

## CAPTURE OF THE BRITISH CONVOY.

Disaster a Result of Failing to Intercept Gen. Olivier.

WAS SIMPLY A SLAUGHTER.

Boers Demanded Surrender, but British Continued Fighting—Rumored Defeat of Colonel Plimmer.

[Early Dispatches.]

London, April 3, 4:30 a. m.—The latest news from the front adds little to the public knowledge of the convoy disaster. No credence is given to reports that the Boers numbered between eight and ten thousand men. The general belief is that there could not have been more than half that number, but the mere fact that even so many as half could have been collected so near headquarters without the knowledge of the British commanders, provokes much uneasy criticism.

The disaster is regarded as a direct result of the inability of Gen. French to cut off the commandoes of Gen. Olivier and the other commandoes when starting from the Orange river. Lord Roberts' own dispatch, dated two hours later than the Daily Chronicle's, says nothing about the guns being recaptured. The story, therefore, little doubt.

Little news has arrived from other points. Kenhardt was formally recaptured Saturday. The report that the Boers are massing in the vicinity of Tanga and Kilipain is confirmed.

Lord Roberts' difficulties are apparently increasing. He has Boer leaders, or guerrilla bands, on three sides of him, and he will be obliged to watch carefully his communication with Orange river.

The Bloemfontein correspondent of the Daily Chronicle, telegraphing Sunday, and describing the loss of the convoy, says:

"The Boers opened with a murderous fire. It was simply slaughter. The Boer drivers of the convoy ran away, leaving their teams, and it was impossible for our men to hit the hidden enemy."

"Our gunners fought bravely trying to save the guns, but our people were greatly hampered by the Kaffirs, who ran higher and thicker looking for cover from the fearful fire that poured in on all sides. Meanwhile the enemy were hotly pressing Col. Broadwood, whose mounted troops were completely surrounded."

"The British showed magnificent bravery. The officers were quite cool, and composedly directed operations. The opportune arrival of reinforcements saved Col. Broadwood from annihilation."

"The water supply was cut and the pumping gear destroyed, as well as the telegraph. One hundred wagons were lost, though the cowardice of the Boer drivers."

"It is reported that two guns have been recaptured. The whole force is retreating on Bloemfontein."

The Bloemfontein correspondent of the Times, telegraphing Sunday with reference to the capture of the convoy, says: "The whole affair was a flash incident to frighten the Boers, who were desirous of surrendering to Lord Roberts."

"When Gen. Colville arrived, although he was almost destitute of mounted men and had marched eighteen miles, he determined to turn the river, crossing at some point lower down than that occupied by the enemy. Accordingly, Gen. Smith-Dorrien's brigade, including the Canadians, attacked the Boer position, which turned the enemy's original position."

"For some reason Lieut. Col. Flint's artillery was detached at 2 o'clock to a point where it remained for a considerable period, shelling at 5,000 yards range three of the enemy's guns that were placed in the open in the vicinity of Col. Broadwood's encampment."

"Consequently, a large force of Boers, visible on the far side of the Modder, escaped punishment and retired slowly as our infantry advanced. Finally our guns set up a position on rising ground between the two brigades, thus commanding both drifts, but by that time their support was not needed, as the only resistance to the advance of the British infantry came from guns firing enfilade at far too long a range."

"We could, however, see the enemy in force in a laager at the foot of some hills lying between the Modder and Taba N'Chu, and we could also see them move off the convoy to the river bank Saturday night, awaiting the arrival of Gen. French's cavalry."

A dispatch from Bushman's Kop, Sunday, April 1st, says: "The Boers, who were hidden in the spruit when the British guns were captured, were commanded by Reichman, a German-American. The Boers retired this morning when they discovered the British guns, leaving two Dutch military attaches, one of them dangerously wounded, in the hands of the British. All the wounded are doing well."

"Every one agrees that but for Col. Broadwood's splendid handling of his troops, not a member of the force would have escaped. The Boers are still holding the waterworks and the line of hills behind them."

The foregoing dispatch settles the discrepancy in the dispatch from Bushman's Kop of Saturday and Lord Roberts' dispatch of yesterday referring to the line engagement between the British and Boers occurred, which is now shown to be Saturday and not Sunday, as might have been inferred from a message from the commander-in-chief.

Following the scene of battle, the correspondent who witnessed one of the most terrible spectacles of the war. He says he saw a stiffened in the various attitudes of sudden death, and mingled among them were ghastly human bodies, with the wrecks of wagons and food and forage scattered wide. Everything told of a terrible tale of surprise and carnage."

"It would be impossible to conceive anything more inglorious than the Boer trap, and the only wonder is that a single man escaped."

"On crossing the spruit, where the ground rises immediately toward a grassy knoll, with steep slopes facing the drift, one came upon an enclosure from which it was possible to fire over the drift. At this point the spruit makes a circular bend, while the south embankment, which is protected by the partially constructed railway embankment, enabled the enemy to pour in a double tier of fire on three sides as well as a double tier of fire in front. When the Boers opened fire, the wagons were overturned, and the concealed enemy poured in a double tier of fire."

"When the first battery appeared the Boers seemed undecided of continuing the slaughter and called upon the British to surrender. At that moment, however, B battery, which was escap-

## CAPT. REICHMAN IN COMMAND.

Remarkable Story Concerning an American Officer.

SAID TO BE WITH THE BOERS

Story is Based on the Report that Reichman is Named in Account of the Battle—Is it the American?

What Arson Means.

Dubuque, Iowa, April 3.—Judge Shiras of the federal court has rendered an opinion holding that arson includes the burning of a store building as well as a house. Charles Cohn of Des Moines, charged with firing a house occupied by him as a store, fled to Canada to escape arrest. Extradited under the Ashburton treaty of 1842, he applied for a writ of habeas corpus claiming the treaty clause covering a person must only the burning of a dwelling. Judge Shiras refused the writ. The point was never before decided by a federal court.

Flour Trust Receivers.

New York, April 3.—An order has been signed in the chancery court, Jersey City, making permanent the temporary receivers of the United States Flour Milling company. Thomas A. McIntyre said last night that recent rumors that a new organization plan for the company is in contemplation were untrue, as the reorganization committee now had a majority of both the stock and the bonds of the company insuring the success of the present plan.

## QUEEN LEAVES FOR IRELAND

Great Precautions Taken to Protect the Royal Train.

Pilot Engine Ran Ahead of Train, and Track Was Kept Clear—A Big Train Crew.

London, April 3, 12:10 a. m.—Queen Victoria left Windsor at half-past 9 last evening en route for Ireland. Her majesty is accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

## CAPT. REICHMAN IN COMMAND.

Remarkable Story Concerning an American Officer.

SAID TO BE WITH THE BOERS

Story is Based on the Report that Reichman is Named in Account of the Battle—Is it the American?

What Arson Means.

Dubuque, Iowa, April 3.—Judge Shiras of the federal court has rendered an opinion holding that arson includes the burning of a store building as well as a house. Charles Cohn of Des Moines, charged with firing a house occupied by him as a store, fled to Canada to escape arrest. Extradited under the Ashburton treaty of 1842, he applied for a writ of habeas corpus claiming the treaty clause covering a person must only the burning of a dwelling. Judge Shiras refused the writ. The point was never before decided by a federal court.

Flour Trust Receivers.

New York, April 3.—An order has been signed in the chancery court, Jersey City, making permanent the temporary receivers of the United States Flour Milling company. Thomas A. McIntyre said last night that recent rumors that a new organization plan for the company is in contemplation were untrue, as the reorganization committee now had a majority of both the stock and the bonds of the company insuring the success of the present plan.

## QUEEN LEAVES FOR IRELAND

Great Precautions Taken to Protect the Royal Train.

Pilot Engine Ran Ahead of Train, and Track Was Kept Clear—A Big Train Crew.

London, April 3, 12:10 a. m.—Queen Victoria left Windsor at half-past 9 last evening en route for Ireland. Her majesty is accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

## CAPT. REICHMAN IN COMMAND.

Remarkable Story Concerning an American Officer.

SAID TO BE WITH THE BOERS

Story is Based on the Report that Reichman is Named in Account of the Battle—Is it the American?

What Arson Means.

Dubuque, Iowa, April 3.—Judge Shiras of the federal court has rendered an opinion holding that arson includes the burning of a store building as well as a house. Charles Cohn of Des Moines, charged with firing a house occupied by him as a store, fled to Canada to escape arrest. Extradited under the Ashburton treaty of 1842, he applied for a writ of habeas corpus claiming the treaty clause covering a person must only the burning of a dwelling. Judge Shiras refused the writ. The point was never before decided by a federal court.

Flour Trust Receivers.

New York, April 3.—An order has been signed in the chancery court, Jersey City, making permanent the temporary receivers of the United States Flour Milling company. Thomas A. McIntyre said last night that recent rumors that a new organization plan for the company is in contemplation were untrue, as the reorganization committee now had a majority of both the stock and the bonds of the company insuring the success of the present plan.

## QUEEN LEAVES FOR IRELAND

Great Precautions Taken to Protect the Royal Train.

Pilot Engine Ran Ahead of Train, and Track Was Kept Clear—A Big Train Crew.

London, April 3, 12:10 a. m.—Queen Victoria left Windsor at half-past 9 last evening en route for Ireland. Her majesty is accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

## CAPT. REICHMAN IN COMMAND.

Remarkable Story Concerning an American Officer.

SAID TO BE WITH THE BOERS

Story is Based on the Report that Reichman is Named in Account of the Battle—Is it the American?

What Arson Means.

Dubuque, Iowa, April 3.—Judge Shiras of the federal court has rendered an opinion holding that arson includes the burning of a store building as well as a house. Charles Cohn of Des Moines, charged with firing a house occupied by him as a store, fled to Canada to escape arrest. Extradited under the Ashburton treaty of 1842, he applied for a writ of habeas corpus claiming the treaty clause covering a person must only the burning of a dwelling. Judge Shiras refused the writ. The point was never before decided by a federal court.

Flour Trust Receivers.

New York, April 3.—An order has been signed in the chancery court, Jersey City, making permanent the temporary receivers of the United States Flour Milling company. Thomas A. McIntyre said last night that recent rumors that a new organization plan for the company is in contemplation were untrue, as the reorganization committee now had a majority of both the stock and the bonds of the company insuring the success of the present plan.

## QUEEN LEAVES FOR IRELAND

Great Precautions Taken to Protect the Royal Train.

Pilot Engine Ran Ahead of Train, and Track Was Kept Clear—A Big Train Crew.

London, April 3, 12:10 a. m.—Queen Victoria left Windsor at half-past 9 last evening en route for Ireland. Her majesty is accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started northward tonight. These officials who have superintended the transportation of cars, kaisers and the princes of all nations in and out of Windsor, have exerted themselves beyond precedent to ensure the safety of the royal train between Windsor and Holyhead.

Royal trains seldom run at night, but the queen, who is especially adverse to fast travel, stipulated that the trip should occupy eleven hours, although it is usually covered in six. This slowness at a time when traffic is light was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Leaving Windsor the royal train was in the hands of the Great Western company's officials to Bushbury, where the London & North Western company officials resumed responsibility at midnight, when the journey by way of Crewe and Chester to Holyhead began. The officials of the latter line will have little sleep tonight.

Station masters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due, to examine personally as to signals and switches and to see that all was in proper working order.

The pilot engine named "Prince of Wales" ran a quarter of an hour ahead of the royal train, and after its passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train for immediate action in case anything should go wrong.

The train was met by a large force of British troops, and the queen, who was accompanied by Princess Christian and Princess Henry of Battenberg, and is attended by the countess of Antrim, Hon. Harriet Phillips, Sir Arthur Bigge, private secretary to the queen; Sir Fleetwood Edwards, keeper of her majesty's private purse; and Capt. Fensholt. The queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople.

Not in the history of the Great Western and London & South Western railways have greater precautions ever been observed to protect the royal train than those which had been perfected when her majesty started