

the passengers and baggage were ashore and our steamer had backed off and was on her way to the loading dock. Trunks and packages came up on an endless chain and were wheeled away to their proper destination. What impressed a stranger most in the matter was on the one hand, the splendid system under which everything was handled, and on the other hand, the slowness with which matters were handled under that system.

In our Eastern Atlantic ports, our handling of our passenger traffic is loose and disorderly, but there is far more snap and verve in the action and movements of the men, and I feel quite certain that an equal number of Canadians trained to the same systematic way of doing things, would have handled the same amount of baggage and parcels and packages in a considerably shorter time than the Liverpool dockmen did. The splendidly regulated way in which things were done, and the comparative slowness in doing them seemed the more regrettable in view of the, shall I call it, trained capacity everywhere exhibited in England.

From the steamer the passengers went to their respective trains. For the benefit of those who think that everything is slow in the Old Country I will give you the two trains and their times. The Glasgow special goes 78 miles an hour, including stops; the London special was scheduled for 235 miles in three hours and fifteen minutes, including stops, and from one of my fellow passengers I found out that she arrived promptly on time.

Stewart and I remained over for a short glimpse of Liverpool. To me, its solidity, substantiality, the dirty condition of its streets, the tremendous traffic, and the utter absence of any indication of war, were the outstanding features. You felt as if the builders of the city had built with the idea that life was permanent. You realized that you were in a place which had grown up in an orderly, regular, methodical way, unhasting, unresting; a place that had existed for centuries and would exist for centuries to come, and one that was tremendously occupied with the immediate problem before it of the day's work.

Through the kindness of Mr. John Peace, Solicitor of Liverpool, I was able to visit the criminal courts of Liverpool under the guidance of one whose practise is, or has been, mainly along criminal lines. I saw magistrates who were not legal men, but whose keenness of intellect and sound common sense were very apparent. I saw also the trained products of the English Criminal Judicial system and it was certainly a revelation.

There was an air, an atmosphere, about Judge and Counsel which caused one to realize that they were really "learned in the law." Technicalities seemed to be abandoned by mutual consent and the parties dealt only with the real kernel of the situation before them.