

posted in Queenstown, and telegraph forms were laid on the table for those who wished to advise their friends either in England or America of their safe arrival.

About noon the "Celtic" reached the entrance to Queenstown harbour, where she was met by the company's tender, which brought out the pilot who was to navigate the ship into the port of Liverpool, and to which were transferred the whole of the mails brought by the "Celtic" and the passengers bound for Ireland, together with the letters and telegrams written by the passengers. This operation only occupied about ten minutes, during which both steamers had continued travelling in order that not a minute of time should be lost. As soon as it was completed, the tender let go the cables with which she was lashed to the ocean steamer, and turned her head towards Queenstown, while the other pursued her course for the St. George's Channel.

That afternoon, as Mr. Burns and I were taking a "constitutional" up and down the promenade deck, he said, "I have never crossed before, and should be glad if you would give me a little information on one or two points."

"I shall be pleased to do so, if it is in my power."

"One thing I want to know is, on landing do I give my baggage to an 'express-man' to convey to the railroad depot for me?"

"No, indeed, as soon as you set foot on our happy shore the American miseries of 'Baggage and Boots' will disappear like snow in the sun. As soon as your luggage has been examined by the Custom house officials you hail a hack—we call them cabs—and you and your