

a preference over all other modes of conveyance. If, therefore, the mechanic or other person journeying to the United States be at any reasonable distance from these ports, or have but little encumbrance in the way of baggage, &c., and can avail himself of any of the cheap steamboat or railroad conveyances to these places, there should be no hesitation in deciding upon these vessels in preference to any others.\*

"The London and the Liverpool 'Line Packets,' as they are termed, are all first-class, and now mostly new ships, of six hundred and seven hundred and fifty tons burden, seven or eight feet between decks, and built for sailing rather than for burden. The London line consists of twelve vessels; the Liverpool various lines, nearly double that number: and the arrangements are such as to leave a lapse of but two or three days between their times of starting from the one place or the other. They generally have excellent crews, and invariably the most skilful and experienced officers and commanders. The old vessels in these lines are rapidly giving place to new ones: in the London line, with two or three exceptions, they are all new ships, and with every new one additional comfort and convenience of the passenger is studied. It is advisable, therefore, if from this cause only, to select, if possible, one of the recently-built vessels; but there are other reasons for this selection: they are cleaner—a most important matter—more free from unpleasant smell arising from bilge-water, &c.; while their commanders invariably do their best to make quick passage, in order to establish the reputation of their vessels.

"The passage-money in the steerage (which, between decks, is the more forward part of the ship, and the part which, from motives of economy, the mechanic, as a single man, would choose) is five pounds, and five shillings hospital-dues or port-commutation money. This provides him with half a berth, each berth or bunk containing sleeping-room for two persons; if he take the whole berth, the amount will be double. He must, therefore, have a companion; and before selecting a berth, it may be as well for him to contrive to ascertain who is or who is likely to be the joint tenant of it, that he may select as respectable a fellow-occupant as possible. This arrangement is, in most cases, left entirely to his own discretion; and if he make a disagreeable choice, he certainly has no one to blame but himself. To the single man, however, it may be of slight importance with whom, in most cases, he has to associate for the time being; but to the married man, with perhaps a young and recently-wedded wife, the case is very different. There are two tiers of berths, upper and lower; and it is of great consequence to him that he should know who are likely to be in the same room, as it were, with him, as his fellow-lodgers. Both parties can, if they choose, make themselves very agreeable to each other, and, on the contrary, equally disagreeable. Of course it need not be added, that it is to the interest of all to cultivate a good understanding with each other.

"In all trading, transient, or other passage-vessels, the charges may be somewhat less—a saving, perhaps, of twenty or thirty shillings, seldom more, in those sailing from any of the English ports: this too, in many cases, is the sole inducement for choosing them. But the preference is a very mistaken one; for it is not in the trifling difference in the passage-money that a saving can be effected, but by the shortness of the voyage; and it must be obvious to all, that none of these vessels, built, as they mostly have been, for trading purposes, indifferently equipped, and clumsy of model, can make way like those which are specially constructed for sailing only. In short, all these vessels, with the exception of some of the transient ones which have been 'Liners,' and, although old, still retain their sailing qualities, are two, three, and even five weeks longer on their passage than the packet-ships. The proprietors and the captains, also, of the whole of them, are utterly regardless of anything like punctuality in their time of sailing—stopping for passengers, in order to make up a full number, just as long as they think proper, and frequently detaining those whom they first

\* Apply to Philipps, Tiplady and Co., 2, Royal Exchange Buildings, London; and Messrs. Harnden and Co., Liverpool.