

Royal Cornwall Gazette report on the opening of the Launceston and South Devon Railway

June 9th 1865

In the Royal Cornwall Gazette of last week we gave a brief account of the opening of this line, which took place on Thursday, with great ceremony. Before detailing the proceedings at the opening we will give a short description of the line: The Launceston Railway is a continuation of the line from Plymouth to Tavistock, and commences at the east end of the Tavistock Station. Near to the Station the line crosses the Plymouth road over an iron girder bridge (from which there is an excellent view of Tavistock) and a little further on it passes through a hard rock cutting, called Green's Hill, which is 100yards long, and 50feet deep, and thence across a viaduct, the five piers of which are built of rock faced masonry, and are distant from each other fifty five feet, over the turnpike road, a foundry yard, and the river Tavy. The length of the structure is about 240 feet. The line proceeds on an embankment, close by the Duke of Bedford's model cottages, at the end of which it runs for nearly a mile and a half through fields situate between the river Tavy and the Okehampton road. This road being diverted near Half-bridge, and carried by a stone bridge over the line at a great expense. The old road ran on a level with the line, and the new road had to be gradually raised until it reached the required height of the bridge. As there was no cutting near from which to obtain the material for making the embankment, land had to be purchased for the purpose. From this bridge the line leaves the valley of the Tavy, runs for some distance by the river Burn, and along the bottom of the Rigworthy Vale, where the Mary Tavy station, distant 3 ½ miles from Tavistock, is situate. The village from which the station derives its name is about a mile off, and is not visible from the railway. There are copper and tin mines in the neighbourhood, the most noticeable of which is the [Wheal Friendship Mine](#), celebrated for the depth and extensiveness of its working and the immense size of its waterwheels. The line continues over the valley, passes Brentor and then on for a mile or two across a large common, bordering Dartmoor, called Black Down, where stands the Lydford station, distance 3 ¼ miles from Mary Tavy, and rather more than one mile from the village of Lydford. At this point of the line the intended junction with the Okehampton railway will be made. In the attractive neighbourhood of Lydford may be seen the ancient remains of [Lydford Castle](#), the place where stannary courts were formerly held, where they used to "hang and draw" offending persons, and where the approved fashion of the present day is to "sit and draw" the romantic scenery of Lydford Bridge, the [beautiful fall](#) of the river Lyd (80 feet perpendicular) Brentor Church etc. in close proximity also is the much admired [Tavy Cleave](#). At Lydford station the "summit" is reached, the line rising nearly all the way from Tavistock. Between these two places the steepest gradient is 1 in 74. Lydford station is 370 feet higher than the station at Tavistock. From Lydford it is a decline almost all the way to Launceston. On this part of the line there are several deep cuttings and high embankments. Between Westford and Burnell the works have been very heavy, the line passing through cuttings 40 feet deep and over banks varying from 50 f.t to 95 ft. high. The scenery through which the line passes in this part of its route is exceedingly picturesque. The next station is a mile from the village of Coryton. It bears the name of that place, and is distant from Lydford station four and half miles. After leaving this station the line presently enters the beautiful grounds of Sydenham House, the residence of J. Tremayne Esq. It was originally intended for the line to run through a tunnel some distance off, but the contractors and Mr. Tremayne came to a satisfactory arrangement. From this spot the line runs almost on a level through the valley of the Lyd to Lifton station which is distant from the town about half a mile, and from Coryton three miles and a quarter. Just beyond the station an expensive bridge has been erected for the purpose of the lime quarry, the company having taken the road formerly used. At the near Lifton quarry the works have been very

costly in protecting the line against floods of the river Tamar. The railway passes through the centre of Lifton Park, the seat of H. Bradshaw, Esq., on to Polson Bridge, where the Tamar is crossed by a wrought iron bridge, which has four openings. From this bridge the line traverses up the Mackinsy valley from whence there is a fine view of Launceston, the Castle, Werrington Park, and St. Stephens Church, to Launceston station, the distance to which from Lifton is about four and half miles. From the bridge at Polson the line rises with an inclination of 1 in 126 until it reaches Launceston. The total length of the railway is 18 miles 75 chains. At Launceston the line is 76 feet below the level of the line at Tavistock. There is a level crossing at Lifton, and it is the only one. The line was commenced in June 1863. Its entire cost has been about £11,000 per mile, the requisite capital being secured by 18,000 shares at £10 each. The stations have a neat appearance, and are fitted up with every accommodation. The one at Launceston, the builder of which is Mr. Burt, of St. Stephens, nearly approaches completion. The entrance to the station is where recently stood a dwelling house belonging to Mr. Trist. A steep hill separates the station from the main part of the town. The contractors of the line are Messrs York and Co., and the engineer is J. F. Featherstonhaugh, Esq., under whose direction the line has been constructed. D. G. Grose, Esq., is the resident engineer. It need not be said that the railway will give an impetus to trade, and proves a great benefit to the district.

On Thursday business was entirely suspended at Launceston. Salutes were fired from the Castle walls, the bells rang merry peals, and several bands paraded the streets. In the morning a steady rain set in and continued without intermission the whole day. At 12:30 the Mayor, Corporation, the Town Clerk, and the Mayor's Chaplain proceeded from the Council Chamber to the station, at which the directors arrived at one o'clock in a train drawn by two engines. The directors having alighted, the Mayor (R. Peter, Esq.), read the following address agreed to by the Town Council:-

To the Chairman and Directors of the Launceston and South Devon Railway Company.

"We, the mayor, aldermen and burgess of the borough of Dunheved, otherwise Launceston, beg most cordially to congratulate you on the completion of an enterprise which has so long occupied your attention, and which will, henceforth, connect us with the system of railway communication spreading through the land.

You may be assured that we are only expressing the general feeling of the inhabitants of this district, when we say that no gentleman have ever been welcomed to the town with a more genuine appreciation of their services.

It has fallen to your lot, with the aid and advice of your coadjutors, the directors, of the South Devon Railway Company, to carry to a successful issue a work which the most prominent of our townsmen have, during nearly twenty years, been endeavoring to accomplish. It sometimes happens that, in the hour of triumph, the labours which have led to a result are overlooked. We, however, consider that it would be ungrateful to forget, either today or in the future, the labours and anxiety which have enabled you to vanquish difficulties and to overcome opposition of no ordinary character, and thus to achieve the triumph of this hour. For many years there has been, and there still is, a strong conviction in the public mind that the only possibility of bringing Launceston and its beautiful neighbourhood into the social and commercial position which they formerly occupied, would be by introducing the steam horse and the iron road. To you belongs the honour, which cannot henceforth be transferred or acquired, of having used, as we believe, the best means to secure for us, and for posterity, the long desired object. If the agriculture

and commerce of the past have won the appearance of age, we trust you have only this day been putting new blood into old veins, and that a second youth, and a more vigorous manhood, will mark our future history.

We sincerely wish to each of you a long, useful, and happy life; that every succeeding year may add strength to the conviction, that the task you undertook was a right, though an onerous one; and that you may have your reward in witnessing the beneficial effects resulting from your labours”.

Three cheers having been given for the directors and three cheers for the Mayor.

Colonel Archer said: *Mr. Mayor and Gentlemen of the corporation of Launceston, my brother directors have deputed me to express to you the deep feeling of pride and gratification with which they have listened to the handsome and complimentary address just presented. For them, and myself, I beg very heartily to thank you for this high and rarely exercised compliment. We should, however, have felt mortified if you had not thought fit so to honour those who on this most memorable occasion occupy here the official position. This great occasion, the opening of the first-born Launceston railway, did deserve the signal honour, for no era so important can be found chronicled in the ancient archives of Dunheved – (cheers). By the line which is now opened, the town is this day engrafted upon the great national railway system, for want of a connection with which it has been pining and decaying-(cheers). I cannot sufficiently congratulate you on the accomplishment of the work which we now inaugurate, and by means of which the drowsiness of past isolation will be shaken off, and new blood will be felt to tingle in your veins, it would be unnecessary modesty if I were to disclaim, on the part of the direction, all the encomiums which you have so handsomely applied to us in your address. It is the simple and honest truth, that during four years we have been working for the completion of this undertaking patiently and perseveringly, and have undergone moments of serious anxiety- of serious responsibility, in order to surmount interposing difficulties; and that we have had great opposition to battle with and defeat. In the present inclement weather I will not prolong the attendance here of the numbers of ladies and gentlemen on the platform, and of the thronging crowds outside, but will ask you to accept this imperfect reply as an expression of the thanks we desire to return for your complimentary address.*

The Rev. G.B. Gibbons, incumbent of the parish of St. Mary Magdalene, Launceston, and chaplain to the Mayor and Corporation of the Borough, offered up a special prayer, after which the procession, which was to parade the town, was formed in the following order:-

The Town Banner

Flag. The Marshals on Horseback. Flag.

Band of the Royal Marines.

Sergeant at Mace. The Mayor and Corporation. Sergeant at Mace.

In a carriage with Four Horses.

The Railway Directors in Carriage with Four Horses.

The Railway Officials in a Carriage with Four Horses.

Flag. Flag.

The Committee for carrying out the Demonstration, walking four abreast.

TRADES

Printing presses in full work, by Messrs Philp and Maddox,

Throwing off Programmes of the day's proceedings gratis.

Bakers.

An over in full work, also exhibiting a large loaf, as an emblem of the Staff of Life.

Banner.

Band of the 6th D.C.R. Volunteers.

Tanners and Curriers at work,

Represented by Messrs Hender and Pethybridge, in 3 or 4 wagons.

Drapers represented by a Banner.

Grocers represented by Messrs Doidge and Nicholls, Treleaven and White, in 3 or 4 Carriages.

Chemist represented by Mr. White.

Ironmongers represented by Mr. Thorne, in one wagon.

The following Trades will be displayed in the procession, by the names attached to each, and will be exhibited in the Carriages with Models, Emblems and Machinery.

In full work, decorated with Flags and Banners.

Watchmakers, in 2 Carriages, by Messrs Reynolds and Symons.

Hatters, in 2 Carriages, by Mr. James Treleaven.

Boot and Shoemakers in 4 or 5 Carriages, by Messrs Robins, Carter and Sandercock.

Cottage Garden Society (successful candidates at the last exhibition) in a wagon.

An open Carriage containing an Old Man and an Old Woman shewing the passing generation.

Another Carriage with Young Children, singing, shewing the rising generation.

Tailors, in a Carriage, by Messrs Aunger and Couch,

Basket Makers, by Mr. Coombe. Brush Makers, by Mr. Chambers. Ropers, by Mr. Hode. Naturalists, by Mr. Ham.

Flag. Teetotal Band. Flag.

Dunheved and Northumberland Foundries,

Representing a Minature Foundry, with Blasting Furnace, Moulding etc.

Smiths, with Forge and Shoeing, in active operation, by Mr. Frayn.

Coach Builders,

The various departments of the Trade, represented by Messrs Hawkins and Scown.

Banner.

Flag. Band of the 6th Royal Regiment. Flag.

Builders,

In wagons, performing Carpentering, Plastering, Masoning etc., in all its branches; also exhibiting models of Buildings, and workmen walking with Tools and Banners.

Stonecutting in all its branches by Mr. Abbott.

Display from Yeolmbridge Quarry.

Brick Making from the Hole Moor Tilery.

Drum and Fife Band.

Agricultural Procession, exhibiting in wagons,

Livestock, Implements and Machinery, Rope Spinning, Threshing, Sheep Shearing, Dairy Work, and other Farm operations.

Machine and Agricultural Implement Makers,

In 5 Wagons, in full work, by Messrs Pinch and Buckingham.

Millers by Messrs Symons and Pooley.

Band.

Foresters Mounted and Walking.

The committees instead of walking four abreast, as had been intended, rode in carriages in consequence of the unpropitious state of the weather, the rain pouring down in torrents, The whole route was gaily decorated with banners etc.

The Dinner

Was served under a large marquee upon the Higher Walk, and was supplied by Mr. Henry Matthews, confectioner, of Plymouth. The tent was quite filled with the company assembled, amongst whom were- R.Peter, Esq., Mayor of Launceston, in the chair; J.O. York, Esq., (Contractor of the Launceston and South Devon Railway). T. Woollcombe, Esq., (Chairman of the South Devon Railway), Col. E. Archer, Louis Vugurs, Esq (Chairman of the West Cornwall Railway), D. Derry, Esq., and Messrs D. Shilson, C.C. Whitford, J. Dabb, W. Derry, E.P. Nicholls, H. Blatchford (Portreeve of Tavistock), W.R. Derry, H. Brown, J. Margery, E. Pethybridge, Major Prynne, T. Hender, Fetaherstonough, Frean, Cole, Gibson, Bayley, senr., Mitchelmore, Pridham, Bush, W.Honey, Wilson, Thursfield, Grose, Wright, Lloyd, Little, Isaac Latimer, Filder, Murray, Fergusson, Redi, Copley, Hatton, Llewellan, Dymond, G.G. White, D. Thompson, J. Dingle (Secretary of the Launceston and South Devon Railway), R. Dingley, Barrow, Bond, Littlehales, Cook, Compton, Avery, Matthews, Glynn, Muller, Shepherd, W.D. Pearse, W. Hender, Prowse, Cater, Shelley, Spence, Bate, T. Ching, J. Ching, J. Doidge, Harrap, Foster, Broad, Searjeant, J.C.B.Lethbridge (Tregear), Adjutant Barnett, Rev. J.H Parlby, Rev. G.B. Gibbons, C.G. Archer, Dr. Pethick, Bayly, jun., R.K Frost, A. Buller, Carlyon, R. Kelly, Simcoe, Adjutant Shanks, West, E. Derry, H. Whiteford, S.P. Westcott, J. Cottle, G. Symons, Chapman (Killiserth), Dr. Doidge (Lifton), Dr. Felce, E. Marshall, C. Ruse, J. Stamp, J. Tapson, J. Olver (Stationmaster at the Launceston Railway Terminus), W.S. Deacon, E. Robbins, R. Wise, J. Manning, Capt. Kempthorne (15th D.C.R.V.), J.M Pearse, Truscott, J.W. Wilkinson, W.R. Bray, P.D. Maddox, Wilkinson, W. Orchard, T. White, N.H.P.Lawrence, Dr. Clay, Rev. Mr. Birch, C. Gurney (town clerk Launceston), Rev. Mr. Lawrence, Andrews, J. Westcott, Dr. Wright, J.F. Geake, J.B. Geake, H. Symons, F.A. Payne (Tiverton), H. Badcock, C. Peter, T.P.Wymond, Greenfield, Dr. Good, W. Jewell, Dr. Ash (Holsworthy), Peirs, J. Smith, W.D. Pearse, A. Shepherd, D. Baddail, W. Thomas, R.L.Badcock, J. Hender.

The table having been cleared, and the usual loyal patriotic toasts having been duly honoured,

The CHAIRMAN then gave the toast of the day- *“The Health of the Directors of the Launceston and South Devon Railway”*- (applause). *First he would say- success and every blessing to them – (hear, hear). He was born before railways, before telegraph, and before the making of steel pens. When he was a boy, and since he had been a man, not one of these was known. He had known what it was to travel piecemeal between London and Exeter, and the railway must be said to be a creature of this wonderful age. Unfortunately, he had been out of the line of railway all his life, but he was thankful to God that he now lived within it. Twenty years ago the first struggle in reference to a line to Launceston was made by the sons of Dunheved, and as at last they had happily seen the accomplishment of the work. They were surrounded by men who had contributed to the result. On the right they had Col. Archer, as good an archer as ever twanged a bow – (laughter). They had Mr. Nicholls and Mr. Hender, representatives of commerce who had toiled together to aid them, and they had also his friend, Mr. Derry, who had worked hard to make the Commons forego opposition. They had Mr. Shilson and Mr. Pethybridge, who, worthily represented the wealth of the district; and, lastly, they had the Ajax – (laughter)- on his left (Mr. Woollcombe.) Well, together these gentlemen had brought to the people of Launceston the railway, and he would say no more about it- (laughter and applause.)* The toast was drunk amid hearty cheering.

Colonel Archer, on rising to respond, was received with cheers, He said:- *Mr. Mayor, Mr. Vice President, and Gentlemen, - I need hardly say, sir, that this is a moment of great excitement to us, at the same time it is one of the proudest and happiest moments of my life – (hear, hear). It must be a proud moment, sir, for any man to have the honour, on so eventful an occasion as the present, to occupy this seat on your right*

hand, Mr. Mayor, as your most distinguished guest – (hear, hear); and, sir, it is only a happy moment because I venture to hope that the honour which I this day enjoy, is one which has been fairly worked for and fairly earned – (hear, hear); and still more so, sir, because I aspire to the belief that it is not only the official railway chairman, but it is the neighbor and the humble squire of Trelaske who comes in for some portion of these kind and overwhelming acclamations with which you have been pleased to greet me – (hear, hear). Sir, I cannot, for myself, sufficiently thank you, and I wish my brother directors had some more able organ to convey those statements which I am bound to attempt for them. But, sir, even in this day there is an element of happiness which can only be experienced in these undertakings by myself and those who have been my patient fellow-workers in the work which has been this day consummated – (hear, hear). It is a great element which you, too, partially share, because I undertake to say there is not an individual standing around this table – there is not an individual connected with this locality - I believe there is not a man in this town, who does, not feel this day there is something off his mind – (hear) – now he can feel and realize for himself the truth that a railway to Launceston is no longer the visionary dream of his fondest hopes, but it is an accomplished fact – (hear, hear, and cheers). Yes, Mr. Mayor, the railway to Launceston is made at last – (renewed cheers) – It may be improved, it may be grafted upon, but still there it lies below you, in that beautiful valley, your freehold for ever – (hear, hear) – and it can never again be taken from you – (loud applause) – and yet, sir, though I have watched its career anxiously and unremittingly throughout, though I have had the honour of being head nurse in our labours and anxieties from its earliest moments to its arrival this day at man’s estate; yet, sir, if you were to ask me to describe to you how it has been successfully nurtured – if you were to ask me to tell you how your railway was made – the only answer I could give you is, in the words of the little Topsy in a famous American tale, that “Is’pect it growed” – (roars of laughter). When I remember that at our first meeting all the cash we could then scrape together was the modest little sum of £240 – (a laugh) – to make a railway, for which we were to have the sanction of Parliament, the Capital being exactly £240,000, I think, sir, you will agree with me “it must have growed,” sir, in a remarkable and marvelous manner, falsifying predictions and expectations of misfortune that we put against it at every stage of its growth – predictions, sir, which, of course, were remarkably comforting and encouraging to us poor dry nurses – (roars of laughter). Gentlemen may smile at my appellation, but if there happen to be any ladies present, I appeal to them if they had been kept for the last three years and three quarters, without a farthing wages, or sixpence board wages, whether they would not pronounce that to be the very essence of dry nursing – (loud laughter and applause.) Gentlemen, you may all smile, but we can afford to smile, now – (hear, hear, and applause) – when we remember how the wise doctors shook their heads and warned us it was idle to attempt to rear our bantling – (laughter) - how confidential friends thought it right gently to hint to us that its future godfather and godmother, the South Devon Company, were not really earnest about it – (renewed laughter and applause) – that they were pretending to smile upon our brat because they hated somebody else’s prattling brat – (roars of laughter) – and if they could only succeed in getting rid of that brat in some shape or other, we should have been left in the lurch, and our poor chick might die – (continued laughter and applause). Gentlemen, the representatives of that company are here today, with their most able chairman at their head, amongst you most honoured and most distinguished guests. That gentlemen, will receive, by-and-by, an ovation at your hands, which will be better answer to all the slurs that have been thrown upon him than anything I could advance. Therefore, I will say no more about the South Devon at present, nor will I weary you with all the details of our Railway Pilgrim’s Progress – (a laugh). Suffice it to say, sir, that prediction after prediction signally failed – (hear, hear). But, gentlemen, there are two things which I must not omit to mention, because they are connected with the names of two

most honoured noblemen, to whom we are under the deepest and most lasting obligation. I need hardly say the names to which I allude are those of the good Duke whose loss we have so recently deeply deplored – the Duke of Northumberland – and his equally generous neighbor, the Duke of Bedford – (applause). We were admonished that any application for support to our own good Duke – as we were accustomed familiarly to term him – would bring down on our heads a proper and becoming rebuff, and we were led to expect a similar retort from his Grace the Duke of Bedford, in as much as the Duke was, it was stated, naturally opposed to the extension of railway from his own particular town of Tavistock. Gentlemen, the result you all know – (hear, hear). Our own good Duke subsidized us with the magnificent sum of £5,000 and his Grace the Duke of Bedford, prompted by his interest no less than by his generosity, supplemented it with £10,000 – (hear, hear, and applause). As chairman of this company I should be guilty of the greatest discourtesy and grossest ingratitude if I did not, on this occasion pay them the tribute to which they are so eminently entitled – (hear, hear, and applause). Sir, I think that our presence here today – for I believe we are all here in the flesh – (a laugh) – and certain events that have occurred this morning, are best answers to those who, a few weeks ago, were so confident in their assurance that it would be impossible our line could be opened on the day which we had announced it. Those gentlemen, I understand, were ready to stand on their heads, and jump over the moon, and perform all manner of acrobatic feats because our line could not be opened on the 1st of June – (laughter). Gentlemen, we have redeemed our pledges – (hear, hear) – and if those gentlemen will only redeem theirs, and attempt to carry out, on the top of the Castle, some of those feats they were so liberally promising some few weeks ago, they will save your amusement committee a vast deal of trouble and expense – (roars of laughter). Gentlemen, there remains one more foreboding of these Job's comforters to be disavowed, and that is, that your railway won't pay – (laughter). Well, now, we have never said that it would pay – (continued laughter). We have, neither one of us, gone into the speculation, by which to make our fortunes – (hear, hear) – but I think, sir, we have in this respect, a good omen in the initial letters of the title of the company, the Launceston and South Devon, which represent the mystical letters *£ s d* – (tremendous cheering, renewed again and again.). these omens, gentlemen, are for good rather than ill – (hear, hear) – and I certainly trust – and I am sure those who know me best will know that I am not in the habit of asserting that which I do not mean – that your spirited contractor who came – I am sure he will forgive me for saying so – like his historical namesake, at a critical moment to the rescue – (laughter and applause) – I hope he will have no cause to regret, but rather to rejoice over his connection with the Launceston and South Devon Railway – (applause). But, sir, for good or ill, the egg over which we have been so long incubation is hatched at last – (loud applause). It may not be the best bird you could have, for I do not mean to say that engineering skill, regardless of expense, might not have landed you by a less circuitous route; but, sir, this is the only line that is practicable, because it is inexpensive – (hear, hear). It is a lovely line, and we have been waiting a long time for all the talents to make us a better one – (hear, hear, and laughter). At any rate, there are two points in which I am sure you will agree with me – that a railway bird in the hand is worth a great many in the bush – (laughter and applause) – and, further, you will agree with me that it was high time that the name of the town of Launceston should be found in the pages of the book of Bradshaw – (hear, hear) – for, sir, depend upon it that a town whose name is not found in the locomotive calendar will very soon find a place for it, without license, in a book of Doomsday – (laughter) – and I am sure I may appeal to those thousand of visitors who have entered your town today, many of whom are here as your distinguished guests, whether it would not be a thousand pities that a good old town like this, which has shown, by the efforts it has put forth today, what sap and vigour there is left in the old trunk yet, should be allowed to pine – (hear, hear). I say, sir, it is a thousand

pities that so good an old stock should be allowed to crumble into dirt, for the want of being linked with the rest of the world – (hear, hear). Well, Mr. Mayor, may you be proud of the railway! And let me tell you this, sir, that in spite of the support which you have had from the South Devon Company – and there are those present who will hear me out in what I say – and in spite of the fortuitous circumstances which have happened to us, you never would have had this railway at this moment if it had not been for the determination and pluck of the few tradesmen of your own town, headed by my worthy and excellent friend (Mr. Derry), who sits here on the left of the chairman today. But, sir, although I feel I have already exceeded that license you might have been prompted to accord me as your chairman; yet, gentlemen, I cannot sit down without expressing to my kind colleagues, with whom I have been sitting monthly around that ancient council table for so long a period as that of nearly 4 years, my sense of the kindness, courtesy, and cordiality with which they have treated me on every occasion – (hear, hear). Sir, I think our success, if it fails to adorn a tale, may at least point a moral. Little birds have whispered to us that the proceedings of the other boards, though composed of all the talents, were not of the most harmonious character possible – (hear, hear and a laugh). We, sir, have been a most united board, we have been the united representatives of a united people – (hear, hear) – and we have had the sense to know our own calibre. We knew we were men of moderate abilities and moderate talents, and were not deterred by quizzing outsiders. We have not been deterred from following the sound advice and vast experience of a gentleman who has proved himself by far the most able man in the West of England as Chairman of the South Devon Railway. Need I say, I allude to Mr. Woollcombe – (applause). Above all things, sir, I believe that to be one of the grand secrets of success. We have had faith in our cause, we have never swerved from our path, and we have never deviated in our course for a moment from any misgiving – (hear, hear). We felt that the line which we were promoting was the most practicable, the most available for accelerating railway communication to Launceston, and most calculated to promote the interest and convenience of the inhabitants, for although it is undeniable that a great many might visit the metropolis on the banks of the Thames, yet a great many would visit the metropolis on the banks of the Tamar – (hear, hear, and loud applause). Again, sir, I wish to convey to you my thanks for the compliment you have paid us throughout this day, and in directing this banquet, the most elegant at which it was ever my lot to be entertained. I can only say that the handsome document which you presented to me today shall be treasured as one of my most valued heirlooms – (hear, hear) – and it will be one of the proudest instances of my life to remember that not only in this generation, but in the rising generation, my life will be associated forever with the Chairmanship of the first Launceston Railway.

The gallant colonel then resumed his seat amidst general and most hearty cheering. Several other toasts were given and appropriately responded to.

A.H. Campbell, Esq., of Werrington Park, gave a dinner to the artizans, workmen, and labourers, numbering 110, who had been engaged on the railway works at the Launceston end. The dinner was held at the White Horse Inn, Newport, and presided over by J.L. Cowlard, Esq., of the firm of Messrs Gurney, Cowlard, and Kempson, Mr. Campbell's steward. A tea was given by the committee to workmen and their wives residing in the parliamentary borough, provided the wages of the husband did not exceed 15s. per week; and also to all poor widows and widowers of the same district. The tea, which was supplied by Treleven, was held in the Market-house, the number of recipients being about 750.

Amusements in abundance were provided in a field near the station. In the evening, the Walk was illuminated with gas. The day's proceedings concluded with a torchlight parade at eleven o'clock.

The line will not be opened for public traffic until the 11th or 12th instant, and in the meantime it will be inspected by Colonel Yolland, the Board of Trade Inspector.