

So soon as we got into the Mersey, their joy became unconfined, and they commenced to give their impressions of the country as seen from the vessel. They were full of enthusiasm and curiosity, and admiration, which I "guess" would have subsided a little by the time they had seen Mont Blanc, Milan Cathedral, the Colosseum, the Alhambra, the Pyramids, the Bon Marché and the Louvre in Paris, and the time has come when they will again be crossing the ferry.

In the afternoon we came to the estuary of the Mersey, and to the broad ridge of sand known as "the Bar," which seriously interferes with the navigation of the river. Before reaching this place we had to put on extra speed in order to cross the Bar before the tide went down, which if we had failed to do, would have caused us a delay of some hours. Vessels like the *Majestic* cannot go over the Bar except for a couple of hours before and after high water, and if we had not seized this favourable opportunity we should have had to "lie to" until the tide had risen sufficiently to allow us to cross. This bar is a great obstruction to the navigation of the river, and an effort is now being made to remove it. After less than a year's work, upwards of 350,000 tons of sand have been removed. "The original estimate was that the removal of 800,000 tons of material would, provided there was no re-deposit, effect a deepening of 6 feet 6 inches below the shallowest depth then found, viz., 11 feet below low water spring tides, for a length of channel of 3,000 feet, with a width of 1,000 feet. The amount removed up to date, viz., 350,000, is equal to seven-sixteenths of this whole quantity. Comparing the most recent soundings with those taken at the commencement of the operations, it is noted that in the immediate proximity of the line on which the dredging is proceeding there were originally several soundings showing a minimum depth of 11 feet below low-water spring tides, whereas at the present time the shallowest soundings in the immediate proximity of the line show depths of 13 feet and 15 feet below the same "datum," the deepest soundings being some 300 feet northward of the leading line, where depths of 15 feet and 16 feet are indicated."

It is now 4 p.m., and we embark on board the tender which has come alongside the vessel, and in a few minutes we are once more in communication with home, and at the place where our ocean voyage ends.

FINIS.