

blew very strong off the land. We sailed near the coast, and saw several lighthouses. About 4 p. m. we sighted the steam tug from Queens-town. She took some passengers, mails, and telegrams on board. After a very short detention our ship went ahead, and we had made the fastest passage on record between Sandy Hook and Queenstown—5 days, 22 hours, and 57 minutes. We had run up to noon that day 455 miles, and it was 73 miles more to Queens-town. We now had 240 miles to Liverpool, and we expected, all well, to get into Liverpool early in the morning.

Nov. 6.—We were knocked up early for breakfast, and found that we were going up the Mersey. By nine o'clock the passengers were ready to go on the tender with the luggage, which was taken to the Customs and passed. We got ours over about ten o'clock, and then took a cab with our luggage to the station. We could hardly realise that we had left New York exactly a week before. We had time to call and see some friends before the train left, and were complimented on our improved looks and fast passage. We left Liverpool at 1.45, and only stopped at Preston, and got to Carlisle about 4 o'clock—a very fast run; very different to the American trains. We had an hour in Carlisle, and arrived in Dumfries at 6 o'clock, and were very glad to get back home again, after an absence of exactly eleven weeks. I was asked by a lady what I thought of this country *now* after all my travels. My answer to her was—'More than ever.'

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