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On account of the Easter Holidays our next number will appear on Wednesday.

GENERAL NEWS.

ENGLISH NEWS.

MEETING OF THE PRIVY COUNCIL.

His Majesty King Edward presided at a meeting of the Privy Council which took place in Buckingham Palace on Thursday, and at which his Majesty received the newly appointed Ministers.

His Majesty has been pleased to create Mr. Edmund Robertson a peer. Mr. Robertson was formerly Parliamentary Secretary to the Admiralty.

ENGLISH ROYALTIES TO GREET KAISER.

The Duke and Duchess of Connaught, accompanied by the Princess Patricia, will leave Malta for Corfu on Tuesday next, for a short visit to the German Imperial family.

THE NEW BRITISH BAYONET.

An order for the manufacture of 55,000 new bayonets has been placed by the British War Office with the Wilkinson Sword Company, London. For some time past there has been considerable dissatisfaction with the type of bayonet now used by the British Army, which is regarded as lacking in thrusting power and generally inefficient as a weapon of war. The new bayonet is five inches longer than the old type, and in process of manufacture it goes through no less than 200 operations before completion.

WHY SIR H. CAMPBELL-BANNERMAN RESIGNED.

A London correspondent writes us as follows: On first hearing the announcement that Sir Henry Campbell-Bannerman had resigned the Premiership, everybody was disposed to wonder why the eve of the date fixed for the second reading of the Licensing Bill was chosen for the official notification. The true explanation is as follows. On April 3rd the King's physician visited the ex-Premier at the special wish of His Majesty. It was found that, as First Lord of the Treasury, Sir Henry Campbell-Bannerman was daily called

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upon to sign a variety of documents, and that before doing so he insisted upon making himself acquainted with their contents. The King's physician, after consultation with Dr. Burnet, came to the conclusion that a continuance of this state of things was highly prejudicial to the right hon. gentleman's chances of recovery, and consequently, as the result of a further consultation, Sir Henry was there and then induced to formally tender his resignation—which reached the King at Biarritz on Sunday evening.

LORD CHARLES BERESFORD CHAFFED.

One of our London contemporaries, noted for its waggish propensities, publishes the following amusing item: In a recent issue we stated that Lord Charles Beresford was suffering from the complaint known as "swelled head." This, however, was evidently a wrong diagnosis of the case, for on March 27th the following signal was sent to H.M.S. "Swiftsure":—

"Commander-in-Chief thinks it is Captain of "Swiftsure" who has informed Lady Charles as regards the Commander-in-Chief's leg. Commander-in-Chief's leg has much improved, and only swelled slightly, and then only after a long day. Commander-in-Chief thanks Captain of "Swiftsure" for his enquiries."

We are much obliged to his lordship for the correction. We trust his leg is getting better, and that, in the meantime, no one will pull it.

THE SHREWSBURY DISASTER SENSATIONAL REPORT.

The Board of Trade report on the inquiry into the circumstances of the disaster at Shrewsbury Station to a London and North-Western passenger train on October 15 last year, and of which some

interesting details were given in these columns at the time, was issued on Friday, and is of a sensational nature.

It will be remembered that the train, when approaching Shrewsbury early in the morning at an excessive speed, was derailed at a junction, and 18 people were killed, 31 more or less severely injured, and 30 slightly hurt. It may be assumed without any risk of exaggeration, says Col. Yorke, that the speed of the train was at least 60 miles an hour, and probably more, when the train reached the point of derailment. By the regulation of the railway companies the speed through the junction is fixed at ten miles an hour. The train should, therefore, have come to an absolute stop at Crewe bank, and should have afterwards proceeded cautiously to the junction, where the speed should have been ten miles an hour. What happened was probably that the wheels of the engine, when passing through the facing points, were suddenly deflected to the left, this being the direction of the curve, while the direction of motion of the mass of the engine was straight and tangential to the curve. The abruptness of the stop, combined with the initial speed at the moment of derailment, sufficiently accounted for the long death roll and the wholesale destruction of rolling stock which marks this catastrophe as among the worst which have occurred on English railways.

Discussing how Driver Martin could run past both signal-boxes and approach the junction at such an excessive speed, Colonel Yorke said the post-mortem on Martin's body cleared him from the suspicion of having been drunk when he went to his death. Another possible explanation of the accident was that both of the men on the engine were sleeping or dozing, and Colonel Yorke does not suppose that anyone who has had any experience on the footplate will deny the possibility of such a thing happening. He had been out of bed the whole of the previous night, and what advantage he took of his interval for rest could not be ascertained. After passing Hadnall, Colonel Yorke believes that sleep overcame Martin and caused him to close his eyes for a few minutes, so that he passed Harlescott Crossing and Crewe Bank without knowing it. Possibly the fireman also was sleepy, but the more likely explanation is that he did not know Martin was asleep.

(Continued on page 4.)

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