

OPENING OF THE LANCASTER AND CARLISLE RAILWAY.

On Monday last this line, which commenced in the latter part of September 1845, and had been carried out with rapidity beyond precedent in railway engineering, considering the natural difficulties to be surmounted, was formally opened from Lancaster to Kendal, a distance of twenty-two miles, which might be anticipated, considerable bustle prevailed in the town, and about an hour previous to the ceremony, hundreds of people, amongst whom was a tolerable sprinkling of French, Liverpool, and Manchester visitors, might be seen hurrying to the new station in Meeting-House Lane, eager to avail themselves of the liberality of the Directors, by whose orders every respectable applicant was presented with a ticket for the trip, until the Secretary's supply stock being exhausted, he was compelled to discontinue the hopes of a round dozen or two of late comers. Fourteen carriages were provided for the occasion, but after rather close packing they proved insufficient to accommodate all the fortunate possessors of a "free pass." Nothing daunted, however, by the possibility of accident from such a proceeding, several of the most courageous clambered on the roofs, and had made themselves as comfortable as the situation would permit, when they were served with a verbal notice of ejection by Mr. Errington, one of the Company's able engineers, who declared that since the commencement of the line, in contravention of all rule, and therefore could not be tolerated for a moment. The elongation of visage perceptible on this announcement, was ludicrous in the extreme, and would have furnished a capital subject for the pencil of the modern Hogarth. But fate at last smiled on the aspiring few against whom the mandate of dislodgment had been directed. It was shortly found that they must either be suffered to go, or the carriage must be abandoned, as an additional carriage could not be procured in any reasonable time. To leave them was out of the question without the Company being subjected to the imputation of partiality, or permission was granted to no moment, and the sturdy folk, though they availed themselves of it, contrasted amiably with the evident reluctance of their descent. It may not be out of place here to mention that all the carriages were built in Croy, but have a look of great solidity combined, in those of the first class, with old-fashioned elegance, if we may be permitted to coin such a term. One o'clock had elapsed on the hour of departure, but it was considerably later than the time when the railway had been despatched to Kendal the same morning, for such of the Directors as reside north of Lancaster, returned. The carriages were, however, in number—were then filled with their freight, and the public service, and other bonaparteing spirits, were also crowded with spectators, whose joyful spasm was equally remarkable. A striking change, however, took place, as Lancaster departed from the view. Every hamlet contributed its quota of ardent gazers, who sat the air with shouts of welcome as the engine, which had been named "Daleman" in compliment to Col. Hasell, the Chairman of the Board of Directors, whose paternal estate bears that designation, came puffing and snorting by with its bulky living cargo. From the lofty summit of Watton Crag and Farneton Knoll, scores of curious eyes looked down on the unworldly cavalcade, and hats, caps, handkerchiefs, and banners might be observed waving in all directions. Perhaps there is no other line in the kingdom which passes through a district with greater variety of aspect than that lying between Lancaster and Kendal. Commencing at the outskirts of the former town, with a beautiful view of Morecambe Bay and its tributary streams, the traveller is subsequently introduced to a picturesque alternation of hill and dale, field and forest, and heath and meadow. The train, which was for a few seconds at the Millbrough station, where a crowd of people of both sexes, and of every age and grade, had been anxiously awaiting its arrival, and testified their pleasure at the event by three hearty cheers. Within a mile and a half of Kendal the Lancaster and Carlisle line branches off into the Kendal and Windermere, the incline in the first part of which appears to be almost as great as the famous one at Bowdoin. On nearing Kendal, the scene became animating in the highest degree. The spacious meadow in which the ruins of the old castle stand, was lined with spectators and every available point of the landscape was occupied by groups of wondering archers, who saw and soon gave audible proof of their enjoyment of the novel spectacle and the strength of their lungs, by shouting till the surrounding mountains echoed their youthful cheeks. At the Kendal station the enthusiasm almost began description. An excellent brass band had been provided for the occasion, but the spirit-stirring strains evoked by the performers were nearly drowned by the repeated plaudits of the delighted multitude. On the stopping of the train, the Directors, accompanied by their officers and a large party of friends reported, by special invitation, from the Directors of the Kendal and Windermere Railway, to the White Hall, where a handsome dinner awaited their arrival. Mr. Fisher, of the Commercial Hotel, was the purveyor, and it is only doing him an act of bare justice to state that the entertainment was unexceptionable in every respect and would have reflected credit on Miraval's. Cornelius Nicholson, Esq., Mayor of Kendal, and Deputy-Chairman of the Kendal and Windermere Board, presided, and the duties of convalescer were performed ably by John Wakefield, Esq., of Beilshill. The Chairman, was supported on either side by Mr. J. Barnes, M.P., Vice-Chairman of the Kendal and Windermere Board, and Mr. W. Dawson, Esq., of Horby Castle, Col. Hasell and his brother Directors, &c. Many ladies were present. On the withdrawal of the cloth, The Chairman rose, and in the name, and on behalf of the Directors of the Kendal and Windermere Railway, gave their most hearty welcome. (Loud cheers.) He was sorry, however, that he could not be present in person, for he might explain that the Directors of the Lancaster and Carlisle Company had to return that night to Lancaster, and that it would therefore be necessary to make the proceedings very short, and he begged them to excuse him if he did not do more than they were got started—up at speed. (Applauded and laughter.) He had to apologize for the absence of the Chairman of the Lancaster and Carlisle Railway, who had been detained upon him (the Mayor) as deputy-chairman, to preside on that occasion, who was very much obliged to him for a very important suggestion. (Loud cheers.) He there would be one or two toasts, which he would give with diffidence. He had again to offer them a hearty welcome and commendation, and to wish them all an evening of health and happiness. (Loud cheers and laughter.) The usual loyal toasts were then proposed, and duly answered, which were—

The Chairman again rose and proposed "The health of the Lord Lieutenant of the County of Lancashire." (Loud cheers.) It gave this toast not in a mere matter of form, but as a tribute to which Lord Londesdale was fully entitled, and

his hands, from his connection with the Lancaster and Carlisle Railway, and the circumstance of his being the first who discovered the means of connecting the Valley of the Lune with the valley of the Merse. (Loud cheers.) He then proposed "The health of the Rev. J. Barnes, M.P., Vice-Chairman of the Lancaster and Carlisle Railway, who has been so long and so ably engaged in the service of the country." (Loud cheers.) It was answered in a most appropriate manner by the Rev. J. Barnes, who said that he was very much obliged to the Chairman for the compliment, and that he was very much obliged to the Directors for the opportunity of presiding on that occasion, and that he was very much obliged to the public for the honor of being so long and so ably engaged in the service of the country. (Loud cheers.)

Mr. Ald. Thompson, on rising to acknowledge the compliment, was met with a most hearty welcome. When silence was restored, he said—Allow me to express to you, on behalf of myself and my gallant colleagues, my warm thanks for the very flattering manner in which the Chairman has been kind enough to compliment me on my services to the country of Lancashire, and to the public at large. It is a most flattering compliment, and one which I have never before received. I am, however, very much obliged to the Chairman for the compliment, and to the Directors for the opportunity of presiding on that occasion, and to the public for the honor of being so long and so ably engaged in the service of the country. (Loud cheers.)

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