

got sight of land, consisting of the hills near St. John's, Newfoundland, about forty miles distant. When we came on deck, we were running rapidly in smooth water along the shore, within four miles of Trespassey Bay. The atmosphere was bright, and we had a clear view of the rocky coast, which reminded me of some of the most sterile, cold, and treeless parts of Scotland. Not even a shrub appeared to vary the uniform covering of green turf; yet we were in a latitude corresponding to the South of France.

In a large steam-ship like the *Britannia*, there are three very distinct societies, whose employments during the voyage are singularly contrasted. There are the sailors, all of whom were fully occupied under their officers, for a time at least, during the gale, furling the sails and attending to the ordinary duties of a sailing ship. Then there is the saloon, where gentlemen and well-dressed ladies are seen lounging and reading books, or talking, or playing backgammon, and enjoying, except during a hurricane, the luxuries and expensive fare of a large hotel. In another spacious room, which I had the curiosity to visit after the storm, is a large corps of enginemen and firemen, with sooty faces and soiled clothes, pale with heat, heaping up coals on the great furnaces, or regulating the machinery. On visiting the large engine-room, we were filled with admiration at seeing the complicated apparatus, and the ease with which it moved, having never once stopped for a minute when traversing 3000 miles of ocean, although the vessel had been pitching and rolling, and sometimes quivering, as she was forced by the power of the steam against the opposing waves, and although the ship had sometimes heeled at a very high angle, especially when struck suddenly by the squall of the 14th. The engine is so placed near the center of the ship, that during a storm the piston is never inclined at a higher angle than twelve degrees, which does not derange the freedom of its motion. The *Britannia*, a ship of 1200 tons, has four large boilers; the engines having a 440 horse power. When she left Liverpool she had 550 tons of coals in her, and burned from thirty to forty tons a day, her speed augmenting sensibly toward the end of the voyage, as she grew lighter;