of representative power cannot be avoided for generations to come. Are we, and our children, and our children's children, to be hampered in the development of this territory, which abounds beyond description in the various sources of wealth, almost unexampled in their combination—to satisfy an imaginary desire for an union which is already being strangled by discontent. The British statesmen, who in 1861 foresaw that the necessity for separation would arise, gave to their foresight practical effect. They made provision for the adjustment of mutual obligations, and of boundaries between separate colonies; they rendered impossible a repetition of the disputes which provoked so much bitterness between Queensland and New South Wales, and they prescribed, in the language of the then Duke of Newcastle, the clause which should be potential to bring these provisions into operation—"the wishes and convenience of the settlers"—then in the future and now in the present, asking the fulfilment of the pledges thus impliedly given.

19. Finally, the Council would not have even so far anticipated the statement hereafter to be laid before the Imperial Government, had they not found that the machinery of misrepresentation was in full action both in London and in the colony. To prevent further misapprehension they solicit your publication of this letter that the inhabitants of the northern districts may be set right in the eyes of the British public. In due time their full case, duly accredited by the signatures of a large majority of *bonâ fide* residents in the north, and supported by official returns, will be forwarded for the consideration of the authorities with whom the decision upon it may be supposed to rest.

In the meantime, whatever may have been represented to the contrary, the Council believe that the Colonial Office as thoroughly recognizes the impropriety of expressing opinions upon a case not yet in any shape before it as they themselves do the necessity for submitting it complete in all its parts, not as the mere ebullition of angry dissatisfaction, but as the deliberate exposition of the concession their constituents desire, of the causes which compel that desire, and of as determined a purpose not to cease their efforts until that concession, which Imperial legislation has all but constituted a right, is obtained.

I have the honour to be, Sir, your most obedient servant,

T. WILLMETT, President.

Queensland Northern Separation Council, Townsville, July 1.

THE FATAL COLLISION IN THE CHANNEL.

TO THE EDITOR OF THE TIMES.

Sir,—Perhaps you will kindly allow me to supplement and complete my letter of the 23d by referring to the evidence of the master and the pilot of the Brenda (Y), as given in *The Times* of the 24th. They depose to seeing the red light of the Dolphin (X), as they thought, a little on the port bow. What I find I had written as the caution in such a case in continuance of my remark as to the tendency of green to change to red when apparently a little on the starboard bow was:—"And red nearly ahead has nearly an equal tendency to change to green, while yet on the otherwise safe bow." Therefore both master and pilot of the Brenda might, with proper teaching, have expected the change which took place. They saw red change to green, and no doubt saw "all three lights" nearly ahead, showing that each ship was "nearly end on" to the other. Then came the paraphrased law which is in every seaman's mind:—

"When all three lights I see ahead
"I port my helm and show my red."

The signal made by the lights seen was "hard a-starboard;" the order given by the law probably, the advice given by the rhymes certainly, was "hard a-port." Hence the collision. The master tells us he was so satisfied about the law that "he expected the Dolphin to port her helm and open her red light." But, as the Dolphin has told us herself, she never got any signal to port until it was too late.

There is, unfortunately, nothing out of the ordinary course in this collision. The lights are by law ordered to be accurately fitted, but by paraphrase great inaccuracy is not only allowed, but recommended. There is no authoritative caution anywhere that it is dangerous to port the helm to a red light or to starboard it to a green light when nearly ahead, although naturally this must always be so; and the danger is increased by the law of port helm and the faulty fitting of the lights. And then faulty law so much interferes that, when an experienced pilot like the man in the Brenda gets a clear signal to put his helm hard a-starboard, his sense of his legal responsibilities makes him put it hard a-port. In doing this all the glasses are in his favour, and though I do not know a single decision of the Courts against him, I know of one exactly directing him to do as he did. This was the case of the Amazon, where the Judge of the Admiralty Court held that when a ship saw green "added to red" nearly ahead of her it was her duty to obey the law and to port her helm. This decision was confirmed by the Privy Council.

Your obedient servant,

P. H. COLOMB, Captain.

QUEEN ANNE COMMUNION PLATE.

TO THE EDITOR OF THE TIMES.

Sir,—I have to-day seen in *The Times* of September 23 a letter in which it is stated that Mr. Montague Guest had occasion to visit the town of Portsmouth, and that during such visit he entered a silversmith's shop and there "came across a most magnificent service of Queen Anne Communion plate, all engraved with Queen Anne's arms and having a fine stamp of the year 1709."

But Mr. Guest not only "came across" the flagons, chalices, patens, and alms-plate, but he made inquiry about them, and "was informed that they were presented by Queen Anne to the garrison church, and had for years been in the hands of a banker at Portsmouth."

The inquiry was natural and the information so far true and interesting; but the informant went on to say that the service "had been forgotten, so much so that new Communion plate had been got for the church," in other words public property of great value had been neglected and lost; public officers had been grossly careless and ignobly deceitful; new Communion plate had been quietly bought and nothing whatever said about the disappearance of Queen Anne's noble gift.

This was more than Mr. Guest could quietly tolerate. Moved by a spirit of holy indignation, he writes down "a few remarks" and comes to the conclusion that "you would be doing a service" not only to the present generation but "to posterity" if you would insert them in your columns.

"May he that means well fare well" is a good proverb; so far, then, I would gladly say "fare well" to Mr. Guest, but before doing so it is only right that he and your readers should know that the garrison church Communion plate was never lost, that it was placed in Messrs. Grant and Co.'s bank by me, acting under the clearest and fullest instructions, and that no new plate was ever obtained because the old service had disappeared.

The truth is as follows:—It had always been the custom for a party of soldiers to take the plate chest when required from the Governor's house to the garrison church and after divine service safely to return it. The vessels, I may observe, were found inconveniently large. During the restoration of the "Domus Dei" a friend of mine presented for a memorial a beautiful set of Communion plate, which was at once taken into use. It was now determined that the old plate ought not to remain in one of the offices attached to the General's house, and I was therefore requested to ask Messrs. Grant and Co. to place it in their iron room, from which it could be easily obtained when required for any great occasion. Everything was done wisely and carefully, and right glad am I to find that so beautiful an ecclesiastical relic will be exhibited at the coming Church Congress.

Point de zèle is a valuable motto. I feel sure that Mr. Guest never intended to bring the serious accusation conveyed by his letter against one or more of the Staff officers of Her Majesty's Army, but he will, I hope, forgive me if I say that before he asks you or any one to do "a service to posterity" he is bound to look carefully to his statements, for if he does not he will find fiction an ingenious deceiver very ready to delude him and posterity or any other.

I am, Sir, your obedient servant,

H. P. WRIGHT, Rector of Greatham, Hants, and late Senior Chaplain to the Forces, Portsmouth.

Lausanne, Vaud, Sept. 26.

AN APPEAL FOR HELP FROM NORWAY.

TO THE EDITOR OF THE TIMES.

Sir,—Never, I am glad to say, during the many years I have been residing in this country has, I believe, an appeal been made from Norway to the ever-open purse of John Bull, a knowledge which is, I am afraid, my only excuse for being the first to take advantage of the same. Early last month a terrible calamity befell the little town of Aalesund, on the north-west coast of Norway—no doubt familiar to the thousands of tourists who have journeyed to the North Cape or visited the Norway fjords—through the visitation of a terrific hurricane, in which no less than 30 hardworking, honest fishermen lost their lives. Forty wives became widows in the same hour, and 120 children under five years of age fatherless. The distress is naturally very great, and though appeals are being made in the Norwegian Press for help to alleviate the wants of the destitute, I fear the requirements are in excess of the power to assist. Permit me, therefore, by your kindness, to ask some of your thousands who have this summer, in common with the Prince of Wales and Mr. Gladstone, enjoyed a trip to health-giving Norway, and maybe thereby been saved from leaving their own little ones in the sad way in which those of our poor fishermen are now placed, will they not be glad to help them, help the poor destitute children of a class of men so allied to the British as this by blood, tradition, and occupation?

My friend Count M. Björnstjerna, Consul-General for Sweden and Norway (27, Great Winchester-street, E.C.), heartily endorses this appeal, and will, like myself, be happy to receive contributions, which shall be forwarded to the Aalesund authorities without delay, and gratefully acknowledged through the columns of *The Times*.

I am, Sir, your obedient servant,

CARL SIEWERS.

The Scandinavian Club, 80 and 81, Strand, W.C.

STOCKS and RAILWAY and OTHER SHARES.

PRINTING-HOUSE-SQUARE,
Tuesday Evening.

The next monthly Settlement in Consols is fixed for Thursday. The Settlement in Railway and Foreign Stocks, &c., will begin on October 13 and end on October 15.

The following shows the changes in the prices of the undermentioned Stocks and the closing quotations, together with those of the previous night in parentheses:—

BRITISH FUNDS.

Consols, 3 p.c.—(99¾ 100) 99 13-16 15-16, 99⅞ 100, 99 15-16 100 1-16, 99⅞ 100⅛
Do., Account.—(99¾ 100) 99 13-16 15-16, 99⅞ 100, 99 15-16 100 1-16, 99⅞ 100⅛
New and Red.—(99¾ 9) 98⅞ 9, 98⅞ 9⅛
New 2½ p.c.—(88½) 88½
India Stock, 4 p.c.—(100¾ 1¼) 100¾ 1¼
India, 3½ p.c.—(100½ 1½) 100½ 1½. Do., 3 p.c.—(85 6) 85 6
Bank Stock.—(297 8) 297 9
Board of Works, 3½ p.c.—(107½ 8) 107¾ 8¼
Do., 3 p.c.—(98¾ 9¼) 98¾ 9¼

COLONIAL INSCRIBED STOCKS.

Canada, 3½ p.c.—(92¼ 3¼) 92¼ 3¼, 3-½
Cape, 4 p.c.—(95¼ ¾) 95¼ ¾, 5/6 6
Natal Consol. Stock.—(90 2) 90 2
New South Wales, 4 p.c.—(107½) 107-½
Do., 3½ p.c.—(92-½) 91¾ 2¼
New Zealand, 4 p.c.—(99¾ 100¼) 99¾ 100¼, 100-½
Queensland.—(101¼ ¾) 101-½, 1½ 2
South Australia.—(106½ 1) 106½
Victoria, 1881.—(103½ 4) 103½ 4. Do., 1882-3.—(101¾ 2¼) 101¾ 2¼, 2-½

BRITISH RAILWAYS.

Caledonian, Ord.—(101¼ ½) 101-½, 1½ ⅜, 1¾ ⅝, 1¼ ½, 1¾ ⅝
Great Eastern, Ord.—(63½ ¾) 63½ ¾, ⅝ ¾, ¾ 4, 3⅞ ⅞, 3½ ¾
Gt. North., Def.—(99 100) 99 100, 99½ 100½, 9 100
Great Western, Ord.—(135⅞ 6⅛) 135⅞ 6⅛, 5¾ 6¼, 5⅞ 6⅛, 5¾ 6
Hull and Barnsley, £10 paid.—(31½ ½) 31½ ½
Lancashire and Yorkshire, Ord.—(109½ 10½) 109 10
London and Brighton, Ord.—(117 19) 117 19, 18 20
Do., Def.—(102½ ¾) 102½ ⅞, 2½ ¾, 2⅜ ⅝, 2½ ¾, 2¾ ⅝, 2⅛ ⅜, 2⅜ ⅝, 2⅛ ⅜, 1¾ 2, 1⅞ ⅝, 1¾, 1⅞ ⅝
London and Chatham, Ord.—(16½ ¾) 16⅜ ⅞, 16½ ¾, 16⅜ ⅝, 16¼ ½
Do., Pref.—(85¾ 6¼) 85¾ 6¼, 6-½, 5¾ 6¼, 5½ 6
London and South-Western, Ord.—(124½ 5½) 124½ 5½
London and North-Western, Ord.—(163¾ 4) 163¾ 4¼, 3½ 4, 3¾ 4, 3⅝ ⅞
Manchester and Sheffield, Ord.—(65 7) 65 6
Do., Def.—(93¾ ⅞) 93½ 3, 93¾ ⅞, 3¼ ¾, 3¼ 4, 3½ 4, 2-½
Metropolitan, Ord.—(103¾ 4¼) 103¾ 4¼, 4-½, 3¾ 4¼, 3½ 4
Metropolitan Dist., Ord.—(38¾ 9¼) 38¾ 9¼, 9-½, 8¾ 9¼, 8½ 9
Midland, Ord.—(126⅞ 7½) 126¾ 7½, 6⅞ 7½, 6¾ 7¼
N. British, Ord.—(83¾ 9¼) 83½, 8¼ ⅝, 8-½, 8⅜ ⅝, 8¼ ½, 8⅜ ⅝, 8⅞ 3½, 9½ ⅝, 9-¼, 9⅛ ¾
Do., Edin. and Glas., Ord.—(27½ 8) 27¼ ¾, 7 8
N.-Eastern, Ord.—(154⅝ ⅞) 154¾ 5, 4¾ ⅞, 4¼ ½, 4⅛ ⅜, 4¼ ½, 4-¼
S.-Eastern, Def.—(93½ ¾) 93½ 4, 3⅝ ⅞, 3½ ¾, 3⅝ ⅞, 3½ ⅝, 3¼ ½, 3⅛ ⅞, 3¼ ½, 3⅛ ⅞, 3¼ ½, 3⅛ ⅞, 3¼ ½, 2¼ 3, 2¾ 3

FOREIGN STOCKS.

Argentine, 1884.—(84 5) 83 5
Do., H.D.—(73 4) 73 4, 3½ 4½, 3 5, 3 4
Brazilian, 1883, fully paid.—(83 4) 82 4, 3 5
Egyptian, State Domain.—(84¾ 5¼) 84¾ 5¼, 5-½
Do., Pref.—(87⅞ 8⅜) 87⅞ 8⅜, 8-¼, 7⅞ 8⅜, 8-¼, 8⅛ ⅜, 8-¼
Do., Unified.—(64 9-16 11-16) 64⅜ ⅞, 4½ ¾, 4⅝ ⅞, 4¾ 5, 4⅝ ⅞, 4⅞ 5, 4⅝ ⅞, 4⅞ ¾, 4⅞ ¾, 4⅞ ⅞
Do., Sinking.—(61⅞ 2) 61⅞ 2
French, 3 p.c.—(80¾ 1¼) 80¾ 1¼, 1-½, 80¼ 1¼
Do., 4½ p.c.—(108½ 9) 108½, 9
Greek, 1879.—(79 81) 80 2
Hungarian, Gold.—(78½ 9) 78¾ 9½, 8½ 9½, 8¾ 9¼, 8½ 9
Italian, 5 p.c.—(93⅞ 4⅞) 94-¼, 3⅞ 4⅛, 4-¼, 3⅞ 4⅛, 4-¼, 3⅞ 4⅛, 4