

charge for passage is, in the cabin 45 guineas, which includes wine, and, indeed, almost every luxury — in the steerage 9l. exclusive of every thing but water. The house of Cropper, Benson, and Co. at Liverpool, are the agents for these ships, which are first-rate in every respect, and all their commanders are men of great experience. There are also, quite equal to these, the *Nestor*, Captain Stirling; the *Atlantic*, Captain Matlock; and the *Anne Maria*, Captain Waite (of the latter vessel and captain, Mr. Flower, who recently went in her with a large party to the United States, speaks in the very highest terms): to these I would add, as respectable ships, the *Ann*, the *Carolina Ann*, and the *Importer*. There are several others of this class with whose character I am not familiar; but it would be judicious in every person to make minute enquiries as to the character of the ship and captain with which they propose engaging; for it should be known that there are some very indifferent American ships, which go to both Liverpool and London, and particularly the latter port. *A regular trader* is generally to be preferred to a chance ship. The prices (with the exception of the packet ships) will vary according to circumstances: for the cabin from 30 to 45, and for the steerage from 7 to 10 guineas. It should be remarked that even this is a subject of barter. A few ships sail from Bristol and Greenock for New York — the *Fanny* from the latter port is rather celebrated. A passage from Havre, in France, to America, is often to be obtained much cheaper than from this country. Should a large party engage the same vessel, they would act prudently to procure an extra boat, for in case of accident or shipwreck, the two ships would not be found sufficient; and upon such melancholy occurrences the crew commonly escape, and the passengers are lost.