

NOTE A.

The *Galway Vindicator*, of Sept. 18th, 1850, has an elaborate article upon the comparative advantages of Galway and Cork for a station for the English Mail Steamers, which is of so much interest at the present time, that we give some extracts from it:—

“No port in Europe is so well adapted for a Trans-Atlantic Packet Station, as Galway, both on account of its greater proximity to America, and the local advantages which it in every way possesses. The Bay of Galway is known to every mariner. From Galway, the largest vessel that ever floated can sail at any time of tide. In any wind there is no heavy sea in the Bay of Galway—no sea, in fact, in which common Claddagh fishing boats could not live; for the high-rolling waves of the Atlantic are completely shut out by the Islands of Arran; so that with any wind, a steamer can experience no difficulty whatever on leaving or making the port of Galway.

It is well known that the holding ground of Galway is the first in the world. A we found vessel has never been known even in the greatest storms to drift from her moorings at the Galway roadstead; but even should any accident occur, such as the snapping of cables, which is next to impossible on account of the sheltered position of the bay, vessels would only have to run down a short distance to Ardfr, where they will find a regular safety harbour, and can lie in the deep mud in perfect security; but we have splendid docks capable of containing a large number of shipping.

Now for the soundings. The bay of Galway is entered from the deep Atlantic by either of the four Arran sounds; the Arran lights can be seen far out at sea, and the mariner cannot, therefore, mistake his bearing. Once the bay is entered—a sheltered bay eleven miles wide, thirty miles in length and of sufficient depth to float the largest fleet that ever ploughed the deep—once, we repeat, the Isles of Arran have been passed neither sounding nor pilot is required until the vessel swings round at anchor in the roads; and what is most remarkable, only one fog, we believe, was seen in our bay for the last twenty years. Although soundings are not so much required in making the Bay of Galway as in steering for the dangerous and iron bound coast of Cork, still we are peculiarly favoured in that respect. The ling bank extends, from the Islands of Arran, one hundred and fifty miles into the broad Atlantic, and affords every facility for taking soundings, and its nature is such that the experienced seaman, long before he discovers land and in the thickest fog, can tell to a yard how many miles he is from the Islands of Arran. In fair or foul weather he has this unerring guide to show him what distance he is off the Western coast of Ireland. Perhaps in approaching any other port in the three kingdoms a similar advantage cannot be boasted.