

The Dover and Calais Packet Stations, or the Holyhead and Kingstown Packet Stations, are not selected and appointed with reference to the conveyance of eggs, butter, silks, or satins; and neither must trans-Atlantic Packet Stations be selected and arranged with reference to the conveyance of laines and linens, notwithstanding the jumbled ideas of the Glasgow Chamber of Commerce, and many other such bodies, on the subject.

The Glasgow Chamber of Commerce, for example, in their memorial against the establishment of an Irish trans-Atlantic Packet Station, allege that it would have the effect of "throwing by far the largest portion of passengers and goods traffic into the hands of the Americans direct from Liverpool." Perhaps it would—but if artificial arrangements are desirable for averting this anticipation of the Glasgow Chamber of Commerce, a side wind or dodge is not the proper weapon. Let it be openly considered and discussed whether an undisguised, straightforward new Navigation Law, with discriminating duties, or bounties, against foreigners, calculated to have the desired effect of giving a heavy blow and great discouragement to American steamers in the trade with England, ought or ought not to be enacted; but, if this be sought for, let it be done aboveboard on its merits, instead of the real, pure, Packet Station question and subsidies being obscured and mystified by the dodge of making them a stalking-horse for cargo bounties to select squadrons of British mercantile steamers. If shippers of goods and shipowners be left to themselves, without any paralyzing influence of this kind, the sea will soon swarm with mercantile sea-wagons,