

THE
JOURNEY
FROM
Osborne to Doncaster.

THE DEPARTURE FROM OSBORNE.

HER Majesty and his Royal Highness Prince Albert, with the Prince of Wales, Prince Alfred, the Princess Royal, and the Princess Alice, attended by the Countess of Desart, the Hon. Beatrice Byng, the Hon. C. B. Phipps, Lord Alfred Paget, and Lieutenant-Colonel the Hon. A. Gordon, arrived at Buckingham Palace on Wednesday, August 27th, from Osborne, Isle of Wight. The royal party left Osborne at a quarter to nine o'clock, and crossed in the royal yacht Fairy to Gosport, where a special train was in readiness to start for the Nine Elms Station of the South Western Railway. On reaching the Station the royal party entered four of the Queen's carriages, and proceeded to the Palace, escorted by a detachment of Hussars. The Queen and Prince Albert were received on alighting from their carriage by the Vice-Chamberlain and Major-General Wemyss. The Queen and Prince Albert, with the Prince of Wales, Prince Alfred, the Princess Royal, and the Princess Alice, attended by Lord John Russell, the Countess of Desart, the Hon. Beatrice Byng, Colonel the Hon. C. B. Phipps, and Lieutenant-Colonel the Hon. A. Gordon, left Buckingham Palace at half-past one o'clock in the afternoon for the terminus of the Great

Northern Railway, at King's Cross. The royal party occupied four of the Queen's carriages, and were escorted to the terminus by a detachment of Hussars. Sir James Clarke joined the royal suite at the station.

The Princess Alice, the Princess Helena, and the Princess Louisa remain for the present at Osborne with the Hon. Colonel Boyle and Lady Caroline Barrington.

KING'S CROSS STATION.

The preparations made for the reception of her Majesty, Prince Albert, the Royal Family, and suite, at the Great Northern Railway Station, were very complete. With the exception of a narrow footway along its inner side, and a central space of sufficient width for the convenient passage of the royal *cortege*, the entire platform was enclosed between strong wooden barriers, into which admission had been given by tickets to the friends of the directors and other parties to whom the *entrée* had been extended. The space thus inclosed afforded standing room for 1,400 or 1,500 persons, and it was quite filled by elegantly dressed ladies and gentlemen, who were thus able to see her Majesty from her entrance into the Station until the departure of the train. The servants of the company on duty on the occasion were dressed in a new uniform faced with scarlet instead of white, in honour of the first visit of the Queen to the station. Maiden-lane, by no means celebrated for the aristocratic tendencies of its *habitues*, was on the *qui vive*, anxious as far as in them lay to do homage to the Queen. Platforms along the line were filled with people, and the windows of the several houses were crowded with spectators. Flags and banners floated from the house tops and windows. The City of York Tavern, which stands immediately in front of the arrival-gate of the Station, presented an especially gay appearance from the number of flags, Union Jacks, &c. with which it was decorated. The royal party, who were loudly cheered upon their arrival at the Station, were received by the chairman of the company, E. B. Denison, Esq. M.P.; the directors of the railway; Mr. Cubitt, the engineer; Mr. Mowatt, the secretary; and Mr. Seymour Clarke, the manager. A beautiful new state carriage, having three compartments, built especially for the occasion, was drawn up close to the platform. Its construction was much admired, and the white Irish poplin with which it was

lined presented a pleasing contrast to the teak wood of which the carriage was built, added considerably to the elegance of its general appearance. Her Majesty and the royal children immediately took their seats in the centre saloon; and Prince Albert, after conversing familiarly with Mr. Denison and Mr. Cubitt, joined her Majesty. The ladies and gentlemen in waiting on the Queen, occupied the front compartment; and the chairman, directors, manager, and secretary, took their seats in that at the rear of the royal saloon. The signal for the departure of the train was then given, and it started off at full speed, under the direction of Mr. Sturrick, the inspector of locomotives, who guided the engine, amidst the cheers of all present. Mr. Constable, the superintendent of the Station, gave very valuable assistance in facilitating the general arrangements in connexion with the royal departure.

HITCHIN.

At Hitchin, which was reached at 2.43, the engine was halted for water. The Station was decorated with flags, evergreens, and flowers, and was thronged as full as it could hold with gentlemen, ladies, men, women, and children. The clergymen of the district were in attendance, and the line was kept by some soldiers on a recruiting party. All the approaches to the station and the points commanding a view of the train were occupied by the inhabitants. In default of cannon, bands, or other noisy manifestations of loyalty, the people hit upon a pretty method of showing it by singing "God save the Queen," led by the sweet voices of some children. The train started in a few minutes, and was soon dashing along the level but well cultivated land of Hertford. As her Majesty had never been in this part of the country before, great anxiety was evinced to see her. Frequent groups collected at the small stations, at the bridges, and various points along the line, and when the carriage came in sight, with the royal standard hoisted, the people might be seen dotting the fields, as they ran along over the swathes of fresh cut corn, or tripped across the hedges in their race for a good glimpse. Occasionally a stout old squire came rattling along on a good hunter, with sons and daughters all mounted, and drew up by the line cheering lustily. All the schools for miles round must have been present, and wonderful

ingenuity was displayed in combining gaily-coloured handkerchiefs so as to pass muster for flags and banners. Gainsborough would have feasted his eyes on many a bit of rustic life, which the passengers in the royal train might just get a sight of ere it vanished for ever—old gleaners with grotesque bonnets waved a handful of corn ears, children running down some shady lane or balanced on a gate in the full swing of good spirits and juvenile loyalty, and such groupings of human and animal life as are to be met with rarely out of a purely agricultural county.

BIGGLESWADE

Was passed in a great hurry, much to the disappointment, no doubt, of the persons assembled at the station, and of a number of children, who waved an infinity of yellow and blue flags very enthusiastically with a very nice effect. The stations of Sandy and St. Neot's were passed in quick succession, so quickly that the eye could only catch a confused view of hats and bonnets, heads and hands and faces, mingled with festoons and banners, and the ear but collect one misty cheer, ere the scene was changed for the comparative solitude of green fields and trim hedge-rows basking in the sun. Huntingdon was reached at 3.15, and greatly chagrined must the crowd there gathered have felt at the rapid transit of the carriages by the station. The preparations were carefully and neatly made, but the engine whisked past in noisy indifference to arches of flowers and handsome banners with loyal devices, and to the salute of an extemporary battery. It was a pity the train passed so soon by this loyal town, but the time-table could not be trifled with, and at 3.33 the train drove amid the cheers and shouting of an immense concourse, into the

PETERBOROUGH STATION.

The churches in the town were ornamented with flags, and at the station were platforms filled with ladies and gentlemen, carriages and trucks crowded till they could hold no more, and masses of people assembled along the walls which hem in the line. The clergy, headed by the Bishop of Peterborough, were in attendance, and the right rev. prelate, who was formerly her Majesty's tutor, advanced to the carriage and had an audience of

his royal pupil! The son of Lord Aboyne (godson of the Marquis of Huntley), a fine boy five years of age, who was dressed in full Highland costume, in the Gordon plaid, was presented to the Queen by the Bishop, and was lifted up to the carriage by the right rev. prelate in order to present her with a bouquet, which the Queen kindly accepted. The continuation of the journey offered little subject for note beyond that which occurred at its commencement. Mile after mile the train sped along over a plain literally as flat as one's hand, covered with corn stacks or fresh-cut swathes, which blended on all sides with the horizon. The population was not dense enough to furnish materials for a crowd, but at all the villages and small towns there was a strong muster of the inhabitants, and of such tokens of rejoicing as their stores could afford on the moment. The only variety in the most steppe-like flats of Lincoln was afforded by alternations of land and water, by the view of a distant spire crowned with a flag, or of a row of eccentric-looking little windmills, which ground away the water from the plains, and now and then by a prospect of fat cattle or lazy sheep in some rich oasis of a meadow, or by a flock of plover wheeling over the flat. Spalding was passed at four o'clock; and at 4.20 the train reached

BOSTON,

where the wants of the engine were supplied, and the corporation took this opportunity of presenting a loyal and dutiful address expressive of their satisfaction at the arrival of her Majesty in their ancient town. The Queen received it most graciously, and expressed herself fully sensible of, and much gratified with, this mark of the loyalty and devotion of the people of Boston. At precisely 4.29 the royal cortege was again in motion. One long last shout was the sincere farewell given at its departure, and as the cannon boomed forth its thunder, the train passed slowly towards the Grand Sluice, and was speedily out of sight.

LINCOLN.

The royal party arrived at Lincoln at 5.25, and were received by the mayor and corporation and by the principal inhabitants. The station was handsomely decorated.

As soon as the train came to a stand, Lord J. Russell descended, and intimated that the Queen would receive the address in the carriage: the Queen stepped to the door, and gracefully bowed and smiled in response to the glad and hearty welcome given to her Majesty. The Mayor, kneeling, said, "As the Mayor of this city, I humbly approach your Majesty, and beg to tender to your Majesty the keys of this ancient city, with the pledge of the devoted loyalty and attachment of all classes of my fellow citizens." The Queen was graciously pleased to receive the keys tendered, but immediately handed them back, observing, "They cannot be better than in your keeping, Mr. Mayor." The Mayor then presented the loyal address from the Corporation of the city, printed upon vellum. The Queen at once, without the formality of a written address, replied, "I thank you for the feeling of loyalty and attachment expressed in your address. I cannot but admire your Cathedral crowning the elevation it adorns; and it would have afforded me pleasure to see more of your city, if circumstances would have permitted it." The train left at 5.31, passed East Retford slowly, where a large multitude did their duty, and manifested the liveliest satisfaction at the Queen's presence by the help of music, cheers, flags, and flowers, and arrived at Doncaster at 6.26, having thus accomplished the distance (176 miles) in four hours and twenty-five minutes, including stoppages.