

standing above the water like ornaments and the scene seemed more like an illumination for a fête than simply the directions for a navigable course for commerce. After the high lights which were all double deckers (lights near the water line and light at the pole top above), we came to the buoy line, only the master buoys being lighted on account of it being war time. They were less showy than the larger lights, but still attractive. Imagine two lines of lights miles long; on the port side globes of bright red light which were from six to eight feet in diameter and a nearly perfect, if not altogether perfect, circle; on the starboard side similar round globes, bright green in colour. Place these lights from 1,500 to 2,000 feet from each other and the row about one-third of a mile apart, add a clear night with the clouds outlining the windscut in soft golden lines at its edges, and a sea just rough enough to toss the lights uneasily, a dark ship steaming between the two rows of buoys, small light points showing—and you have the scene complete, save for a trawler or two on the port side, and, farther off, the sweep of the search light of one of John Bull's battleships visible against the clouds.

The lights of Liverpool and Birkenhead are in plain view ahead and above them two great searchlights surmounting the great towers which mark the Mersey mouth are revolving slowly, one entirely around, and one backwards and forwards for an angle of about 60 degrees. The revolving one is most powerful. Its glow lit up every bit of the *Corsican* when she was seven or eight miles distant, as though she had been in a brightly lighted dock. For a moment or two after it passed I was unable to see distinctly. It was now about 5 o'clock in the morning, and as we were to have breakfast at 6 o'clock, I went below. After breakfast we edged slowly into the loading place on the Liverpool side, which is certainly worth seeing. A large pontoon, 600 feet or more in breadth, and, I should judge, at least two miles in length, containing freight sheds, custom houses, storage places, offices, etc.; having its own sewage and water systems, and floating up and down with the tide, access to the bank being had through covered iron tubes which slanted down at a convenient angle for walking or draying.

All the hand-baggage was taken charge of first and then we were called into the dining room, our names read out alphabetically, and as we came to the door we were asked our place of birth, residence and nationality. Then we went down the gang plank and into the customs house where the baggage was gathered on the floor in positions marked by letters. You went to the portion indicated by the initial of your last name for the customs examination. We had 724 passengers. Some of them had 5 or 6 trunks and boxes, yet in an hour and three-quarters from the time we first touched the landing,