

engine chimney at the further extremity of the poop, there is an unimpeded view over the surrounding ocean. The indoor space is necessarily circumscribed. Below the saloon are the sleeping-berths, two beds in each, in long rows; a certain number with a small parlour being set aside for ladies. The descent to this sleeping region is by two good stairs. The fore-cabin passengers, in like manner, occupy berths below their saloon, and in this respect, at least, enjoy accommodations no way inferior to those of first-class passengers.

The conducting of this magnificent vessel from port to port across the ocean, exhibits a remarkable triumph of human skill. A body of officers, dressed in a uniform like that of the royal navy, is charged with the management of the ship. The chief command in the *America*, for the time being, was in the hands of Captain N. Shannon,* a Scotsman of experienced seamanship, and most agreeable and obliging in his intercourse with the passengers. Under him are three officers. The laborious duties of the ship are performed by a boatswain and an efficient corps of mariners; there is likewise a head-engincer with his assistants, having the special charge of the machinery. In the ordinary working of the ship, it seems to be a rule, that two officers shall always be on the alert—one stationed on the gangway at the side of the paddle-boxes, to look sharply ahead; the other stationed at the binnacle, to communicate orders to the man at the wheel. When an order is issued by the captain, or first officer on duty, it is repeated aloud by the second officer; and you thus hear it rapidly echoed from point to point till acted upon by the helmsman. Orders to the engincer to slacken speed, to stop, or go on, are communicated by pulling the wire of a bell at the paddle-box; by

* Now in the *Europa*, to and from New York.