

Carlisle Journal 23 July 1836 (Saturday - so opening on 19th)

RAILWAY_OPENING NEWCASTLE AND CARLISLE RAILWAY.

[The following Plan of that Part of the Line of the Newcastle and Carlisle Railway which was opened on Tuesday, will enable the reader to understand its localities better than any written description.]

Tuesday last was the day fixed for opening 20 miles of the Newcastle and Carlisle Railway, from this city to Greenhead.

As might naturally be expected, great anxiety prevailed to witness the opening of a work so deeply affecting the interests and future prosperity of a large and important district, and connecting together communities hitherto comparatively unknown to each other - bringing the productions of the East and the West to a common and easily accessible centre - and placing at our doors those mineral productions of nature which form the sinews of England's greatness, but which have hitherto lain embowelled in the earth, or been placed within our reach at a rate so costly, as to render them comparatively useless. All the coal used in this city is brought a distance varying from 10 to eighteen miles, and the only conveyance hitherto has been the common cart, and as only one journey can be performed in the day by a team and horse the additions to the cost at the pit's mouth has been most serious, and there can be no question but it has materially tended to retard the extension of manufactures, and to prevent many other improvements. - Stone and lime have also to be brought a great distance, thus enhancing the cost of buildings, and tending to damp the spirit of enterprise which is abroad. The railway opens out vast fields of all these materials, of the very best quality, and will bring them to our very door at a cheap rate. In short, it will give to us all those things which we are most in want of, and take from us those things we are desirous of parting with. The agriculturalist will have the benefit of two large markets for his produce, at an outlay not exceeding the cost of bringing it to one market. The manufacturer will be provided with cheaper fuel to enable him the more effectually to compete with his rivals in other markets. And, most important of all, it will create new sources of profitable labour for the working classes; and, by giving the poor man chances of seeking work where it is most plentiful, will insure him the highest rate of wages for his labour. The conveniences, the comforts, and the luxuries of life will be placed within the reach of a larger class of people; the benefits and advantages of social intercourse more fully seen; the resources of the country more fully developed; and the people taught to feel how much superior are the arts of peace to those of war.

The undertaking is not merely locally important connecting as it will the Eastern and Western Sea by an easy road, through an important and popular district of the country, it can hardly fail to prove of great national consequence. Rapid communication is at all times of great moment; but in times of peril and danger, the safety of the nation may depend upon it. Severus built his famous wall, along part of the very line traversed by this railway, to protect the country from invaders. We make a road to gain easier access to the country which he shut out. The wall might secure him peace, but it made aliens and enemies of those whom nature intended to be friends and natural supporters. The railway will give us peace, and it will unite in bonds of friendship a whole people. The undertaking of the Roman was a mighty project; but the last remaining evidence of its existence is fast crumbling to dust, and will soon be as

entirely buried as are the feelings under which it was conceived. The railway is an undertaking not less grand in its projection; affords a sure testimony of our knowledge in science, and the vastness of our resources; and is no less indicative of energy and determination; but how mighty are the results at which we aim as compared with those contemplated by the builder of the wall - and how much more certain and lasting must be the benefits we will confer. For some time past the greatest exertions have been made to get everything in readiness by the 19th: and though various untoward events occurred to delay the work, by the untiring zeal of the directors, aided by the skill and judgement of Mr Blackmore, the engineer, and the enterprise and resolution of Mr Grahamsley, the contractor all difficulties were surmounted and everything was prepared for the ceremony of opening on Tuesday last.

On Monday parties began to arrive from Carlisle; though the broken and unsettled state of the weather doubtless withheld many more.

On Tuesday morning it began to rain about four o'clock and continued with little intermission until 10, - at times pouring down in torrents.

All the shops in the city were closed, and the day was kept as a general holyday amongst all classes. Flags were displayed from several houses, where the different trades had appointed to meet. Bands of music, one belonging to Carlisle, and which had been engaged by the Corporation - another from Newcastle, dressed in uniform, and a third from Allendale Town Head, began to play upon streets at an early hour, at each intermission of the rain.

Upon the parapet of the shop of Mr J Brown, ironmonger, the smiths had placed models of two steam engines - one upon the high pressure, the other the low pressure principle: being connected by a pipe with a small boiler temporarily fixed in a room of the Pack Horse inn, they were kept at work during the greater part of the day, and attracted much attention. They were very neat models, and reflected great credit on the taste and ingenuity of the workmen.

About half past 9, the Directors, accompanied by a band of music, proceeded from the Rush Inn to the station-house at Gallows Hill, to be in readiness to receive the Corporation, and to superintend the final arrangements for the procession. The members of the Town Council assembled at the same time at the Town Hall and a little before 10 set off in procession to the station. They were preceded by the flags of the different Guilds, "a band of music" a handsome new blue silk flag prepared for the occasion, having the city arms painted upon it with the motto of "Be just and fear not" - the Mayor's Sergeants, in their new and handsome uniform, carrying halberds. - Then came the Mayor and Town Council, four abreast, followed by a large body of the principal tradesmen, arm in arm. Next came a large body of the trades, each displaying its own flag.

At this time the rain had ceased, and there were some indications of the day brightening up.

Along the whole line of procession, from the town hall to the station - a mile in distance - crowds of people were seen pouring along: and on our arrival at the station we found an immense number of people assembled, and several of the carriages already occupied.

The station, or yard of the Railway Company, it may be necessary to inform our distant readers, is formed upon a large plot of ground on the east side of Gallows Hill, and extends from the London Road to near the Mains Cotton Works, covering an area of several acres. It

has been excavated to a considerable depth to form a level with the railway. This yard will ultimately be enclosed by a stone wall; at present it is protected by a strong wooden paling.

In the station-yard have been erected extensive workshops for the mechanics employed by the company, large covered houses for the reception of the engines and carriages, and steathes or depots for coal and lime. An elegant house, in what is called the modern Gothic style of architecture is being erected which will be used as offices, and for the residence of one of the clerks (Mr Thomson). The building, when completed, will have a very handsome appearance; and all the station-houses upon the line built upon the same plan. From the entrance of the yard at eastern extremity several permanent lines of rails have been laid down, leading to the depots, ware-houses, coach-houses, &c.

From the upper or south side of the yard, a line will pass upon a somewhat lower level, by a tunnel under the London Road to the canal basin. This in a state of great forwardness, but has not yet been completed.

As we have already said, the yard has been excavated to a considerable depth below the London road, consequently the ground on the South side, from road to near the Mains, forms a high sloping embankment. This was a favourable position for seeing the procession start, and was soon occupied by an immense crowd of people of all ages, sizes, and conditions.

From the Station to where the line crosses the road leading from Harraby to Durran-hill, about a mile in length, it has been cut through elevated ground, and the banks along the side afforded excellent standing room for spectators, and was early occupied.

Flags of various kinds were displayed from all points of elevation in and near the yard, bands of music were playing, and thousands of people were gathered together in and around the station: the whole forming a scene of animation and deep interest such as has never before been witnessed in Carlisle, and was probably not surpassed even at the opening of the Liverpool and Manchester Railway.

In a field below the Railway, and adjoining the river Petteril, a party of artillerymen were placed, with two field pieces to salute the procession on its departure and return.

Besides the carriages intended permanently for the use of passengers, and which we may remark are both neat and commodious, a great number of the carriages, hereafter to be used for the conveyance of goods, were fitted up with temporary seats, holding about 30 persons each. All the carriages were numbered and arranged upon four lines, and as those who had tickets entered the yard, they took their seats without delay. The ladies were generally shown to the close carriages, but many were obliged to be contented with an open seat, and run the risk of a good ducking, for the clouds still continued to threaten a heavy fall of rain; and, indeed, it was not all *threat*, for a very heavy shower did fall about a quarter of an hour before the signal was given for starting.

The engines intended for the day were the *Samson*, the *Hercules*, the *Atlas* and the *Gilsland*. The Hercules was built by Messrs. Hawthorne, and the others by Messrs. Stephenson, of the same place. The two first-named are powerful and beautiful engines calculated to draw immense weights. The Atlas is a smaller engine, of very beautiful construction and is calculated for working at a great speed; it does not belong to the company, but was lent for the occasion, the company's own engine of the same name not being finished. The Gilsland is

a still smaller engine, and belongs to Lord Carlisle, and is intended to work on his Lordship's Railway from Brampton to Kirkhouse. To each engine, as most of our readers will be aware, is attached a tender or carriage for carrying a supply of coke and other things required on the road.

At half-past 10 the *Samson* moved out from the covered house and proceeded slowly along the line and took her station at the head of the first train, consisting of seventeen carriages. She was almost immediately followed by the *Hercules*, which was placed at the head of the second train of seventeen carriages. Then came the *Atlas*, and was attached to the third train of nine carriages. The fourth train was drawn by the *Gilsland*, and consisted of five carriages.

All being now prepared, Mr Blackmore went along the lines to see that everything was in its place, and having found all correct, the signal (a loud shrill whistle, produced by opening a valve, and allowing a current of steam to play upon a small bell) was immediately given to start, and away went the first train, closely followed by the others in the order of their numbers; and on leaving the yard formed one continuous line of 56 carriages (including the engines and their tenders). They moved off amidst the enthusiastic cheers of the assembled multitude, responded to with equal enthusiasm by those in the carriages, the discharges of artillery, the firing of guns, the merry music of the bands, and the waving of colours. The day was now beginning to brighten up, the rain having entirely ceased, and the enthusiasm of the people being worked up to the highest pitch, a scene of animation was presented such as it would be vain to describe. It was such a sight as was never before witnessed in England. At the opening of the Liverpool Railway, although more carriages were employed, the different trains were kept apart, and the effect of one lengthened line was lost. Here were at least fourteen hundred human beings drawn along at a rapid and easy rate, and without any break or division in the line.

Once fairly clear of the station yard, the speed of the engines was increased, and we passed rapidly along between banks covered with people, who greeted the carriages with loud huzzas.

Just beyond the yard the line crosses the river Petteril upon a neat 'skew bridge. The line as we have already said, thence proceeds by an open cut through the hill between the Mains and the Harraby road which it crosses upon a level; and which is then formed upon an embankment, and sweeps by a gentle curve past Durran Hill, the residence of R Lowry, Esq. It then proceeds in nearly a straight line to Scotby, by a long open cut, the banks of which afforded excellent accommodation for spectators, and we observed numerous groups collected from Carlisle. The scenery thus far, though not devoid of interest, presents little that is remarkable.

At Scotby a Station-house is being built, and depots for coal and lime have been prepared. The highway to Scotby passes under the railroad by an archway.

From Scotby to Wetheral the Railway is principally formed upon an embankment - with the exception of about half a mile of deep cutting at the western end of the village and the scenery is most beautiful; it is richly wooded, and at almost every turn presents most interesting views - a fine open landscape, stretching away as far as the eye can reach, and bounded only by those chains of mighty hills by which our county is surrounded and intersected.

At Wetheral is one of the most important works on the line. This is the stupendous bridge across the Eden - probably one of the greatest works of the kind in the kingdom. It is formed of five semicircular arches, each of eighty feet span; and its height from the top of the parapet to the average summer level of the water is 99.5 feet, - the roadway being 95 feet and the parapet 4.5. The whole length of the bridge is 624 feet. A Latin inscription on one side, and an English one on the other, record the names of the architect and builder - Francis Giles, Esq and Mr. W. S. Denton. It has been built of a red stone obtained in the immediate neighbourhood, and is allowed to be one of the best executed works in the kingdom. From this bridge a splendid view of Corby is obtained, and a richer scene the eye of painter never beheld. As the carriages swept past, a beautiful panoramic view was presented. On each side were the thick woods of Corby feathering down to the river edge; beneath, the beautiful river winding like a rich silver thread through the green foliage; and as the long line of carriages wound round the curve by which the railway passes to the bridge, art might fairly be said to contend with nature for mastery in exciting feelings of sublimity and wonder.

Crowds of people were here collected on every place which could command a view of the railway, and received the procession with enthusiastic cheers.

A very beautiful station-house is being erected at the west end of this bridge; and a little beyond the Eastern end a new and commodious inn has been erected by Mr. T. Wannop and depots are preparing for coal and lime. Here parties desirous of visiting the beautiful and romantic grounds around Corby Castle, the seat of Henry Howard, Esq., will be set down.

A little beyond this is another great work of art a viaduct across Corby or Drybeck valley. As an object of beauty, it is little inferior to the Wetheral bridge. It crosses a secluded and finely wooded dell, at the bottom of which runs a small stream, and is formed of 7 arches of 10 feet span each. The height of the viaduct from the ground is 70 feet. Through the centre arch (which is surmounted by the armorial bearings of the house of Howard) a roadway has been formed by Mr Howard, who has thus shown his good taste in combining beauty with utility, and in adding to the natural attractions of his sylvan residence.

The railway next crosses the valley of the Cairn, one of great natural beauty, upon an embankment varying from 10 to 30 feet in height; and the material for forming which were obtained from the cut through the Cowran hills, of which we shall have to speak immediately. The scenery along the whole of this stretch is interesting in the extreme, and will doubtless tempt many a visitor, who has hitherto little dreamt that scenery of such splendid description was to be opened out by the railway, and placed within his reach in less than an hour's ride from his own door.

At Heads Nook a very fine stone quarry has been opened by Mr Grahamsley, and so close does the railway pass to the chasm which has been formed, that palings have been put around it - probably more with a view to prevent even the appearance of danger than from any fear of danger itself.

At Broadwath a triumphal arch has been formed of flowers and evergreens, and the procession was received with great cheering by a large concourse of people from Warwick Bridge and the neighbourhood, who were assembled here with flags and music; and by a salute from a small piece of ordnance.

As the procession passed The How much amusement was created amongst the passengers, by the antics of a man dressed in a pink jacket, and a cap bedizened with ribbons, and carrying a flag in his hand. He danced, jumped, shouted, and seemed almost frantic with the excitement of the moment. At Hard Bank Hill again numbers of people were collected; and indeed the same may be said generally through the whole line, where good situations may be obtained for viewing the procession. In several places tents have been erected for supplying refreshment to visitors, and the owners of them, we dare say, have a tolerably good harvest: but when travelling at the rate of 12 or 15 miles an hour, it is not always convenient to “pull up” and enquire after the general progress of trade.

The road to Hayton workhouse crosses the railway by a neat viaduct; and here several flags were displayed, and guns fired as we passed along.

We are now in the Cowran Cut, as it is familiarly called, - the most remarkable work upon the whole line, and which must for ever remain a monument of skill and enterprise, surpassed but in few instances by any undertaking in England. It is an open cut, through an immense hill, 2270 feet in length. For upwards of 1500 feet the depth of the cutting is from 90 to 100 - the greatest depth being 102 feet. For about 500 feet the hill gradually slopes downward towards the east - the depth of the cutting decreasing from 100 feet to a mere trifle. The width between the summits of the hill thus divided is 305 feet. The sides of the cut are protected by strong stone walls 14 feet in height, which are perforated throughout the whole length to allow percolation; and the water is carried off by a conduit, formed under the roadway. Above the walls, the hill is gradually sloped upwards. The hill, to a depth of 90 feet, is formed of fine grained sand; and in cutting through it marine shells were found in the centre of it at the depth of 80 feet. It was original intention of the Directors to form a tunnel through this hill; but after proceeding with the work for some time it was found to be impracticable, and was given up. Messrs Grahamsley and Co then offered to make an open cut, and after great labour, and encountering difficulties that might have appalled most men, they finally succeeded in completing the work. As we have already said, the materials from this excavation were used in forming the embankment across the Cairn valley, and filling up the space between the cut and the bridge across the Gelt.

The procession entered the Cowran cut a little after 12 o'clock, and those who had not before seen the work, must have been struck with amazement at the power man had shown in overcoming the difficulties of nature. It was a splendid sight to see the procession moving through the very bowels of the earth, as it were, with music playing and banners flying. It was art celebrating its conquest over nature, and making the elements themselves minister to its victory. A loud cheer along the line, pealed like the shout of victory over a subdued foe.

From the two highest points of the hill, two ropes were suspended from side to side, on each of which a dozen flags were hung to “flout the sky”.

At the eastern extremity of the cut, the line passes the river Gelt by a viaduct of great beauty, and of a construction somewhat rare - being what is usually called a “secugh”. It is formed of three arches, of thirty feet span each and crosses the river at an angle of $26\frac{1}{2}$ degrees. It was built under the direction of Mr M. Kay jun, assisted by Mr T. Slack, of Langholm, from a plan by Mr. Giles. As a work of art, it is an object of great interest, and justly attracts the attention of all visitors. The scenery around here is of the most romantic character. The river Gelt flows over a rough rocky bed, and by the side of the ancient quarries, and is richly wooded

for a considerable distance. The view from the top of the viaduct is extremely beautiful and picturesque.

The line next proceeds across Hellbeck valley upon an embankment of 73 feet in height; and where the engines were put to greater speed than they had yet tried, and for a considerable distance passed at the rate of about 15 miles an hour. Speed was then slackened to allow the Samson to reach Milton and take in water.

At Milton a station house is being erected and a tank is now ready for supplying the engines with water. Here a deep excavation has been made through a place called Milton Rigg and the railway crosses the Brampton and Alston road on a level. It is here also joined by the Earl of Carlisle's railway, from his Lordship's coal and lime works to Brampton, which was opened with great ceremony on Friday last. The direction of this branch is shown in the sketch given above.

At Milton the procession was detained for threequarters of an hour in consequence of the Gilsland not being able to keep up with the other trains; and it was deemed advisable to wait her arrival that all might proceed together. As soon as the missing train came up, and the engine had received her supply of water, the signal was given for starting again, and off the train set at a rattling pace.

Passing the farm of Cumcatch, it crosses a peat moss for about 400 yards and though at first sight it would not appear to afford a very good foundation for such works, it seems to be as firm as any other part of the line; and its weight and speed have anything to do in testing the qualities of a road, this was fairly tried on Tuesday. The aspect of the country is here altogether different to what we had hitherto passed through - it now becomes more rugged and wild, and there is a picturesque boldness about it which cannot fail to excite admiration. The vale of Lanercost is seen to great advantage; and if some of the old monks could rise from their graves, and take a peep from the splendid ruins under which they now lie buried, at the locomotive engine and its attendant carriages careering along at the rate of 20 miles an hour over hills which in their day were never trodden but by the foot of the freebooter, and across morasses, where the wild cry of the plover only was heard, they would at once learn the change which has been wrought in the character of the people between their day and ours.

The Railway then passes the parishes of Upper Denton and Nether Denton in a continued series of embankments and excavations of no great moment; and is carried by a viaduct 70 feet in height across the rivulet Poltross, the line then crosses the Gilsland road at Runner Foot, by a small viaduct, and near the same place crosses the site of the Praetenturae of Severus. From Milton to this place a single line of rails only has been laid.

The view of the Orchard House and Shaws Hotel at Gilsland, is extremely beautiful, and the ready communication thus afforded to this delightful watering place must tempt hundreds to visit it, in search of health and pleasure. A station-house, built of a beautiful white stone, from a quarry belonging to the Earl of Carlisle, situated in the immediate vicinity of the railway, is nearly finished. Such a stone will be found invaluable in this city, and will doubtless be brought down in large quantities.

The railway passes along the left bank of the Tippal to Greenhead, having a beautiful view of the ruins of Thirlwall Castle on the left, and of Blenkinsopp Castle about a quarter of a mile beyond the Greenhead station to the right.

The trains arrived at the Greenhead station about two o'clock, having performed the distance from Milton (8 miles) in half an hour.

Here the procession was met by Col. Coulson and a very numerous party from Newcastle, Hexham, and Haydon Bridge, amidst the discharge of cannon, the firing of guns, and every other demonstration of joy and welcome, from a very large assemblage of people. Flags were displayed from the church, the tower of Thirlwall Castle, and from every other eminence around. The scene was one of great animation and bustle, and very great credit is due to Col. Coulson for the admirable arrangements he had made for the reception of the numerous party. As soon as the carriages stopped the passengers hurried to the spacious tents where lunch had been prepared. The raw morning and the long ride had given keenness to the appetites of the numerous visitors; and they found abundant means of satisfying their cravings, though some had to wait a little longer for the necessary accommodation than was at all consonant to their feelings.

We have now conducted the reader along a line of 20 miles, the extent of the railway now opened, and have endeavoured to describe as well as we could the country through which it passes. Any description which we could give, even under the most favourable circumstances, would fall far short of conveying anything like an adequate idea of its beauty, its picturesqueness, and sublimity; but passing along at a speed averaging about twelve miles an hour, and sometimes exceeding 16 it is manifestly impossible to catch with the eye and note down with the pencil those minute beauties which give finish to a picture. It is at best but a hasty panoramic view which can be sketched; and much be left to the fancy of the reader to fill up. To those inclined to travel upon the road, we can safely say, that if they be lovers of nature they will find upon it more than enough to repay them for the trouble, and probably more than the most exquisite fancy could anticipate. This too must be borne in mind, that it is a fallacy to suppose, that because you travel quickly you do not see the country fully. You may not be able to describe it upon paper, because you have not time to look and to note down so as to give each place its proper position in the general picture; but the general impression is accurate, and the enjoyment of it complete. The mind is satisfied though the memory may be unable to retain and to retail all its impressions.

The weather, although it continued cold, cleared up soon after the trains left Carlisle, and continued fair for the remainder of the journey.

The bustle and anxiety shown along the line to witness the novel exhibition, and the wonder and delight visible in every countenance we passed were pleasing to behold. The feelings of many were shown in a way very ludicrous. In several places as the trains dashed past the assembled groups on the banks, men were seen taking off their hats to join in the cheering, but astonishment appeared to arrest their hands; the carriage on which they had fixed their eyes had shot past them like an arrow, and they seemed bewildered by the sight; the hat remained in the hand, as if the arm had lost its power, and the tongue of the gazer refused to perform its office. Others appeared to labour under such strange apprehensions, that though many yards beyond the possible reach of danger, and in some instances elevated far above the carriages, they continued to press farther and farther back, as if afraid that the engines would follow them up the hills. In some cases the cattle in the fields, after looking a moment at the strange sight, scampered off, kicking as if pursued by an enemy. In other instances they stood stock still for a moment, appeared to listen attentively to the strange noise of the rushing steam, and then quietly recommenced to graze.

We must now speak of some trifling delays which occurred in the course of the journey. The Gilsland had not gone more than half-a-mile before some derangement took place in her machinery, and she was obliged to stop to have it rectified. This delayed her for some time. She was again put forward, but before reaching Milton, the engineer finding that water was falling, and might not be sufficient to take him to the station, if he continued with the train, set himself free from his followers, and dashed forward at speed to Milton. Here the necessary supply of water having been furnished, the engine put back to its forlorn followers and cheered their hearts by again taking them in tow.

Another trifling accident occurred to the train of the Hercules near Scotby. The carriages are attached to each other by a short chain bolted into a projecting rod. The chain of one of the carriages gave way and the leading train had proceeded some distance before it was discovered that the Mayor and Corporation and all their followers were left behind. The chain was soon replaced, and the train started off again amidst cheers, not unmingled with laughter at the sad hap of the Town Council, whom the wags hugely suspected to be too weighty for such work. The same thing occurred to the same carriage a little before reaching the Greenhead station, which caused great laughter amongst the passengers.

We may also mention here that a similar accident took place on the return, near Milton, and again near Scotby; but in all the cases it merely afforded a subject for the wags to exercise their wits upon, as no damage was sustained beyond the loss of a link or two of chain.

As we are upon the subject of calamities, we may here also state that one of the pieces of brass ordnance used at Greenhead, while being fired burst into numerous fragments some of which flew to a great distance, and the carriage of which it stood was broken to pieces, yet, wonderful to tell, though there were more than 20 persons close to it at the time, not a single individual was injured.

Lunch having been concluded orders were given for persons to take their seats in the carriages, and all being prepared for a return homewards, the shrill whistle of the engineer was sounded, and amidst the firing of cannon, the sound of music, the waving of flags, and the hearty cheering of at least 2000 human voices, the long train of carriages started on its return to Carlisle at four o'clock – the train, however, was considerably increased in length, by attaching fresh carriages to it for the accommodation of the gentlemen from the East who were desirous of visiting our merry city.

On the return nothing particular occurred. The number of people on the line was considerably augmented, - owing, no doubt, to the fineness of the afternoon, and their enthusiasm was certainly not diminished.

As the trains approached Carlisle, every bank and eminence was crowded with anxious spectators to a much greater extent than in the morning, who welcomed back the trains with repeated cheers. Far as the eye could reach was one dense mass of human beings; and any sight more magnificent than was thus presented to the view it is impossible to conceive. The trains entered the station yard amidst the roar of artillery and the cheers of the congregated thousands; and the passengers had the satisfaction to find that amidst all the bustle, confusion, and excitement, not an accident of any kind had happened to any individual. The journey, including all stoppages, was performed in two hours.

It would be difficult to give any idea of the number of spectators present on this interesting occasion. In and around the station-yard, on the return of the trains in the evening, there could scarcely be less than twenty thousand and at a rough calculation we imagine that not less than from thirty to forty thousand persons witnessed the procession in the course of the day.

The Mayor and Corporation returned to the city in the same order of procession in which they left in the morning and were accompanied by the different trades with their banners and music.

Throughout the whole day the utmost order and good conduct on the part of everyone was observed and much credit is due to the police for their steadiness and strict attention to their duties.

The remaining portion of the line from London Road to the canal basin will be completed in a short time. There will still be a want, however, which we trust will ere long be supplied – that is, a branch to connect the railway more immediately with the city by which goods and passengers may be landed as nearly as possible to the centre of the town. Several situations have already been pointed out as eligible for the terminus of such a branch, and we cannot doubt as the want of it will be daily more and more felt, but it will soon be accomplished.

The communication to Newcastle is now open twice-a-day and to Greenhead four times. Great numbers of passengers have had trips along the line as far as Wetherall, Miilton, Greenhead, &c, since Tuesday. No goods have yet been brought down, the depots for coal and lime not being quite finished.

From the preceding statement it will be seen that on the day of opening, no great speed was attempted, – the utmost velocity rarely exceeding the rate of 16 miles an hour. The engines, however, though not intended for speed, are capable of much greater things, and since Tuesday have generally performed the journey from Greenhead to the station at Carlisle, a distance of twenty miles, in an hour and ten minutes, including all stoppages.

As connected with the great event we have just recorded we should mention that Mr Jackson of the Bush Inn, accompanied by a party of twenty friends, proceeded to Brampton on Monday last, in his splendid new omnibus, to try its working powers. It was driven, four in hand, by James Parkin, Esq, of Maiden Hill; and the party were not less pleased with the ease and comfort of the vehicle, than by the skill and tact displayed by their worthy “whip”. The omnibus runs regularly to attend the arrival and departure of trains. As we stated in our last, it was built by Messrs. Barton and Tweddle, and has been much admired for its elegance by all strangers.

(There then follows a long description of the dinner held that evening in Carlisle with speeches, glees etc.)