GRAND PUBLIC OPENING OF THE PICKTON AND STOKESLEY SECTION OF THE NORTH YORKSHIRE AND CLEVELAND RAILWAY.

The opening of the first completed section of the North Yorkshire and Cleveland Railway, extending from the Pickton station, on the North Eastern line, to the town of Stokesley, a distance of eight miles and a half, took place on Monday last, and was marked by great rejoicings throughout that district of country, and especially at Stokesley, where a grand public entertainment was given in celebration of the auspicious event.

ORIGIN OF THE RAILWAY.

It is unnecessary, and therefore idle, to enlarge very much in these days on the importance of railway communication, and we are quite sure we need say little on the subject to our readers in the Cleveland district, for the inhabitants of that part of the country have been shut out as it were from the rest of the world long enough to have become practically and painfully sensible of the disadvantages which a district must labour under that cannot avail itself of the facilities of railway transit.

We shall therefore be very brief in our introductory remarks. The fact most interesting to the public generally in connection with the North Yorkshire and Cleveland Railway consists in its affording an outlet for the immense mines of iron-stone which have been discovered in the Cleveland district. The line will also afford great advantages to the agriculturists in that part of the country. They will have facilities hitherto unpossessed for the conveyance of lime, &c. for the fertilizing of the land; besides which, through the instrumentality of this line of railway, they will be enabled to make their produce available for disposal at the market towns, which heretofore, owing to the difficult roads and the want of facilities of communication, they have been unable to do without considerable inconvenience. To the tourist we feel confident there will be no more agreeable pleasure trip than a visit to the fertile and beautiful dales of Westerdale, Danby, Fryup, and Glazedale, and we have no hesitation in saying that, when this railway is fully completed, tourists from the West Riding and other parts of this county will flock in large numbers to enjoy the pure mountain air of Roseberry and other Cleveland hills, which is so invigorating and refreshing.

Though the Cleveland district presents so many attractions to the traveller, it is very probable that, though possessed of great agricultural advantages as well, it might not have been favored with such improvements but for the extraordinary developments of iron-stone which have been recently made in the fine range of hills there situated, and which rendered it a matter of paramount importance that railway facilities should be afforded. It seems to be admitted by all parties concerned in the iron trade that Cleveland mines will very long become a great Staffordshire of the kingdom, and an emporium of the iron-trade of the world, affording to all enterprising iron-masters one of the most prolific fields for manufacturing pig iron.

We have said sufficient to indicate the origin of this railway company. We do not suppose that our readers will expect us to give a dry detail of the facts connected with the subscription of its capital, the obtaining of its act of parliament, and so on; but before noticing the proceedings at the opening of Monday, we may impart some interest to our report by giving a

DESCRIPTION OF THE LINE.

The North Yorkshire and Cleveland Railway commences on a section of the Stokesley branch railway at Pickton, and extends through the beautiful and fertile vale of Cleveland, eastwards, to its terminus at Grosmont, near Whitby, the entire length of the line being 29½ miles.

In commencing from Pickton, the line diverges eastwards, and first comprehends the valuable and extensive iron stone mines of the Most Noble the Marquis of Ailesbury, to which a branch railway of three miles in length has been constructed, diverging from the Pickton section of the North Yorkshire line at Potto Junction. This royalty comprises several thousand acres of very rich iron-stone, and has been leased by gentlemen who have opened out very extensive drifts, and who, we have to understand, for some time past, several hundreds of workpeople in mining the iron-stone, and who are prepared, on the opening of the line, to send down 200 tons daily to the iron-works at Stockton-on-Tees. It is also expected that, ere long, this company will manufacture quantities of stone to the various iron-works in the district. The property adjoining the estate last alluded to, belongs to J. Sutton, Esq., of Elton Hall, near Stockton, and who is also the fortunate possessor of a considerable quantity of the Cleveland iron-stone at Faceby. The line then runs along the property of Messrs. Dunscombe, Hobson, Emmerson, and others, and then approaches the market town of Stokesley. The station, a convenient building, with the warehouses, &c., built by Mr. Fawcett, of Thirsk, is situated about a mile distant from the town. An omnibus will run several times daily between the town and the station. It is anticipated that Stokesley will become one of the most important towns of the district for the sale of corn and other agricultural produce from the valley of Cleveland, which will thus obtain an outlet for its productions which it has not hitherto so fully enjoyed. Passing several other iron-fields of stone, the railway next reaches the royalties of the noble chairman of the North Yorkshire and Cleveland Railway, Lord De L'Isle and Dudley, who has already let to many enterprising iron-masters a large proportion of invaluable minerals, of which he is the fortunate possessor, and which alone will afford traffic to the railway of several hundreds of thousands of tons annually. Progressing onwards the railway next reaches the important estates of Mess. Turton, of Kildale; and when it is stated that the enterprising firm of Messrs. Bell and Co., of Newcastle-on-Tyne, have leased 600 acres of this royalty, it is scarcely necessary to observe that the prolific minerals in this district will be largely developed on the railway attaining to that place. The line next proceeds to the romantic and picturesque dale of Commondale, which Professor Phillips, in his evidence before a committee of the House of Commons, particularly remarked, not only abounded in valuable iron-stone, but was a most interesting locality, with its pretty farm-houses studded in the most enchanting situations. The railway next reaches the most romantic and picturesque dales district, namely, Castleton, where monthly fairs have long been held for the sale of cattle and sheep; and situated so favourably as this town is, it must become ere long the nucleus of a large and enterprising population. The romantic dale of Danby, long celebrated for its agricultural fertility, as also the fertile vales of Great and Little Fryup, with Westerdale in the neighbourhood (where one of the worthy members for the North Riding, the Hon. Col. Duncombe, takes up his summer residence,) will all benefit very materially by the Northern and Cleveland Railway in an agricultural point of view, as they are far distant at present from any of our principal market towns. The dales will also be materially benefited by the introduction of cheap lime, so desirable for the successful cultivation of land; whilst at the same time the very extensive tracts of iron-stone and freestone which abound in the parish of Danby, will be a large source of revenue to the Cleveland line of railway. Passing the fertile vale of Craig, the railway next skirts the village of Howlsike, in which locality a considerable quantity of property, comprising the valuable minerals before alluded to, is owned by J. Slater Pratt, Esq., of Didderhow House, Danby. The railway next touches at Lealholme, where, if we mistake, a branch will most probably be extended to the lovely vale of Glazedale. The extensive property of the owners of the Egton estate, which some time ago attracted so much attention on its being offered for sale at a well-known auction mart in London, is next arrived at on this line of railway, and we are informed that some enterprising capitalists in Leeds have been treating for the extensive royalty of iron-stone which exists in this estate. Shortly after passing the somewhat bleak village of Egton, the line arrives at its point of termination at Grosmont, near Whitby, on the Whitby and Pickering section of the North Eastern Railway.

The line from Pickton to Stokesley is now opened, and the works on the line forward to Castleton are proceeding, and will probably be completed so as to allow the railway as far as Danby being opened during the present year, the distance from Stokesley being about 12 miles. The capital of the North Yorkshire Company is £200,000, in shares of £10 each. The North Eastern subscribed £30,000, and the West Hartlepool Harbour and Railway Company £50,000. It is expected that an enormous traffic in iron-stone, coals, lime, &c., will come on these lines, and that the North Yorkshire will be the means of opening out a communication with West Hartlepool for shipping.

The contract for constructing a considerable proportion of the line has been taken by Messrs. Jackson and Bean, and it is but due to those gentlemen to state that, so far as the work has proceeded, it has been executed in the most satisfactory manner to the directors of the company. The stations have been built by Mr. Fawcett, of Thirsk, from the design of J. Bourne, Esq., of Newcastle. When we state that the line, so far as it is constructed, has only cost about £7000 per mile, we think those gentlemen who have invested their capital in the undertaking have every reason to congratulate themselves on their position, and also upon their prospects of an early return in the shape of dividend upon their invested capital.

THE OPENING TRIP.

The opening of the section of the North Yorkshire and Cleveland line above described took place in the afternoon of Monday last. A special train left York a little before noon, conveying several of the directors and other officials of the North Eastern Railway, together with a number of shareholders in the North Yorkshire Company resident in this city and the neighbourhood. The train consisted entirely of first-class carriages, and the engine was appropriately decorated with flags, &c., for the occasion. It proceeded to Northallerton, and thence on to the junction of Northern section of the North Eastern Railway, as far as the Pickton station, where it arrived about two o'clock, and was joined by another train from Stockton and West Hartlepool, one of the carriages of which was occupied by a band of music, and the engine, like that from York, was ornamented with colours and devices in keeping with the joyous character of the celebration.

At this point the opening commenced; the two trains now formed into one, and drawn by two engines, proceeded forward, amidst the acclamations of the spectators, to Potto station, where the arrival of the train was greeted with a hearty welcome from the residents in that locality, many of whom had colours flying from the windows and roofs of their houses. After a short stoppage here the train proceeded along the Whorlton branch, which is about two miles in length, and which was also opened to-day, concurrently with the Pickton and Stokesley section of the North Yorkshire and Cleveland Railway. On arriving at the termination of this branch, which runs almost close up to the Swainby mines, the company alighted from the carriages, and mounted a high embankment to inspect the workings at those mines, and while they were so engaged a train of iron-stone was brought down from the mountain side on to the Whorlton branch, amidst the hearty huzzas of the large concourse of persons assembled at this point, and where considerable preparations had been made for duly celebrating the opening. Among the decorations here was a large array of banners, on one of which was painted a locomotive engine, with a suitable inscription. The company now again