

York, touching at Portsmouth, from whence they usually make their departure, on the third day of their appointed sailing from London. There is also a regular succession of first class vessels sailing from Bristol and Hull in England; Greenock in Scotland; and Belfast and Londonderry in Ireland. These latter are mostly intended for steerage passengers, while the cabin accommodation, though not equal to the steam packets, or regular New York liners, is nevertheless good.

But the competition is now between the steamers, and the old established sailing packets; the former presenting inducements beyond all others to the merchant, or man of business, to whom the saving of time is essential above every other consideration. The line lately started by Mr. Cunard, and chartered by the British Government to convey the North American and United States mail, from Liverpool to Boston, calling at Halifax, Nova Scotia, to land and take up passengers, both going and coming, and for which this enterprising individual is paid fifty-five thousand pounds sterling per annum, are certainly very superior vessels, evidencing the superiority of British skill and workmanship in the construction of steam machinery, beyond any other nation in the world. The accommodations in both description of vessels are unquestionably of the highest order. Their cabins are fitted up with exceeding taste, and almost without reference to their original cost. The stores, and general living provided on board, is always of the best that can be had, and may be said to equal the