HOW QUEEN VICTORIA TRAVELS-



VELVE or fourteen years ago
Queen Victoris, making acknowledgement of the care that
watches over her railway journeys, commanded that a circular
letter should be written to the
managers of the railways she is
accustomed to use, expressing
her will and pleasure that the
railway movements of 'the
meanest of her subjects 'might
be cared for with equal diligence.
Precisely what answer was
made by the railway managers
to this kindly at ggestion I do
not know. But taking it over,
they loyally but ineffectually attempt to

even at this day, they loyally but ineffectually attempt to

even at this day, they loyally but ineffectually attempt to repress a smile.

It was an observation of which, like some of Captain Bonsby's, 'the bearings lays in the application of.' When the reader has mastered the following details surrounding the Queen's journeys by rail, he will be in a position to decide how far the ordinary third class passenger might be deast with in similar circumstances.

The Queen's journeys within the United Kingdom runs in pretty monotonous lines. She either travels to and from Windsor to Ballater, for Balmoral, or between Windsor and Gosport, for Osborne. There are two saloon carriages in ordinary use; one, for day journeys, belongs to the Great Western Railway, and is perhaps the most beautiful coach on the English lines; the other, used for night journeys to Scotland, belongs to the North West Company.

I have before me, as I write, a plan of the royal train on its last journey from Ballater to Windsor, and it may be interesting and convenient to show how it was made up and occupied.

cenerating and convenient to show how it was made up and occupied.

The first after the brake van is a sleeping carriage apportance from men servants. Behind them is a day saloon for pages and upper servants; then come dreevers and ladies' maids. After these human buffers we come abruptly upon duchesses and the like. There are the Dowager Duchess of Roxburghe, the Hon. Frances Drummond, Miss McNeill and Miss Cochrane, ladies in waiting to the Queen.

These have a double saloon to themselves. The adjoin-ing carriage, also a double saloon, is allotted to the use of the Queen's grandchildren, the already numerous Battenberg family, and their attendants.

Next the very centre of the train are the royal saloons. The centre portion convertible into a sleeping apartment was, on the occasion of which I write, occupied by her Majesty and the Princess Beatrica. A smaller compartment on one side was allotted to the Queen's Dressers, and on the other to her maidservants.

In a saloon in the rear of the royal carriage the Princess Frederics, of Hanover, travelled. Then in another double saloon, came the officers of the household, Sir Henry Ponsonby, Lord Burleigh, Major Bigge, Doctor Reid, and Mr Muther.

In the next saloon rode the Indian servants, who of late

In the next saloon rode the Indian servants, who of late In the next saison rode the Indian servants, who of late years are partially, at least, filling the place in Her Majesty's esteem formerly occupied by that faithful old servant, John Brown. A double saloon and finst-class carriage, immediately to the sear of this, the directors of the railway have judiciously act apart for themselves. There has always been on the part of the public a desire, in making a railway journey, that one of the front carriages should contain a director or two in case of accident. The directors place themselves in rafer quarters at the sear of the train.

has always been on the part of the prolic a desire, in making a railway journey, that one of the front cartiages should contain a director or two in case of accident. The directors place themselves in rafer quarters at the rear of the train.

Behind the directors' carriages comes a truck containing what is known as the Queen's 'fourgon,' being a vehicle containing much portable properly. Another brake van completes the making up of the train.

Onedetailin connection with itsarrangement will show what infinite care is beatowed upon the Queen's comfort. At each of the tenninal of the railway journeys the companies have provided a special entrance and waiting-room for the Queen's pleasure. At Paddington, as at Windsor, on the Great Western line, there is a charming room, occupying valuable space, sumptuously furnished, fired and illuminated by the electric light.

The problem of the management is to get the royal train drawn up at a siding, so that the door of the royal railon may open immediately opposite the door of the waiting-room. How is it to be done? A skilled engine driver can make a guess at the precise spot where he must pull up in order that a particular carriage may be halted somewhere near a specified spot. That would be near enough for distinguished travellers like Mr Gladstone, Lord Salisbury or others whom a popular reception awaits. But it would not do to have the Queen landed a foot this way or that way out of the precise line of the doorway.

The ingenuity of man has, however, been equal to this as to other emergencies, and this is the way in which it is met: The space between the door of the royal saloon and the rear of the engine is measured to an inch. The length of this part of this train in the Queen's last journey is set down at two hundred and sixty-two feet six inches. The apace forward, from the door to the waiting-room is measured with qual minuteness, and at the other spot to which the two hundred and sixty-two feet six inches. The length of the royal solone are pretioned as the other

this abe differs from the Prince of Wales and the rest of the Royal family, who only on rare occasions and in circum-stances of urgency have a special train. Their usage is to take an ordinary train, of course having a carriage reserved

take an ordinary train, of course making a cannege section for them.

That, it may be observed, is regarded as a personal transaction much more satisfactory to railway directors and shareholders than are the movements of Her Majesty. Everyone of her journeys, appropriating as it does for a certain time, a large part of the resources of the railway company, must cost an enormous sum, not to speak of the interruption of public traffic and the inconvenience caused to hapless passengers who happen to cross the Queen's path.

In hapless passengers who happen to cross the Queen's path.

Her Majesty, however, anxions, as appears from the circular letter quoted, to be treated on equal terms with her subjects, pays the ordinary charge for a special train, neither more nor less.

Sometimes when all the arrangements are made for a royal journey on a day and at an hour specified, there comes at telegram or note to say that the Queen will travel on some other day. But when it is meant that the journey shall actually take place at the specified time, the Queen is there to the moment.

In talking over the matter with high officials I noticed that at this point there is visible on their faces and in their manner the only gleam of enthusiasm evoked by consideration of the business. Punctuality is the politeness of monarch, and the Queen is certainly punctual.

Her Majesty, unlike some of her subjects, objects to travelling at high speed. About thirty-five miles an hour, a low speed for first class trains in England, is the average pace of the royal train.

On a somewhat recent journey taken to the north of Wales

pace of the royal train.

On a somewhat recent journey taken to the north of Wales the Queen travelled at night, and desired that the accomplishment of the journey should correspond with her usual hours of sleeping. This was a fresh and difficult task for the barassed railway managers, since the journey would in the ordinary way be made in five hours.

They could not, like the ingenious cabman desirous of deluding a foreign fare, make a detour so as to give an illusive appearance of length to the journey. The only thing to be done was to drive alowly; and so the journey was strategically accomplished, being concluded at the usual hour of Her Majesty's leaving her bedroom to commence the day. mence the day.

HENBY W. LUCY.

PATIENCE.

MOTHER, why do all these years Sit so lightly on thy brow? Prithee, tell us why no tears Ever dim thy bright eyes now. And the furrows, it appears, Father Time will not allow.

Why the silver threads are few n my the silver threads are few Mingled with thy nut-brown hair; For of sorrow's blight, 'tis true, Thou bast had more than thy share, And we know life's sombre hue, Often traces lines of care.

'tis Patience that has wrought All this sweetness in thy life,
And with soothing fingers brought
Strength to meet thy every strife;
Patience toned thy every thought,
Though each day with care was rife.

And thy Christian life has been An example wondrous rare, An example that must win Admiration everywhere. Thou hast let the sunlight in Thy brave heart to banish care.

Patience sweet is still thy guest, Though the middle line is pass'd On the journey to thy rest, Rest which thou shalt win at last. Rest which thou shalt will average May the pathway yet be blest,
And with thoroless roses mars'd!
ELLA MARTIN.

EMPIRE TEA COMPANY
EMPHRE TEA COMPANY

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