 or 43 Peck slip.
The EXCEL will succeed the Philura and sail on the 27th.

PACKETS FOR HAVRE—The superior French ship GUSTAVE EDONARD, Captain Nigret, will take the place of the Oneida (building) and sail on the 1st November.
BOYD & HINCKEN, Agents,
o19 9 Tontine Building.

FOR HAMBURG—A fine fast sailing coppered Vessel will be despatched on or before 1st proximo and has considerable cargo engaged. For balance of freight or passage, apply to
o7 D. H. SCHMIDT'S SON & CO. 83 Wall st.

FOR ANTWERP—The well known fast sailing coppered and copper fastened bark PAOLI, Reingard master, has three fourths of her cargo engaged, and will have quick despatch. For balance of freight or passage, apply to
D. H. SCHMIDT'S SON & CO. 83 Wall st.

FOR NEW ORLEANS—Regular packet of 2d November—Louisiana and New York line—The fast sailing packet ship YAZOO, Captain B. I. H. Trask, will sail as above, her regular day. For freight or passage, having handsome furnished accommodations, apply on board at Orleans wharf, foot of Wall street, or to
o20 E. K. COLLINS & CO. 56 South st.

FOR NEW ORLEANS—Positively first ship—The well known fast sailing ship ST. LAWRENCE, Capt. Chase, will clear on Wednesday and sail on Thursday, the 22d inst. This ship offers a very desirable conveyance for second cabin and steerage passengers. The second cabin is handsomely fitted up with state rooms and curtains, and the between decks are lofty and the berths made very comfortable for steerage passengers. Those about embarking for the above port, only require to examine the accommodations, to give this ship a preference for passage. Apply on board the ship at Murray's wharf, foot of Wall street, or to
o20 HERDMAN & KEENAN, 61 South st.

PASSAGE FOR MOBILE—The splendid packet ship HUDSON is now loading, and will meet with immediate dispatch, having splendid accommodations in cabin, second cabin, and steerage. Early application should be made to W. & J. T. TAPSCOTT, 49 South st.
To succeed the Hudson, the splendid ship GREAT BRITAIN. For passage in cabin, second cabin, or steerage, apply to W. & J. TAPSCOTT, 43 Peck slip. o6

FOR MOBILE—To sail on the 26th October—A first class packet ship will be despatched for Mobile as above, and can comfortably accommodate a limited number of passengers in the cabin, second cabin and steerage. Those wishing to embark should make early application to
GLOVER & McMURRAY,
o17 100 Pine street, cor. South.

FOR SALE OR EXCHANGE—For a highly improved Farm, near New York, the elegant three story House 4 3 Houston street, built with great care, and replete with every convenience. Apply to
E. K. COLLINS & CO. 413 Houston street, or
s10 56 South st.

FOR FREIGHT OR CHARTER—The Swedish brig SOLID, Captain Sandburg, 158 tons, coppered and copper fastened, fastensling, is now ready for any voyage. Apply to
o19 PETER REIERSEN & CO. 65 Wall street.

SPEECH
OF
MR. HILLEN, OF MARYLAND,

IN FAVOR OF THE REPEAL OF THE ACT OF CONGRESS, OF MARCH 2ND, 1840.

FOR REGULATING PILOTS.

Delivered in the House of Representatives, June 12, 1840.

Mr. Hillen wished to say a few words in reply to the gentleman from New York. They were rendered necessary from the position in which he was placed: a position not of his own selection. When this subject was first referred to the Committee on Commerce, the chairman [Mr. Curtis] in distributing the labors of the committee, assigned, notwithstanding his objections, the examination of this question to him. He expressed his desire that it should be committed to the care of some other gentleman, but as the chairman urged it upon him, he consented; being unwilling to appear reluctant in performing his proportion of the duties of the committee.

In undertaking that charge, he was well aware of the difficulties that might arise in case his views did not coincide with those of the New York delegation, all of whom are now advocating the continuance of a law which he is anxious to appeal. But having been forced into an examination of the question, the gentleman from New York [Mr Curtis] must excuse him, if he followed the dictates of his own judgment, founded upon the law and the facts, in preference to the opinion of that gentleman, based, as he would endeavor to show upon mere assertions and assumptions.

At this stage of the discussion it was also necessary to place himself in a proper attitude before the House, by an unequivocal denial of the charge of favoring combinations and monopolies. Such were not his principles nor the principles of the party with whom he was associated. In the course of his remarks, he would satisfactorily prove, that a repeal of the act of Congress of 1837 would have no such tendency—that the law of New York expressly prohibits, under penalty, any combination; and that under its provisions no monopoly can exist. If he succeeded in this, he felt assured that neither the gentlemen from New York, nor any of his colleagues, would longer oppose the appeal of this unjust if not unconstitutional enactment.

The morning hour having expired, Mr. Hillen here suspended his remarks.

On Thursday, Mr. Hillen resumed:

Mr. Speaker: Yesterday, by the concession of the gentleman from New York, it clearly appeared that I did not obtrude into the business under discussion as a volunteer. I took charge of the memorials of the pilots with reluctance; but having once consented to investigate the subject, I did, what must certainly have been expected, perform the duty assigned with earnestness and assiduity. My zeal—which I feel to be a duty imperatively incumbent on me—should not subject my motives to unfair imputations. I am actuated by no hostile feelings towards the merchants. For them I have always entertained the highest respect; and representing in part the mercantile interest of Baltimore, I cannot but feel the strongest anxiety for their prosperity. To protect and promote those interests, I have always evinced a solicitude, when I could do so consistently with the interests of other professions, and with the welfare of the country. I ask no favors or immunities from the House for the pilots of New York, or of any other place; I merely demand for them an equitable protection—such protection as is consistent with the rights of other portions of the community, and with the true interests of the State. I do not ask that the New York pilots should receive the sanction or protection of Congress for neglect or dereliction of duty; but that they may not be subjected to unequal and oppressive restrictions. I ask only the repeal of the act of Congress of 1837, which, partial in his legislation, and the offspring of hasty and excited action, was unjust in its origin, and was immediately rendered unnecessary by the judicious enactment of the New York Legislature. I ask that the whole matter may be restored to the situation in which it was left by the act of 1789; and that it should remain as it was then, subject wholly to the control of the States. Under the old system, little or no dissatisfaction was any where exhibited; the alteration is not equally exempt from censure.

The matter under discussion, though in its results of general interest, having been accidently rendered of a character purely local, probably has not attracted the degree of attention which its intrinsic merits deserve; and therefore a brief history of the law regulating to pilots may be necessary.

In 1789, Congress conceded the power of legislating on this subject to the several States, resigning all jurisdiction over it, establishing them agents, and empowering them to legislate thereafter. Things thus remained from 1789 to 1837, a space of nearly a half a century—the Legislatures of the States exercising beneficially, through this long lapse of time, the whole control of their respective pilots, without the interposition of Congress. During the whole of this period, as far as the documentary evidence within my reach informs me, no complaints were ever made to the State Legislatures. All at once, memorials were presented to Congress, decrying the pilots of New York, and denouncing their negligence and inactivity. Whence originated this sudden revolution? Whence arose a storm so unexpected and so violent, after a calm of a duration so protracted? The loss of the Bristol and the Mexico, on the coast of New York, gave birth to the law of Congress, and simultaneously to an act of the New York Legislature. Here the point at issue between the gentleman from New York and myself is, how far blame is justly attributable to the pilots for the loss of those two vessels.

[Mr. Curtis here explained, that, in his remarks, he had expressly waived the charge against the New York pilots. He had not attributed any blame to them in this instance, as, had he thought proper to do so, he would have produced evidence.]

Mr H. resumed. From the debates in the committee room, Mr. Speaker, I have always understood that the neglect of the pilots was the alleged cause of the loss of those two vessels. I give my meed of compliment to the ingenuity which can urge those arguments in the privacy of a committee, to bias the opinions of its members, which it evades employing in public, and before the country; there is prudence in not again assuming a position which experience has proved untenable. Thoughtless excitement and ill-judged sympathy have been exerted, too successfully, to rouse popular indignation against the pilots. It is judicious and politic not to reiterate the charges, lest an opportunity should at last be afforded for their refutation. It would not be wise, after all the violence of invective against them, to elicit inquiry into the slanders engendered by prejudice and propagated by malignity. But how does it happen that the gentleman now declines charging the wreck of the Mexico and Bristol to the pilots? Whence this new borne sympathy? Whence this infusion of leniency? Does it originate from pure, unsophisticated kindness to the pilots, or is it because he has at length, though late, discovered that the accusation is founded upon falsehood, and cannot stand the test of careful and impartial scrutiny?

The gentleman asserts that I am mistaken when I suppose that no complaints were ever addressed to the Legislature of New York against the pilots prior to 1837. Be it so; the cause I am defending will suffer nothing by the concession. Policy may have dictated crimination; but the complaints having been discovered to be destitute of foundation, were wisely dismissed, without any attempt to correct imaginary evils. Since no legislative action was had favorable to the remonstrances, the inference is irresistible that the charges alleged were destitute of foundation. This conclusion is forced upon us by the respectability of the Legislature, as well as the solemn obligation controlling the action of its members. No complaints then were sufficient to attract the public notice, or to obtain legislative interposition, until the press, in 1837, teemed with denunciations of the pilots, whose neglect, it was asserted, was the indirect cause of the disastrous loss of the two vessels so often figuring in the declamation of editors and orators. For the first time known to us in such a case, the interference of the grand jury was invoked. The subject of framing new regulations for the pilots had been, the gentleman asserts, a long time under consideration, but nothing decisive was effected until through the agency of the shock produced by those two wrecks. The fate of the two vessels was the enchanter which conjured into existence the law which I deem unjust; and therefore the conduct of the pilots in relation to that affair, does, notwithstanding the caution evinced by the gentleman in avoiding the topic, form a requisite theme of investigation, and does constitute a preliminary point, at least, at issue between us. The very report of Mr. McKeon, who is said to have been instrumental in the passage of the law of 1837, which report the gentleman has quoted, proves that that law was hastily passed, amid the tumult of excitement and the hurry of a closing session—passed under the influence of agitating sympathies, and with none of that cautious deliberation which should distinguish legislation on matters affecting important interests of our citizens. Even when the law was proposed, objection was made to its passage simply on the ground that no time was allowed for investigating its merits.

In passing, I may remark that the honorable member from New York, if I might judge from the length of the extracts he made, placed great reliance on the authority of that report for the support of his own positions. But in his reading he exhibited the caution which he has manifested through the whole agitation of this question. He read as much as, when dissociated from the rest of the report, seemed to subserve his own purpose, and stopped very carefully just at the place, which would explain the preceding paragraph, and prove confessedly that Mr. McKeon did not accord exactly with the honorable Representative from the city of New York. If the authority of Mr. McKeon is of so much weight, as it seems to bear in the estimation of the chairman of the Committee on Commerce, I shall read a short paragraph for his edification, commencing my reading just where he left off his. What says the report?

"The committee have fully considered the propriety of submitting some legislative provision to the decision of the House; but have concluded, that any attempt to interfere with the subject, especially at the present session, now rapidly approaching to a termination, would not be advisable. It would disturb the legislation of several States, and the regulations of all our ports; from all which, with but one exception, no complaint is made."

This passage, the chairman of the Committee on Commerce cautiously omitted in his reading. It too clearly tells the mischiefs unavoidably emanating from hasty and partial legislation, on a subject so complex as the regulation of pilots; and explicitly recommends a postponement of action until time would permit a matured system of laws by the General Government.

But as the honorable chairman did not choose to read even thus far, he will pardon me, if I call the attention of the House, and his especially, to a part of a subsequent paragraph in the same report, which fully upholds the principles which I have advocated. It says:

"Congress in particular should leave with the States all matters which can be left under their guidance."

Above all, if Congress choose to interfere in matters which have not been conceded by its own act to the legislation of the States, its interference should be plenary, or none at all. It should either resume its right in toto, or forbear all interposition. The lines between State and general legislation, should be kept distinctly marked. Nothing can be so dangerous to the rights of the States, as to suffer under any circumstances, or any pretence, the slightest amalgamation of the disparate jurisdiction of the co-ordinate authorities, governing the citizens of this country. Permit confusion once to be created, tolerate the supremacy of one to be merged in the legislation of the other, and the rights of the States will gradually, and imperceptibly lose their identity in centralism. If a divided empire is in danger, a divided legislation is dangerous. It is dangerous to the liberties of the citizens; anomalous in its aspect, and necessarily unequal in its operations. If there be but one object on which to legislate, there should, in all wisdom, be but one legislative action. For one result, there should be but one cause. The supposition of two causes for one effect, is unphilosophical in metaphysics; two law givers for one subject, is unwise in Government. You can't serve two masters.

The authority of Mr. McKeon, if it is to possess any influence, evidently is adverse to the position assumed by the gentlemen himself. He deprecates hasty legislation on a subject so complicated, and is opposed to the interference of Congress in the matter. It would have been mere just, had the wisdom of our fathers of 1789 been adopted as a model for imitation. But notwithstanding the reclamation contained in the report from which I have just read extracts, and which was made to the House on the 22d February, 1837, clamor and excitement succeeded on forcing a bill through both Houses by the beginning of March; the act having obtained Executive sanction on the 2d of that month. It was evidently the offspring of excitement, not of deliberation. Two disastrous shipwrecks had taken place; the loss of life and property was attributed to the negligence of the pilots, and some measures of coertion were deemed necessary to enforce more assiduous attention to their duty. The idea of any enactment by Congress arose purely from the supposed culpability of the pilots. Much eloquence was wasted on this apparently fruitful theme; but when declamation is disregarded and facts scrutinized, it appears that they were blamed without reason, and their negligence was in no way instrumental in causing those disasters. The pilots were at their posts; the disasters originated from the utter carelessness of the officers and crews of the vessels themselves. This assertion is not made without full evidence of its truth.

The gentleman has read a presentment of the grand jury of New York, on the subject of those wrecks; but with his usual controversial tact, has warily omitted some of the most important passages. I shall take the liberty to supply his omissions, and by so doing, show from the authority of the grand jury itself, that no blame can attach to the pilots. The decision pronounced by them is unquestionably entitled to more respect than vague declamation based upon rumor. What say the grand jury? "That they have felt themselves bound by the great excitement produced by the recent fatal shipwrecks in this vicinity, to inquire into the causes thereof, for the purpose of ascertaining how far they could be attributable to any culpable neglect on the part of the pilots of this port; and in the hope that such inquiry might in any event, be conducive to the public good." Here you perceive that great excitement prevailed; and, amid the din, the pilots were condemned by the public without a hearing. But the grand jury after a thorough examination of all the important facts, reached a result different from that which ignorance of the circumstances had impressed on the minds of the credulous." "It is evident," they say, "both in the case of the Bristol and Mexico, that their loss is not attributable to the wind, which was moderate and off shore; and the grand inquest feel bound to state their conviction, that both these casualties might have been avoided by the exercise of a suitable degree of caution on the part of the officers and crews of these vessels." Such is the decision of the grand jury. The wind was moderate and off shore; so that these vessels, it would appear, ran deliberately on their own destruction. The wind was not such as to drive them on shore; on the contrary, they were obliged to hold on their course against the wind, in order to accomplish the catastrophe. Had their officers furled all sail, they would have been wafted from the danger, without an effort. And yet though the commanders of those vessels, by the plainest culpable negligence, sacrificed so many lives and so much property—they must escape unscathed, while the pilots are made to bear the imputation of their guilt, and become the scape-goats for the sins of others.

But I will examine more minutely the cases of disasters which have been attributed to the delinquency of the pilots, when in neither case was there a pilot on board. The decision of the grand jury is clearly in their favor; but that is not the only testimony on which we have to depend. That verdict completely clears them of the accusation in both counts. I will produce other evidence on each one separately. With respect to the Bristol: first, the affidavit of James Malone, who was second officer of the ship Bristol, at the time she was lost, who declares—

"That in a conversation which deponant had with the Captain of the Bristol, since the wreck of the same, the Captain fully exonerated the New York pilots from all blame whatever in that affair."

And he also makes oath that—

"He verily believes and declares, that in his opinion, no blame whatever can, or ought, to attach to the said pilots, for or on account of the loss of the ship Bristol."

Secondly, an affidavit of a sailor belonging to her, will go to show clearly the gross and culpable inattention of their captain. It will inform the House that when the ship was off a dangerous coast, such as that of New York is known to be, not even that indispensable requisite of coast navigation, a lead line, was to be found; and amidst the difficulties of such a navigation, the captain, instead of attending to his duty, was snugly ensconced in his berth. So says, on oath, Thomas Savage, a hand on board the Bristol at the time she was wrecked. I will read a portion of his deposition:

"This is to certify that I was on board the ship Bristol on her passage from Liverpool to New York; that on Sunday, the 29th day of November, we made the Highland lights not far from 6 o'clock, p. m. We then stood in until about half past 8 o'clock, p. m. We then hauled upon the starboard tack, and stood on that tack until the ship struck, it being then a quarter before 4 o'clock, a. m. The crew mentioned among themselves, when the watch was relieved at 12 o'clock, that it was strange that orders were not given for tacking or wearing ship, to stand to the southward, as she had reached to the northward and eastward for 5 hours, the captain not being on deck at the time the watch was relieved; nor was he on deck when the ship struck; nor was any light hoisted for a pilot. I, coming aft after the ship struck, asked the passengers where the captain was. They told me he was in his berth; but he, coming out of the cabin shortly afterwards, I asked him where we were. He said we were on a reef, and that we would beat over. I then asked the second mate where the lead was. He told me that it was in the starboard gangway. I looked there for it, but there was no lead to be found any where."

This narrative informs us of the proceedings on board of the Bristol, and demonstrates that the disaster was absolutely and purely owing to the neglect of duty on the part of its officers. This evidence is not isolated and unsupported; but it is unnecessary to read other papers, which merely narrate the same facts. The reiteration would be tedious. The fact is simply this: when not on pilot ground, the officers of the Bristol wrecked the vessel entrusted to their charge. With these circumstances in view, it is evident that the blame of the disaster must rest wholly with themselves, even if the pilots had not been at their posts; but such was not the case. While the Bristol was steadily, through the recklessness of her officers, holding on her course to destruction, hoisting no signal for a pilot, the pilots, it is proved, were at their station on the look out, and most probably missed her amid a dense fog, because the neglect, which continued so long unwisely on the same course, had omitted to raise a signal light. The affidavit of Savage shows what was not done on board the Bristol; the testimony of Robinson, who was in a pilot-boat on the Hook the night of the wreck, evinces that no guilt is imputable to the pilots. His evidence I will also read.

"I have resided for the last nine years at Oswego, on Lake Ontario, engaged in the navigation of the lakes, and being on a visit to my friends in the city of New York, was anxious to embrace the opportunity of once more visiting Sandy Hook, the adjacent shores, and the ocean convulsed by a gale—scenes familiar to my youth. In company with my brother and another gentleman, both residents of the city, I went on board the pilot boat William Bayard, No. 5, on Sunday morning about two o'clock bound on a cruise. There were on board seven pilots, and the usual crew of the boat. We arrived at the Hook about three, p. m., and continued cruising outside until 11, p. m. when a consultation of the pilots was held. It was considered highly imprudent to remain out any longer, the sea having become so tremendous as not only to render it impossible to board a vessel, but the weather had become so extremely thick that we could not have discovered a vessel at a half a mile distance. We bore up and ran under the Hook, when we came to at half past 11 o'clock. It is stated in the accounts of the loss of the Bristol, that at 10, p. m., she was within 6 miles of the Hook, at the same time that we were six miles from Sandy Hook, the light bearing northwest, and every eye strained to get a sight of some vessel. The pilots remained outside the Hook, burying their little craft under a heavy sea, as long as the dictates of prudence, and self-preservation, would permit, and long after there was any probability of their being serviceable to any one. I would further remark, that a pilot was put on board the schooner Powhattan, four miles outside the Hook, at 9 o'clock, p. m., and I remarked at the time, that I thought it a piece of presumption to launch the yawl in such a sea."