

Nevertheless, curiosity prompts me to call and ask them a few questions, with a view to seeing how they will take my inquiries. I remember Nurse Carter's address, and so, the first time I am out alone, I turn in the direction of her house.

I am not much surprised when I learn Mrs. Carter and her daughter quitted their old quarters quite suddenly about a fortnight ago, omitting to leave their future address behind them. Any doubts I may have entertained hitherto as to their guilt now vanish. Still I am at a loss how to proceed. Shall I tell Dr. Birt? He would, I know, advise me to go to Mr. Littlehales. I agree with Mrs. Ridley in thinking the solicitor already suspects Mrs. Melgrove. He would doubt-

less, therefore, be eager to do his best to unravel the mystery. Of a surety, if Lady Vane really meant her property to come to me, it ought to be mine, although her ladyship may have been acting unjustly towards others in leaving it to me. The difficulties, however, which would probably beset me were I to put in my claim are very great, and my chances of ultimate success not worth much. The will in my favour, which I do not now doubt her ladyship really did execute, has most likely already been burnt.

And so, after weighing the pros and cons of the case very seriously for some days, I decide to let matters take their course.

END OF CHAPTER THE TWENTY-FIRST.

HOW THE QUEEN TRAVELS.

BY HENRY FRITH, AUTHOR OF "A RACE FOR LIFE," "ON THE WINGS OF THE WIND," ETC.



HE'S due at 11.30; it's almost that now. There, you can see her waiting to cross over. She will run in here from the slow line as soon as the main road is clear."

These words were addressed to the writer by Mr. Woods, the indefatigable and cour-

teous station-master at Willesden Junction, on the forenoon of Monday, the 16th of August last. The "she" referred to was the Queen's train, which, having been "made up" at Wolverton, was then approaching Willesden, where it would be inspected, tested for electric communication, supplied with gas, and generally prepared, before proceeding to Gosport

to convey Her Majesty and suite to Edinburgh and Ballater.

As we stood, privileged spectators, in the carriage-shed outside Willesden Junction, we could perceive a fine "goods" engine approaching, followed by a snake-like tail of white-roofed carriages, which compose the Royal train. The rear of the train was brought up by a carriage-truck. The arrangement of the vehicles and Royal saloons—an arrangement seldom, if ever, departed from on such journeys—was as follows:—

The Royal train, provided by the London and North-Western Company, consists of twelve vehicles, counting the two Royal saloons and omitting the truck. Below is a plan of the train, which was supplied by the courtesy of Mr. Neill, the superintendent of the line.

LONDON AND NORTH-WESTERN RAILWAY.

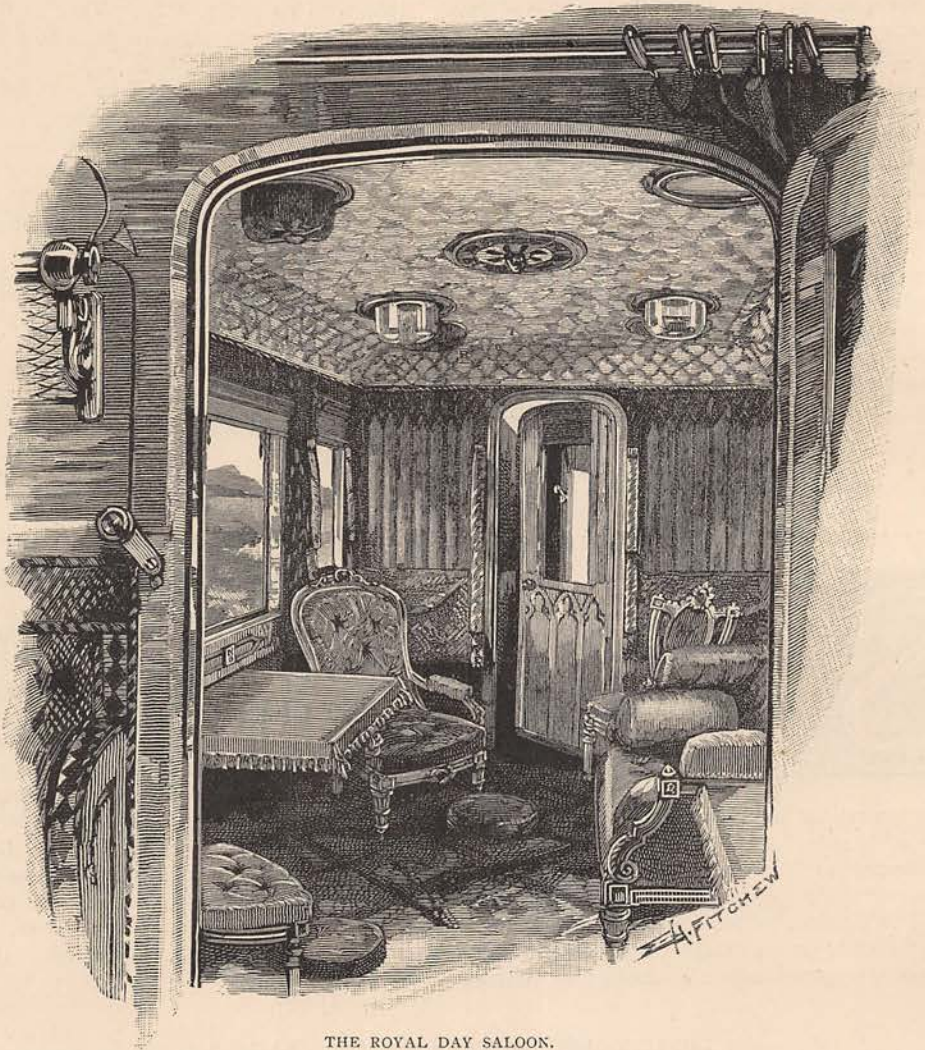
ARRANGEMENT OF CARRIAGES COMPOSING HER MAJESTY'S TRAIN, FROM GOSPORT TO EDINBURGH,

On Tuesday, the 17th, and Wednesday, the 18th August, 1886.

ENGINE.	BREAK.	FOR MEN SERVANTS.	FOR PAGES AND UPPER SERVANTS.	DRESSERS AND LADIES' MAIDS.	LADY WATERFARK, HON. HORATIA STOFFORD.	PERSONAL SERVANTS. QUEEN'S DRESSERS.	HER MAJESTY AND PRINCESS BEATRICE.	PRINCE HENRY OF BATTENBERG.	VISCOUNT BRIDFORD, SIR HENRY PONSONBY, MAJOR EDWARDS, DR. REID.	DIRECTORS.	DIRECTORS.	QUEEN'S FOURGON.	BREAK.
Van. No. 210.	Sleeping Carriage. No. 870.	Day Saloon. No. 72.	Day Saloon. No. 73.	Double Saloon. No. 65.	ROYAL	SALOONS.	Second Royal Saloon. No. 132.	Double Saloon. No. 131.	Double Saloon. No. 4.	1st Class. No. 75.	Carriage Truck. No. 137.	Van. No. 272.	
←-----212 feet 6 inches.----->						←-----237 feet 6 inches.----->							

Miss Stopford and Major Evans will join the Train at Basingstoke.

† To be attached at Basingstoke.



THE ROYAL DAY SALOON.

(Looking from the Personal Servants' Compartment. The Distant Compartment is the Night Saloon.)

The Queen's saloons are in the centre of the train, and these commodious carriages, fitted for day and night travelling, Her Majesty occupies with Princess Beatrice. There are two beds in the sleeping compartment, which opens from the day saloon. The beds are simple, in green and gilt furniture and fittings, something like elaborate "cots" in shape; and generally the interior fittings of the train leave nothing to be desired. The floors are carpeted, the ceilings padded, the wide windows curtained, the lamps deeply shaded. Electric bells communicate with the attendants or the officials, and by pressing a button at the end of a long variegated cord or bell-pull, the alarm is sounded in the van. A separate electric button is fixed in each side of the sleeping compartment, by which the attendants may be summoned; another button when pressed will cause the train to stop as quickly as may be. There are the Westinghouse,

vacuum, and ordinary brakes fitted to the train, which are worked as required by the exigencies of the locomotives of the different companies over whose lines Her Majesty travels, some engines being fitted with vacuum, and others with the Westinghouse brakes.

The usual furniture, comfortable but simple, and a lavatory, are all included in the Queen's saloons. There are hooks and racks for parcels, wraps, bird-cages, and small bundles, of which Her Majesty and the Princess convey a goodly supply. The late John Brown used to occupy a seat in the Royal day saloon, back to the engine as the train stood, and facing the door of the Queen's apartments, so as to be within call at once.

The Royal saloon devoted on this trip to Prince Henry of Battenberg, who was temporarily separated from his wife, is one used by the Prince of Wales, and fitted with smoking cabinet and bed-room, with

two beds, a lavatory, and a stove. The Queen's carriages are warmed in the usual way with hot water.

Nothing is wanted to render the journey as little irksome and as little fatiguing as possible. The carriages exteriorly are bright and clean, and newly polished. The wheels are "solid"—blocks of wood taking the place of spokes; the springs are massive; the tires glide smoothly over the rails; the gas is a patented article; the carriage-steps let down as in road carriages, and the wide plate-glass windows permit an extensive view of the country through which the train is passing.

The train, we will suppose, has been supplied with gas and tested generally. It is then handed over, in good condition and in working order, to the South-Western officials, who acknowledge its receipt and take it carefully to Gosport, where Her Majesty will enter it at 6.40 on the afternoon of Tuesday, the 17th of August.

The luggage is in the vans; the parcels, wraps, rugs, and pet birds, &c., are all in their places; the attendants and the suite are seated. Time, 6.45: and the train, with a South-Western engine attached, quits the Royal Clarence Yard, Gosport, for Edinburgh direct, passing over the lines of four different companies *en route*—viz., the South-Western, Great Western, North-Western, and North British Railways.

Her Majesty is supplied with a special time-table printed elegantly in mauve on thick white paper, bordered in gold, and surmounted by the Royal arms. This time-table shows the hours of arrival and departure, the duration of each stoppage, and the distance between stations. The time is regulated by Her Majesty's wishes, signified beforehand. The train proceeds from Gosport to Basingstoke, where the Great Western engine and officials await it. Thence, *viâ* Banbury, to Bushbury Junction, where a Webb's

locomotive is (probably) attached, and the North-Western people assume command at midnight. Thence, *viâ* Wigan and Oxenholme, to Carlisle, on the North British system, which place is reached at 5.7 a.m. At 5.14 the train again resumes its journey, and arrives in Edinburgh punctually at 8 a.m., or probably a few minutes before time.

But, the reader may inquire, does the Queen travel like her faithful subjects, with a few extra precautions, at a regulated speed of (about) 35 miles an hour, including stoppages?

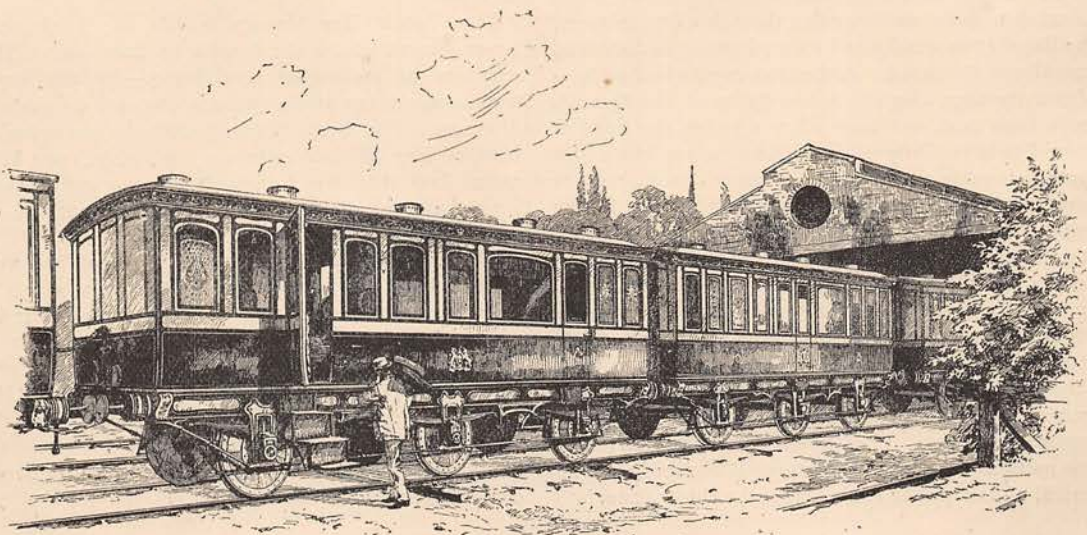
Yes; but the precautions for her safety are elaborate, and will surprise many. The regulations for Her Majesty's journey from Bushbury to Edinburgh fill five closely-printed foolscap pages, including the time-tables, which occupy two pages. These are the London and North-Western rules only; other lines, of course, issue similar instructions.

Let us glance at these regulations for all concerned. The times of departure and arrival having been mentioned, and the metals on which the train will travel specified, the regulations provide:—

(1) For a pilot engine, accompanied by a locomotive foreman of the various districts, and by a guard, with lamps, flags, and fog-signals. This engine precedes the Royal train at a uniform speed, and always fifteen minutes in advance of it.

(2) The drivers and firemen, as well as the engines for the Royal train, are specially selected. Telegraph men accompany the train under a superintendent, and workmen, fitters, lamp-men, and greasers travel in the train all the way, keeping a constant watch; and at stopping-places they must alight and examine the train and grease the axle-boxes.

(3) A look-out man is placed on the tender of the engine, and, seated with his face to the train, observes any signal that may be given by the occupants. This position is by no means an enviable one, as may be



THE ROYAL TRAIN.

imagined, particularly at night, when more than ordinary vigilance is required.

The above are a few of the precautions which the railway companies adopt to secure Her Majesty's safety, and her comfort is no less carefully studied. The Queen travels on the down line, and so for thirty minutes previous to her coming no train, nor even a light engine—by which is meant an engine without carriages attached—or any vehicle is permitted to proceed upon or cross the main line—the pilot engine alone excepted.

Not only are these regulations enforced on the down line, but on the up line also it is ordained that, when passing the Royal train, drivers going in the opposite direction must reduce speed to ten miles an hour, and on no account open the whistle when passing Her Majesty's train. Furthermore, no passenger trains are permitted to pass through the stations while the Queen's train is stopping at such stations for refreshment, or to change engines.

Not only are these rules expected to be, and are, strictly conformed to, but all goods trains are examined to see whether anything is projecting which might strike the Royal train. No driver is permitted to allow his engine to blow off steam, or to permit any smoke to escape, or to whistle while in a siding near the Queen, or while she is passing. The facing and other points are properly secured and bolted before the train passes; the gates of level crossings, where are no gatekeepers, are locked an hour before the Queen comes; and a long line of platelayers, at distant intervals, like a row of sentries, guard the permanent way. Special telegraphic signals are employed, the public are excluded from the stations, and the servants of the company must perform all their duties "silently and without noise."

In this luxurious and eminently peaceful manner, in as strict privacy as if in her own apartments, does Her Majesty the Queen speed across England by day or night. While we are sleeping or tossing in bed, while moon shines or thunder rattles, through calm or storm, the Royal train continues its unerring way in darkness, and almost in silence. A monster engine rushes by—fifteen minutes afterwards the lights of the Queen's train flash past, and then, after a pause, the hand of discipline is partially relaxed. Locomotives run off on errands to reclaim wandering carriages, goods engines snort and wheeze again, "facing points" are left as usual, gates are unlocked, platelayers return to bed, station-masters turn in and leave the platform to the porters and the stars, the "servants of the company" once again revel in banging milk-cans and luggage about, with their ordinary disregard for other people's property. Brakesmen of goods trains get into their vans and apparently don't care whether anything projects or not; express-drivers rush by whistling in their regained freedom! The Royal train has passed! The line assumes its normal condition. Conversely, as the arrival of the prince started the sleeping palace into

life, the departure of the Queen is the signal for the resumption of the bustle, and noise, and turmoil which her presence or her approach had mesmerised into silence and restfulness.

So far as regards Her Majesty's railway and home journeys. But when she leaves this country the Queen has equally elaborate arrangements made for her. There are some very particular items to attend to. For instance, the Queen will always sleep in a bed of particular pattern: plain maple with green hangings arranged tent fashion, muslin curtains, and a hair mattress.

When travelling abroad Her Majesty usually adopts the *incognita* of the Countess of Kent, but last time she changed this "travelling name" to that of Countess of Balmoral. The Royal yacht, escorted by a flotilla, generally sails from Portsmouth to Cherbourg, where the strictest attention is paid to her.

The Queen generally dines and sleeps on board the Royal yacht on the evening preceding her departure, so that she may not be disturbed. In 1883 she quite dispensed with state, but usually she retains all her surroundings in accordance with her position. The suite abroad consists very much of the same ladies and gentlemen as when the Queen travels at home. For instance, last year Her Majesty was accompanied by Lady Churchill, the Marchioness of Ely, Sir Henry Ponsonby, Major Edwards, and Doctor Reid.

As at home, despatches and telegrams follow Her Majesty, or await her at the halting-places. Many questions are discussed and many papers perused and signed while the Queen travels. Our gracious Sovereign is a hard worker, and comparatively few persons outside of the Royal circle know what an immense deal of business the Queen gets through, and the close attention and clear mind which she brings to bear on all questions. So, as the Queen travels she works—her kingdom and its interests are never absent from her, although she may be away or in comparative seclusion.

Thus, while Her Majesty travels she is virtually never absent. How she travels we have seen. Her expenses in locomotion are heavy—for the Royal trains are not put at the Queen's disposal by grateful directors. The Swiss Administration on one occasion charged Her Majesty 20 francs (or 16s. 8d.) per kilometre (less than five furlongs), a pretty stiff charge, for the portion of her route through Switzerland on the journey to Baden from Aix-les-Bains!

There are other details which we need not now enter upon. We have indicated the chief points of the Queen's journeys; and it now only remains for the writer to acknowledge publicly his indebtedness to Mr. Neill, the superintendent of the London and North-Western Railway, and his assistant, Mr. Goulborn; to Mr. Woods at Willesden, and the attendants and officials of the company generally, for the facilities afforded him, and for their courteous compliance with his requests for information.