

THE NAVAL DISPLAY AT PORTSMOUTH.

The hospitable reception and brilliant spectacle organized by officers of the British Navy and Marines as some return for the kindness that has so often been extended to them in every colony and quarter of the Empire, was in danger of being marred yesterday by adverse weather. For the small amount of discomfort, however, that had to be endured the presence of the Queen no doubt made some amends to loyal subjects, who must have found cause for gratification in the fact that her Majesty had come out solely to show interest in an entertainment provided in honour of them. For the comparatively-small number of Indian and Colonial visitors who knew nothing of England before they were attracted hither by the Exhibition this year, no more happy combination could well have been devised than a parade of England's naval force prefaced by a railway journey through scenes of pastoral and sylvan beauty peculiarly characteristic of our country. The loveliness of English woodlands and valleys may be imagined if not fully realised by hasty glimpses one gets as a train goes swiftly by the tree-crowned heights of Dorset, where every cove is rich in varied colour now and the banks are bright with golden stars of Bethlehem, and then across the broad Sussex "hursts" down to the valley of the Arun. Old castles standing clothed with ivy in the midst of green meadows, or Arundel with its lordly keep, broken battlements, turrets, and parapets rising high above tall elms and poplars, or trim farmsteads surrounded by rich pasturage, are points of local interest wherein the southern counties of England they all take pride. For the perfect enjoyment of such scenes a fairly clear atmosphere and sunshine are important, if not essential, aids, and still more for a full appreciation of naval evolutions. Such desirable conditions were however absent yesterday. As the special trains—there were guests enough to fill two—got nearer to Portsmouth rain fell and clouds gathered more darkly, while a fog drifting in from seaward rolled heavily over the South-down ridges. The only promise of possible improvement with a turn of the tide was given by occasional pulsations of light that never reached the glory of a glimmer, and even this faint hope was dashed by a moaning wind that tossed the grey upturned leaves of willows, and sent a chill shiver through the poplar leaves. All these are signs that betoken rain, and ladies who had come daintily booted and clad in costumes of filmy texture must have regretted their misplaced trust in this fickle climate of ours which had given indications of summer warmth and brightness only a few hours earlier. On arrival at Portsmouth the scene that presented itself was by no means exhilarating—a mass of dripping umbrellas and waterproofs on one side where local officers were waiting to receive their guests, and a steady drizzle on the other where spars of ships could be dimly seen through the cheerless grey. Among those of the reception committee who busied themselves to raise the drooping spirits of visitors and look after their comfort were Admirals Sir Alexander Milne, Sir J. E. Commereil, V.C., Sir Geoffrey T. Hornby, A.D.C., Sir Astley Cooper Key, Sir Claude Buckle, and Sir Arthur Parquhar, Rear-Admirals R. Wells and the Hon. E. R. Fremantle, Colonel Sir Francis Festing, Lieut.-Colonel Moody, and several other officers both of the Navy and Royal Marines. With the invited guests came Field-Marshal Lord Napier, of Magdala, General Viscount Wolseley, General Sir Peter and Lady Lumsden, Sir Augustus and Lady Adderley, Sir Graham and Lady Berry and Miss Berry, Sir Arthur and Lady Birch, Sir F. D. Bell, Sir Daniel Cooper, Bart., Sir Samuel and Lady Davenport, Mr. Malcolm Fraser and Miss Fraser, Sir James and Lady Garrick, Sir Victor and Lady Houlton, Sir James and Lady Marshall, Sir C. B. H. Mitchell, Moulir Sayad Karamat Hassin, Mahomed Boota (Dis. A.D.C.), his Highness Pertab Singh of Naromgharh, Sir John Rose, Sir Saul and Lady Samuel and Miss Samuel, Sir G. Bowen and Miss Bowen, his Excellency H. A. Blake and Mrs. Blake, Mr. and Miss Bhowaggee, the Bishop of Mauritius and Mrs. Royston, Colonel and Mrs. Stewart, Major Bourdillon, Lieut.-Col. Sleep, Dr. J. S. May and Mrs. May, Dr. W. and Mrs. Hoad, Lieut.-Col. Tyrwhitt, Dr. and Mrs. Watt, Dr. Selwyn and Miss Selwyn, Sir A. Shea and Lady Shea, Major-General and Mrs. Laurie, the Hon. Gordon and Mrs. Sprigg, Count Strickland de la Catena, the Hon. H. and Mrs. Sewell, Sir G. Chambers and Miss Chambers, Sir Owen and Lady Burne, Sir Samuel and Lady Browne, Sir J. and Lady Needham, Sir W. and Lady Dawson, Sir Henry and Lady Daly, Hon. J. W. and Miss Gwynne, Colonel and Mrs. Bayley, Lieutenant-Colonel and Mrs. Ross, Sir C. Brownlow, Lieutenant-Colonel Ward, Colonel and Mrs. Sladden, Sir W. Dobson, Lieutenant-Colonel Gardner, Sirdar-Ras Angria, Dr. Ahearne and Mrs. Ahearne, Sir Samuel Wilson, Lieutenant-Colonel Adams, Lieutenant-Colonel and Mrs. Rivett-Carrac, Lieutenant-Colonel de la C. Irwin, and Captain Keating.

Detaining at the South Railway Jetty, within Portsmouth Dockyard, the visitors who had come in the second special had exchanged into trucks for the purpose of being conveyed to a distant part of the yard. They had not gone far, however, before, in turning a sharp curve where the rails seemed not too evenly laid, one truck, getting off the line, was overturned, and the passengers thrown out. The truck heeled over so slowly that nobody was caught under it, yet all the occupants were dashed with some violence to the ground, and all more or less shaken and bruised. Among them were Sir W. Dobson, Chief Justice of Tasmania, Lady Dawson, of Canada, and her son, whose injuries were less severe; Chief Engineer Turner, of H.M.S. Howe; Mr. Rankin; Mrs. Nugent, of Canada; and Mrs. Sewell, of Jamaica, whose cases, though painful, were not considered serious by the surgeons, who rendered every assistance in their power. This mishap naturally tended to further depress people who were already in no highly cheerful mood, and it was some time before they recovered enough to feign, if they did not feel, an interest in the wonders, mechanical, scientific, and warlike, that they were privileged to inspect minutely. They saw the turrets of H.M.S. Edinburgh revolve by no perceptible motive power and noiselessly, the huge guns run in and almost loaded by the same mysterious process, and then laid for action while the turret continued its uncanny revolutions. Thence they were taken to the Collingwood with its three extended barbette towers; the Sultan, whose guns were manned for action; and the Sultan, spending much time in inspecting the luxurious appointments of that most comfortable of ironclads. By this time the hour for luncheon had arrived, and an adjournment was made to the Euphrates, where tables were laid for five or six hundred guests, who were feasted and cordially welcomed to the mother country in speeches that overflowed with kindly feeling. Sir J. Wall Reid, K.C.B., Director-General of the Medical Department, and author of some very entertaining reminiscences, presided at one table, and made happy reference to this gathering as the first step towards a great federation. Mr. Wilmot, of South Africa, replied in a speech that elicited cheer after cheer. As it was in this part of the luncheon room, so it seemed to be in every other corner, so far as one could judge by frequent cheers, which were the only sounds that travelled far, except occasional blasts which bade us "halt" in process of eating when a toast was to be proposed, and sounded the "advance" when active operations with knife and fork might be allowed to recommence generally. Directly after luncheon visitors vacated the Euphrates, and went on board the Orontes, which steamed slowly out of harbour at three o'clock precisely, the band of the Royal Marines playing "A Life on the Ocean Wave," by way of happily assuring the squeamish among us that it was all right, whatever wind, waves, and rain might indicate to the contrary. Several heavily chartered passenger boats that had come all the way from Southampton, Cowes, or Bournemouth for this occasion kept us company, steaming close alongside, and the people on board cheering lustily for their colonial brethren, to which Australians, Canadians, and Indians replied with equal heartiness. Every ship in harbour was gaily decked with flags, and every crew gave similarly warm greeting to the Orontes as she glided slowly past. Some distance out her steam steering-gear broke down; but that was not a matter for grave anxiety, except to the superstitious, who regarded it as the second of the three inevitable disasters that, according to maritime tradition, must overtake those who rashly go to sea on a Friday. What could induce landmen and women to venture out in uncomfortable boats on such a day passed uncomprehension. We were protected by ample

sawnings, but they stood exposed on decks with nothing to cover them but dripping umbrellas that looked like scale-armour on a huge monster's back, so closely were the people packed together on steamboats and yachts that swarmed about us.

The Orontes went first down the line-of-battle ships, the crews of which turned out and stood at attention on the decks by way of salute instead of manning the yards, as there were no yards to man. They lay at anchor in the following order: Hecla ahead, then the Rupert, Belisle, Ajax, Hotspur, Devastation, Shannon, Penelope, and Hercules, with brigs and gunboats astern of them. The Northampton, slightly disabled by collision and unfit to show, was anchored off Osborne, and the Bellisle had taken her place in line. Just as the Orontes got abreast of the Shannon we became aware of a stately yacht steaming towards us with the Royal Standard floating aloft. It was the Alberta, and as she passed a number of our visitors cheered again and again for the Queen, who had come out from Osborne to honour the occasion with her presence, accompanied by the Duke and Duchess of Connaught, all of whom stood on the deck while her Majesty acknowledged the Royal greeting by reiterated bows. The Osborne, with other Royal and distinguished personages on board, followed the Alberta, which took up a station within two cables' length of the Orontes as we came to our mooring. Our position was not far from where the white columns lay at anchor, her sides bristling with outriggered spars, from which hung her chain armour or torpedo nettings. A little before five the attack was commenced by second-class torpedo boats, which advanced in two divisions, and being received by a warm fire from every gun of the columns, Hotchkiss' quick firer, Nordenfolt torpedo repellers, and musketry sheered off, the waves sweeping over and sprang enveloping them as they steamed away without having got well within striking distance. At each attack was repulsed the steam siren of the column sent up a most unearthly screech of triumph. Then, however, six first-class torpedo boats came in line ahead and advanced so quickly that the columns could not fire shot enough to have hit half of them even if the gunners could see through the smoke of their first salvo, which is exceedingly doubtful. As they passed each boat's torpedo on swivel carriage was seen to revolve slowly until it aimed straight at the broadside of the Colossus, which would inevitably have been hit, though her nettings prevented the shock of explosion from being fatal. The two second-class torpedo boats came stealing up, changed directions towards the hostile ironclads, and discharged missiles which were intended for her, but one came back towards the Orontes instead. Then mines were exploded, sending up huge fountains of spray and disturbing the sea for fathoms round about, and the operations ended with the explosion of six spar torpedoes borne on board steam-launches; but this did not prove to be an imposing finish. Thereupon both the Alberta and the Orontes slipped their moorings. Renewed cheers were given for the Queen, and, accompanied by a fleet of torpedo boats which were very skillfully manned alongside, we steamed back to Portsmouth Harbour, the band of the Royal Marines playing "The Death of Nelson" as we drew alongside the famous old Victory. As there was no time for a visit to her, the guests took hearty leave of their entertaining hosts, got into a special train that was waiting at the jetty for them, and three hours later were back in London, after a day which they professed was full of enjoyment, in spite of bad weather.

WHY WE LOST LONDON.

(BY A LONDON LIBERAL CANDIDATE.)

"A Late Liberal Candidate" has given in your columns yesterday morning his account of the reasons why we were defeated in the late election. He regards his experience as a typical one, and draws certain deductions from it, both as to the public policy of the Liberal party and as to the course to be taken when another election comes. As a London candidate at both the general elections held within the last eight months my experience and observation lead me to conclusions very different from his. I do not agree with him that we are a "disheartened party." The late election, so far from disheartening me, has profoundly encouraged me, and given me reasons for hope that a great Liberal reaction may be witnessed in London before many years are over. My experience has produced no sign whatever that the people change their opinions in the most fantastic manner, nor that "the movements of the mind of Demos alike baffle calculation and defy analysis." Nor do I find the least sign that the public mind has "powerfully reacted in the direction of Toryism." On the contrary, Demos has shown, at least in the London constituencies, great slowness and deliberation in changing his mind; and the Tory reaction, which swept powerfully over the metropolis in October and November last, shows many signs of having spent its force. Demos did indeed show much inclination to be faithful to the men for whom he had voted eight months before, and this fidelity of his, rather than his changeableness, told against the Liberal candidates at the late election. Nor did I see much of that want of popularity in the election itself of which "A late Liberal Candidate" speaks. The "agricultural labourers who refused to leave their haymaking for an hour or two to vote for Joseph Arch" had a few parallels in London, but they were only cases of people who, having gone to the seaside or elsewhere for their summer holiday, declined to come back and vote. We lost a good many votes in this way, but our opponents also lost some votes from the same cause. But as to any unpopularity of the election, I saw but little.

As I spent a fortnight in a diligent personal canvass which gave me a chance of minutely studying the state of feeling in a London constituency, I think my observation may throw a little light on the causes of our ill-success. In our Liberal Association I found the heartiest acceptance by the overwhelming majority of its members of the Irish Government Bill. At a large meeting, called for the purpose, only six opponents appeared; and we hoped and trusted that this would be about the proportion of the Liberals in the constituency whose votes we should lose. That would have amounted to about 3 per cent. One of the Liberal canvassers declared that in his district the Liberal Dissenters were 16 per cent.; but his district was generally regarded as the most Conservative part of the borough. Over against the possibility of Liberal abstentions we had to set three things. First, the discontent of some of his supporters with some of the votes of the Conservative member; second, the Irish vote which had been given Tory last year, and was now promised to the Liberals; and thirdly, the Catholic vote which was solid for the Conservatives in 1885, and would at least be divided in 1886. We thought it at any rate possible that if the Liberals who voted for the Liberal candidate in November voted for me in July,

win. I urged on them that it was a choice between Gladstone and Salisbury, and they did not relish the prospect of letting Salisbury and Lord Randolph Churchill in. But it soon appeared that Liberals everywhere were abstaining, and their example fortified my friends in their fatal resolution not to vote. And so it came to pass that when the votes were counted at night I was over a thousand behind. My Conservative opponent polled a hundred less than he did last year. Clearly he received only a hundred or two of Liberal votes; but I had a thousand less than were given for my Liberal predecessor in November. Nearly a thousand Liberal and Radical voters had stayed away from the poll.

It seems to me to be mere weakness after a defeat to blame the Liberal organisation and praise that of our opponents. Your "Late Liberal Candidate" says that the Liberals did not have enough election literature. My own belief is that, on the contrary, we had too much. Heaps of pamphlets and tracts are piled on the tables of the electors, and put aside by them to be read when the election is over. I have been astounded at the number of people who have told me that even my brief address had been put aside to read. What we most need is sustained efforts, "line upon line, and precept upon precept;" teaching continued all the year round; an educative process and education is always slow. So that my counsel, as a defeated London candidate, to London Liberals is that they should rally their forces, and in the earliest autumn, as soon as the holidays are over, begin the education of the people in Liberal principles. It is too late to begin the work when an election is imminent, just as it would be too late to sow the seed when the harvest is near. If the time between this autumn and the next election is diligently spent in educating the people, personally canvassing them (which we must do so long as our opponents do so) and cultivating their interest in politics, we shall show very different results at the next election.

THE POLITICAL SITUATION.

The Marquis of Salisbury, accompanied by the Marchioness and the younger members of their family, arrived at Charing-cross station by the 5.40 p.m. Continental express train yesterday. He was met on arrival by his eldest son, Lord Cranborne, and by Sir Edward Watkin, M.P., chairman of the South Eastern Railway. Only a few persons were admitted on the platform, but there were large crowds outside the barriers and the approaches to the station, who loudly cheered his lordship as he drove to his residence in Arlington-street. The arrangements for Lord Salisbury's journey to London were altered at the last moment, the Boulogne-Folkestone route being decided upon, as it gave him a few more hours in the metropolis before proceeding to the Isle of Wight in obedience to her Majesty's commands. He has derived great benefit from his sojourn in Auvergne. On his arrival at Arlington-street he was received by his private secretary, Mr. Henry Manners. The callers during the evening included Lord Rowton and Lord George Hamilton. Lord Salisbury will leave London for Osborne shortly before noon to-day. His present intention is to remain in the Isle of Wight until to-morrow morning, when he will return to town by the ordinary midday train from Portsmouth. During the day many additional members of the Conservative party arrived in town, including most of the members of the last Conservative Administration. Lord Randolph Churchill, who has been travelling in Norway, will arrive in London early to-day.

THE ALLEGED MURDER BY POISONING.

The trial of Mary Ann Britland, factory operative, for the wilful murder of Mary Dixon at Ashton-under-Lyne, was resumed at the Manchester Assizes, before Mr. Justice Cave, yesterday. There are indictments against the prisoner also for the murder of her husband and daughter. Several other witnesses for the prosecution were examined. John Henry Law, keeper of a coffee tavern, spoke to a conversation with the prisoner after the police had been to Dixon's house, and it was stated that the doctors were going to examine the body. The prisoner beckoned the witness upstairs, and they went into the room where the corpse was. She said to the witness, "Do you think she has been poisoned?" and also asked if the doctors could tell if she had been poisoned. He said they could. She then asked, "Could they tell if she had had it in tea?" He replied that they could. She then said she had bought some mouse poison because she was troubled with mice. This was told to Dixon, who went to the body, took the cloth off the face, and putting his arms round it, said, "If anybody has given you poison, do tell me." The prisoner afterwards asked witness not to say anything about the poison, and she told Dixon that he could prevent the doctors examining the body if he liked.—Mary Ann Dixon, stepmother to Thomas Dixon, said that whilst the post-mortem examination of the body was being made the prisoner asked if the doctor could tell if the deceased had had mouse-powder.—Susannah Britland, daughter of the prisoner, said she had heard Dixon say he wished he had a wife like the prisoner, and her father had complained of the visits of Dixon to the house. Her mother was a sober woman, and seemed fond of her deceased daughter. Witness had never heard mouse-powder mentioned.—Mr. Estcourt, analytical chemist, said he had analysed a portion of the body of Mary Dixon and found strychnine to the extent of one-tenth of a grain, and arsenic to the extent of one-thirtieth of a grain. In the case of Thomas Britland he found no strychnine, but found one-tenth of a grain of arsenic. In the case of Elizabeth Britland he also found arsenic, about one-twentieth of a grain, but no strychnine.—Dr. F. Dreschfield, Professor of Pathology at Victoria University, said he had had a large experience in poisons. He had heard the symptoms described of the death of Elizabeth Britland, and was of opinion that she died from strychnine poisoning. He should say also that Thomas Britland and Mary Dixon also died from the same cause. Strychnine was less likely to be discovered when the post-mortem was made a considerable time after death.—Sergeant Nightingale, of the Ashton police force, said that on the 9th July, when he was conveying the prisoner from gaol to the police court, Thomas Dixon being also in custody at the time, prisoner asked if he thought Dixon would get off, and he replied, that some people said he would. She then said "He has no right to get off, and he would not if I could tell my mind. He ought to have been locked up all the while the same as me. It was before I was locked up, and he wanted me to go away together was over. He won't get off if I can tell my mind. I have nothing to go away for, and if I went away people would think I am guilty, whether I am or not." Mr. Blair, addressing the court for the prisoner, contended that no motive for the alleged crime had been shown to exist, and that the prisoner's acts were not those of a person who had committed the inhuman crime charged against her. It had been shown that her house was frequented with mice, and she bought the mouse powders openly. There was no evidence of undue intimacy with Dixon, and the fact that the prisoner went with him for the club money and took him to see her husband when he was dying were consistent with perfect good faith.—The prisoner, in summing up, said it was always possible for a person to be careless and negligent, and to let other persons be careless of poisons. An accident might occur once; but it would be difficult to believe in a second case. It was still more difficult to believe in an accident occurring three times. The two questions to be left to the jury were (1) Did Mary Dixon die in consequence of mouse powder being administered to her? 2. If she did, then did the prisoner administer the powder to her? The jury after an absence of a little over an hour, said they had agreed upon one point but not upon what the jury had agreed wrote down on a slip of paper what the jury had agreed upon, and it was handed to the judge. Mr. Justice Cave after reading it said the jury had better retire and again consider their verdict further. The jury again returned into court after a lapse of two hours and a half, but were not then agreed upon their verdict. Mr. Justice Cave thereupon suggested that the jury should see him again in the morning, and they were about to be given into the charge of the bailiff for the night when the foreman asked for a further short adjournment. The jury then again retired, but returned in a few minutes with a verdict of "Wilful murder," and the prisoner was sentenced to death. Her coolness of demeanour forsook her for a few minutes during the sentence, but she quickly recovered and walked from the dock without assistance.

THE WAGNER PERFORMANCES.—A telegram from Bayreuth states that the Wagner festival performances commenced there yesterday with a representation of "Parsival," which was received with enthusiasm by a crowded house. The first performance of "Tristan and Isolde" takes place to-morrow. Many American and French visitors are staying in the town.

Yesterday the King of Denmark opened at Copenhagen the first Scandinavian Dog and Poultry Show held there.

Our Correspondent at Copenhagen telegraphs that the Duc de Chartres arrived there yesterday.

The death is announced from Ansbach of Professor Max Duncker, the well-known historian. The deceased was on his way to Pontresina.

Our Paris Correspondent telegraphs: The obsequies of Mdle. Ago, the Persian Minister's eldest daughter, who died the other day, were celebrated to-day at the Church of St. Pierre de Chaillot. White roses were heaped on the coffin, and the funeral draperies were of the same colour. All the different Embassies and Legations were represented. M. Mollard was present on behalf of M. de Freycinet, and Colonel Leichtenstein of the President of the Republic. The body, at the close of the ceremony, was taken to the crypt of the church, whence it will be transported to Persia.

A JUMP FROM BROOKLYN BRIDGE.—A New York Telegram says:—A man named Brodie to-day jumped from the centre of the New York-Brooklyn Bridge into the East River for a wager. He struck the water feet first and escaped unhurt.

MIRCHI'S MAGIC STROP AND PASTE, established 50 years, ensures perfect results.

THE NAVAL REVIEW AT PORTSMOUTH.

ACCIDENT TO THE COLONIAL VISITORS.

(FROM OUR CORRESPONDENT.)

PORTSMOUTH, FRIDAY MORNING.

The Colonists who have been attracted to the Mother Country by the Exhibition at South Kensington have had a fine opportunity to-day of witnessing the extensive resources ashore and afloat of the largest dockyard town in the world, a varied and interesting programme having been prepared by Admiral Sir George Willes, K.C.B., Commander in Chief at Portsmouth, and the local Committee. To avoid anything like a hitch, rehearsals have been very carefully carried out during the past few days. It was generally felt that fine weather was the only concomitant of success about which there could be any doubt. Unfortunately in this particular, the hopes of all concerned were destined to be disappointed, for the most sanguine observer could but admit that the meteorological conditions this morning were anything but typical of a fine day. A continual and persistent downpour of drizzling rain has fallen since the early morning, and there are few signs of abatement. The high wind which prevailed yesterday has to some extent dropped, but there is still a nasty swell, although not so much as last night, when the flotilla of torpedo boats which are to take part in to-day's operations remained at Spithead, none of them sustaining the slightest injury. The line of vessels anchored at Spithead would have constituted a very fine sight from ashore had the day been bright and clear. The First Reserve Squadron, under the command of Vice Admiral Baird, is anchored in single column, one and a half cables apart, and includes the stately flagship, her Majesty's ship *Heracles*, the old wooden paddle frigate *Valorous*, the torpedo dépôt *Hecla*, the *Hotspur*, and the *Rupert* turret rams, whose general characteristics are very similar; the turret ships *Devastation* and *Ajax*; the *Shannon* and the *Northampton*, armour-plated vessels; the corvette *Penelope*; and the turret ship *Colossus*, which was the first man-of-war built of steel at Portsmouth, and is supposed to be the most efficient ironclad in the world. The whole of the other craft, gunboats, tugs, and so on, which are to assist in the operations, have already been placed in position.

The Royal yacht *Victoria and Albert* has been ordered to anchor at Cowes, in case her Majesty or any member of the Royal family should wish to see the operations. The greatest interest will be attached to the manœuvring late this afternoon, when a "night attack" will be made on the *Colossus* by a flotilla of torpedo boats, which will be repelled by means of the torpedo nets. The explosion of submarine mines will also be interesting and attractive to the spectators on shore.

TWELVE O'CLOCK.

The whole of the visitors arrived by trains on the south railway jetty shortly before half-past eleven o'clock. They numbered about 600, and were received on the jetty by Admiral Willes, Admiral Hornby, late commander in chief, and a large number of naval officers. At eleven o'clock this morning all the vessels in harbour and at Spithead were dressed in rainbow fashion. The guests were conveyed round the dockyard in open railway trucks, which only afforded standing accommodation. A serious accident occurred to a number of passengers in the second train while it was passing the corner near the Admiral Superintendent's office. Something wrong appears to have occurred with the railway points, and the engine went across the line. One of the trucks, containing about twenty passengers, was jerked off the metals, and was completely overturned; the occupants were all thrown out on the hard stones, but fortunately only about a dozen sustained injuries. These not being of a very serious character, the injured were conveyed to the Dockyard surgery, where their wounds were dressed. One gentleman had his arm broken, a young lady sustained a cut in the face, and others were rather severely bruised. The accident caused great alarm.

ENGAGEMENT: thoroughly experienced; highest references; thorough English, fluent French and German, good music, singing, Latin, painting, drawing, dancing, calisthenics, and needle; salary moderate for comfortable engagement.—W., 3, Sussex-cottages, Newmarket, Cambs

LADY BRABAZON strongly **RECOMMENDS** Mrs. N. (French by birth), who wishes to **BOARD** and **EDUCATE BOYS** under Twelve; successful with backward children; happy home; healthy locality; highest references; terms on application.—Mrs. N., Eglantine, Dunscombe-hill near Forest-hill.

A Thoroughly domesticated Lady REQUIRES a **RE-ENGAGEMENT** as **HOUSEKEEPER** to a widower, with children or not, or single gentlemen; she is an excellent manager.—Address 750, Standard Office, St. Bride-street, London, E.C.

A Thoroughly domesticated Widow Lady (34), **SEEKS ENGAGEMENT** as **HOUSEKEEPER**; 12 years' experience; where one or more servants are kept; highest references.—X Y, 23, Upper George-street, W.

A Widow Lady, thoroughly domesticated, good manager, cook, and needlewoman, as **HOUSEKEEPER**, or **Companion** to Lady and Gentleman or Widower, where servant is kept; small salary.—A. S., 2, Glenwood-villas, Catford, S.E.

LADY-HOUSEKEEPER, by a Lady, aged 38; highest references.—Address Beta, care of Mr. R. S. Beale, 64, Brixton-hill, S.W.

LADY-HOUSEKEEPER (32) DESIRES RE- **ENGAGEMENT,** or as **Companion**; experienced, domesticated, economical, trustworthy; good needlewoman; excellent references; moderate salary.—231, Gloucester-road, Bishopston, Bristol

RESPECTABLE Farmer's Daughter WISHES for a **SITUATION** as **HOUSEKEEPER** or **Companion** in a farmhouse or otherwise; would accept small salary if advertised; could have her mother with her.—Address 753, Standard Office, St. Bride-street, E.C.

WANTED, RE-ENGAGEMENT as **WORK-** **ING HOUSEKEEPER** to single gentleman or quiet small family; good plain cook; widow, with young daughter; good character.—L G., 9, Bedford-gardens, Kensington, W.

WANTED, by a Young Widow Lady, a **SITUATION** as **MOTHER'S HELP,** Ladies' **Com-** **panion,** or **Nursery Governess**; fond of and accustomed to children; sings and plays very nicely; domesticated and thoroughly reliable in every way; a comfortable home of greater consideration than salary; the best of references.—By letter only to A. M., 15, Gloucester-crescent, Regent's Park, N.W.

INVALID NURSE, experienced rubber, now disengaged, **WISHES** to **TAKE** a **RUBBING CASE**; highest references and testimonials.—M. J., 2, Parten's-road, St Mary-terrace, Paddington.

A Highly respectable and thoroughly trustworthy middle-aged **BUTLER,** and who is still holding a responsible situation as such, is anxious to **MEET** with some **EM-** **PLOYMENT** out of gentlemen's service; he is well versed in the care of horses, driving, &c., and would be well recommended by the gentleman with whom he is now living.—Address J., Gladwyns, Harlow, Essex.

A Lady WISHES to **RECOMMEND** a trust- **worthy COOK,** leaving situation through family going abroad; kitchenmaid, or as assistance given; wages 25l. to 30l.; disengaged 28th July.—A. B., Carew House, Dacres-road, Forest-hill

WANTED, a SITUATION, as **NURSE** to children out of arms; age 25; good character; in town preferred.—Apply E. C., Snowdenham House, Bramley, Guildford, Surrey.

LADIES REQUIRING SERVANTS are re- **commended** to apply or write, enclosing stamp, to Lady Superintendent, British Agency, 26, Park-street, Camden Town, N.W.; servants please apply or write.

COALS.—LOWEST SUMMER PRICES.— J. and J. **CHARLESWORTH** deliver direct from their Collieries to the Consumer Robin Hood Best Wallsend, 22s.; Best Silkstone, 21s.; Rothwell Haigh Best (large), 21s.; Flockton, 20s.; Victoria Silkstone, 20s.; Best Brights, 19s.; Kitchen, 18s.; Nuts, 17s. per ton. Cash.—Edward Brown, sole agent, 14, Coal Depot, G.N.R., King's-cross, N.; 66, Pancras-road, N.W.; and Amelia-street Coal Depot, Walworth-road, S.E.

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LOWEST SUMMER PRICES.

COALS.—RICKETT, SMITH, and Co.'s Selected **Coal,** 22s.; Best Silkstone, 21s.; Best Wallsend, 23s.; New Silkstone, 20s.; Derby Bright, 19s.; Kitchen, 18s.; Bakers', 17s.; Steam, 18s.; Nuts, 17s.; Cobbles, Smokeless Welsh, Coke, &c. Cash. General Offices, King's-cross, W.C., Victoria Wharf, Grosvenor-road, Pimlico. City Offices, Devonshire Chambers, Bishopsgate; Elephant and Castle and Clapham Stations, and also at other depôts at local prices.

COALS, 14s. 6d.—The NEWCASTLE COL- **LIERY OWNERS,** 123, Pancras-road, N.W., deliver their Best "Handpicked" Wallsends at 17s. 6d. They make very little ash, and are one of the best Coals brought to London. Newcastle Main Wallsends, 16s. 6d.; Best Bright House, 14s. 6d. Cash.

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Gazette. Sat -
24 July - 1886 -

New York Times
24 July, 1886.

Gazette, Monday
26 July, 1886.

**Many Colonists Hurt in a
British Railway Accident,**

INCLUDING SIR W. AND LADY DAWSON.

**The Manchester Ship Canal Loan With-
drawn—Death of a Noted Fenian—
Cork Honors Gladstone.**

LONDON, July 23.—A special train conveying colonial officials now in London attending the Colonial and Indian exhibition to a grand naval review at Portsmouth was derailed in transit. Twelve prominent persons received serious injuries. Among the injured were Lady Dawson, Sir William Dawson, the Hon. Wm. Lambert Dobson, chief justice of Tasmania, Mrs. Nugent, of Canada, and Mr. Sewell, of Jamaica. Mr. Sewell had his arm broken at the elbow; the others received scalp wounds.

Seen at Gazette
Office, 12.30 Am.
Monday 25 July 86.

The special train conveying the Colonial officials, now in London attending the Colonial and Indian Exhibition, to a naval review at Portsmouth, was derailed in transit. Twelve prominent persons received serious injuries. Among the injured were: Lady Dawson, her son, Sir William Dawson; the Hon. William Lambert Dobson, Chief Justice of Tasmania; Mrs. Nugent, of Canada; and Mr. Sewell, of Jamaica. Mr. Sewell had his arm broken at the elbow, while the others named received scalp wounds.

Dr. Rankine Dawson, son of Sir William, it appears by telegrams to New York papers, was among the passengers on the train for Portsmouth, which met with an accident on Friday last. Like his father and mother, he also was injured, receiving a scalp wound. No further intelligence had been received up to a late hour last night, but it is hoped, and thought from the tenor of the despatches, that the results of the accident have not been so serious as to warrant any feeling of alarm on the part of Sir William's friends in this city.

THE RAILWAY ACCIDENT

In which Sir William and Lady Dawson were
Slightly Injured.

The following is the London Times' description of the railway accident on July 23rd in which Sir Wm. and Lady Dawson and a number of other Canadians were injured, happily, very slightly. The visitors were journeying from London to Portsmouth to witness a great naval review there:—
"The time to be passed on the journey from Victoria to Portsmouth did not appear to hang heavily on the hands of the visitors in the train. Though over 600 persons had responded to the invitation of the officers, the accommodation provided was amply sufficient, and the carriages were not overcrowded. On nearing Portsmouth, however, the weather, which had threatened throughout the morning, became more and more inclement, and on arrival at the Southampton railway jerry in the dockyard the visitors alighted in a heavy fall of rain. For the convenience of their guests the committee had erected a long temporary platform at the halting place of the trains abreast of the recreation ground, and alongside of this platform were drawn up improved trains in which the visitors were to be conveyed on their tour of inspection of the dockyard and of the vessels lying in the basin. These trains were composed of open trucks—a circumstance which necessitated a general hoisting of umbrellas and donning of waterproofs by the visitors—and had been furnished with seats covered with flags. The guests speedily took their places in the trucks, the weather being so bad as to preclude any wish to linger on the ships, even to admire the decoration of the ships in the dockyard and harbor, which were gallily dressed with flags in honor of the occasion. There was no crowd on the jerry, no persons not in uniform or holding tickets being allowed inside the dockyard gates. Several naval officers, however, joined themselves to the party in order to assist as guides and to explain the workings of the various departments. All went well, despite the weather, until the trucks had got well under weigh, but an unfortunate accident which happened to one of these improvised trains served to

CAST A MOMENTARY GLOOM

over the day's entertainment. The second train, consisting of nearly a dozen trucks, had started from the south railway jerry en route for the repairing basin. Several sharp curves had to be rounded by the train, and up to a certain point this maneuver, though not an easy one under the circumstances, was successfully accomplished, the first train reaching its destination in safety. The second train was not so fortunate. In front of the main stonehouse immediately opposite the rupt curve produced a disaster. The train, composed of ordinary trucks of the London & Southwestern railway, was not adapted for dockyard metals, and a truck containing a considerable number of visitors turned bodily over while the train was travelling at full speed, while a second truck ran for some little distance off the metals. In this truck, which did not capsize, were, among other persons, Lord Napier, of Magdala, and the Hon. Miss Napier, and Sir Thomas Brassey. All the occupants of this truck were thrown one against another and severely shaken, but escaped without further mishap. The visitors on the capsize truck were not so fortunate, but there is every cause for satisfaction that the injuries to them were not more severe than was the case. As it was, several persons were

MORE OR LESS SEVERELY INJURED.

Miss Nugent, among other ladies, was badly bruised, and so shaken as to be unable to make the trip on H. M. S. Orontes. Lady William Dobson, Chief Justice of Tasmania, was so much hurt as to be unable to take their part in the day's programme. Staff Engineer Turner, of the Howe, sustained severe injury to the arm, the bone of which was badly chipped, and Mr. Sewell, of Jamaica, had his arm broken, his immediate removal to London being necessary. Mr. Nugent, of Canada, received a slight scalp wound. This accident, as was natural, created very great excitement among the other occupants of the trucks. The train was at a standstill, and a general movement was made to alight. The officers in charge of sections, however, begged all persons to keep their seats, and exerted themselves to restore the equanimity of their guests. The injured passengers were quickly escorted, and one or two of them carried to the surgery, which was close at hand, and where Fleet Surgeon Sedgwick was at once in attendance. The capsize truck and that which had run off the metals were soon removed from the line, and when it had been ascertained that no very serious injury had been sustained by the victims of the accident the execution of the programme, interrupted in so unkindly a fashion, was resumed.

Gazette.

1886.

"Witness," Monday
9 Aug. 1886.

THE RAILWAY ACCIDENT.

IN WHICH LADY DAWSON WAS SLIGHTLY INJURED.

It appears from private letters received from Sir William Dawson, that at the accident in the Portsmouth dockyard, by which he was said to have been hurt, Sir William was not present himself; but Lady Dawson and Dr. Rankine Dawson had joined the visitors or their tour of inspection around the dockyard. These trains were made up of ordinary open trucks, which were not adapted to the dockyard track; and while the train was rounding a particularly sharp curve at full speed, one of the trucks turned bodily over. Its occupants were thrown violently out, Lady Dawson being stunned and Dr. R. Dawson receiving a cut in the head. At last accounts they were better again, but required rest after the shock. It was a narrow escape, but it is hoped will have no bad consequences.

THE ACCIDENT AT PORTSMOUTH.

The naval review at Portsmouth was unhappily accompanied by an accident which might have resulted in serious consequences. As the colonial visitors were proceeding by one of the dockyard trains to visit the various men-of-war, one of the cars was overturned in transit, resulting in injuries to several of the passengers. These included Lady Dawson, (wife of Sir William Dawson, of Montreal) and her son, Dr. Rankine Dawson, as well as a Canadian lady named Mrs. Nugent. Lady and Dr. Dawson's injuries were not, fortunately, of a serious kind, arising mainly from a slight shaking, while those of Mrs. Nugent were confined to several cuts and contusions on the face and arms, so that there is no reason to suppose that any serious consequences will arise in either case. The Queen with the ready sympathy she always displays on such occasions, has telegraphed the Admiral-Superintendent at Portsmouth, expressing her grief at the accident, and asking that her sympathy may be conveyed to the injured. Mr. J. M. Courtney, Canadian Deputy Minister of Finance, was in the unfortunate truck that was overturned, though happily he did not receive any injury.—*Canadian Gazette.*

Gazette, Tuesday
10 Aug. 1886.

Portsmouth Accident.

Press Reports.

July 1886.

