

a sufficiently striking one, for those who speak and write of miscegenation as desirable in countries occupied jointly by Europeans and Africans.

At one o'clock on the 6th of October we reached Southampton. The distance from Capetown is in round numbers six thousand nautical miles, and our steamer had taken, exclusive of stoppages, twenty-two days and sixteen hours to make the passage. The grey-hounds of either the Union or Castle fleets cover the distance in fifteen or sixteen days,

Western railway. The journey across England is made in from four and a half to six hours, according to the train.

At Liverpool I spent some time, but unfortunately I was too indisposed to look around me much. The hotel at which I put up, however, was only a pistol shot from the public library, the museum, and the art gallery, and I was able to visit those institutions and spend the greater part of a day in each. They are certainly creditable even to the second commercial city in the empire,



PRACA DOM PEDRO, LISBON.

but they are usually crowded with passengers, and as I was in no hurry and hoped that my health would be improved by the sea air, I had purposely chosen one of the slower but to me more comfortable ships of the first named line.

From Southampton I went on to London by train, and after a very short stay in the great city proceeded to Liverpool by the North-

though there are no pictures of the very first order in the art gallery. Pausing in front of these buildings I was struck by the large number of ragged, unkempt, dirty, and puny people of both sexes that were passing by. I never saw so many of the kind before. Gracious heaven, if these people swarm in one of the best parts of the city, what must the slums be like! The worst streets in Capetown have no denizens such as they.

At Liverpool I took passage for Montreal in the *Vancouver*, one of the best steamers of the Dominion fleet. The weekly mails between Great Britain and Canada are carried alternately by this line and the Allan, just as those between Great Britain and South Africa are carried by the Union and Castle companies. Their eastern point of departure is Liverpool, and their western Montreal in the summer-

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