

The Departure.

ALTHOUGH heavy rain fell on the previous night and partly marred the display of fireworks, which were attended by countless thousands, Thursday morning, the 28th, was as pleasant and as exhilarating as could be desired, with the promise of a most beautiful and unclouded day. As the time advanced, such proved to be the case. At a very early hour, the town was all astir; and parties of friends from a distance, as well as those within the town, including the ladies' boarding schools and other little family communities, were observed hurrying along the respective thoroughfares in the direction of the Station ground, opposite the Angel Hotel, and at other points favourable for an observance of the royal *cortege*. We never witnessed in Doncaster, on any public occasion, so large a number of well-dressed ladies, who all appeared to be animated by the same generous impulse to do honour to the royal lady who is placed over the destinies of this immense empire. The Mayor and Corporation proceeded from the Mansion-House, with the Vicar, Recorder, and the officials, similarly attired as on the preceding day, and walked in procession to the Station. The four troops of Yeomanry Cavalry, with their respective officers, commanded by Captain Walker, assembled in the Horse Fair, mounted, and proceeded to take their position on each side of the road between the second and third triumphal arch, to keep the way clear. At the platform Lord Cathcart, and his aides-de-camp, in full military costume, awaited the approach of her Majesty. In the meanwhile, a con-

siderable crowd assembled before the Angel Hotel, but not so numerous as on the previous evening. A few minutes before nine, her Majesty, Prince Albert, the Prince of Wales, and the rest of the royal family, entered the respective vehicles, and were slowly driven off to the Station; and the royal standard was immediately lowered. Along the whole extent of the road her Majesty was cheered by the assembled throng on foot, in the windows, balconies, &c. A considerable number of persons assembled on the platform, but not so numerous as before. On arriving at the Station-yard, her Majesty and the Prince bowed to the parties on each side. The morning was, we repeat, beautifully fine; and the scene was one of great splendour. On entering the Station, through the booking-office, the military presented arms. Mr. Denison, the chairman, opened the carriage door for her Majesty, who was followed by Prince Albert, the Prince of Wales, and the Princess Royal. The other royal children went into the next carriage. Lord John Russell, and the others composing the royal suite, having taken their seats, all was now in readiness for departure. Her Majesty and the Prince remained standing for some moments in the state carriage, bowing, in the most gracious manner to the ladies on the platform and to the other parties assembled at the station; the band playing "God save the Queen." Precisely at nine o'clock the *chant du depart* was sounded, and the train was put in motion. The scene was affecting. A feeling of deep regret appeared to pervade the minds of all present, mingled with heartfelt wishes for the safety and preservation of her Majesty, the Prince, and the royal children.

The train, as it glided out of the Station, went along at a good pace till it approached Knottingley, where the line traverses a large osier bed at a considerable elevation, so as to require some caution on the part of the driver. The carriages proceeded slowly along by the edge of this spot, and at 9.55 passed very leisurely through the miniature tubular bridge over the Aire and Calder Navigation. The train stopped outside York at 9.55, where the Great Northern directors took leave of

her Majesty, and the directors of the York, Newcastle, and Berwick, with Mr. Leeman, chairman, took the train in charge. The engine of the Great Northern Company was there changed for one belonging to the York, Newcastle, and Berwick Company, driven by Mr. Harrison. Some thousands of people were assembled at the Station, who cheered the Queen most enthusiastically. The train proceeded northward, and arrived at Darlington at eleven o'clock, where the engine took in water, and the Chief Bailiff paid his respects to the Queen, accompanied by the most respectable inhabitants of the borough, while the approaches to the Station were densely crowded. The rest of the journey towards Newcastle did not offer much to remark upon except the alteration perceptible in the country and the people; rugged hills of burning slack and small coal heaped up near masses of machinery and gaunt chimneys, rows of squalid houses, and vast pillars of dark smoke shooting up from the numerous valleys, took the place of the fresh green sward with stately mansions, or snug farm-houses shining in the distance, and instead of the farm labourers with their ruddy faces one beheld crowds of women and children with all the air of a town population.

Her Majesty, Prince Albert, and the royal family arrived at the Station in Edinburgh at half-past three p.m. where the royal carriages were in waiting, and immediately proceeded to the Palace at Holyrood, escorted by a party of Enniskillen Dragoons. Lord John Russell had the honour of accompanying her Majesty on her journey. On arriving, her Majesty was met by the Duke of Buccleuch, by the Lord Provost of Edinburgh, and by the Sheriff of Mid-Lothian. The Queen and Prince, with the Prince of Wales and Prince Alfred, drove out between five and six o'clock through the principal streets of the city. The Lord Provost was presented to her Majesty by Lord John Russell, and received the honour of knighthood.

ARRIVAL AT BALMORAL.

Her Majesty, after leaving Holyrood on Friday morning, the 29th, proceeded to Tarbert, and thence by the Scottish Midland to Forfar. She was received by the cheers of thousands of persons at Forfar, and by salutes from the Castle. Along the route to Stonehaven the royal party proceeded by the Aberdeen Railway, and

arrived at forty-five minutes past twelve. The new route, which is 145½ miles from Edinburgh, was selected to save the Queen the inconvenience of travelling over the inferior roads from Cupar Angus to Balmoral. Her Majesty having partaken of luncheon at the Station, which was fitted up for the purpose as well as the limited accommodation would allow, proceeded on her way to Balmoral in an open carriage, accompanied by Prince Albert, the Prince of Wales, and the Princess Royal. The wind blew keenly across the mountains, but the royal party encountered it without hesitation; the other royal children followed in a close carriage alone. Lord John Russell, Sir James Clark, Colonel Gordon, and others had no better means of conveyance than an inconvenient *char-a-banc*. The Premier took the front place, and prepared for a drive of five hours in the teeth of the blast. Banchory Dav., the Dee side, formed the terminus of the first stage—a long 15 miles. The *cortège* wound along by the Dee, which presents endless variety of scenery, through Kincardine, Charleston, and Aboyne to Ballater, where it crosses over to the south bank. At half-past six o'clock the Queen and royal party arrived at Balmoral.

The following table exhibits the time of the royal train's arrivals at the successive stations on each day:—

TIME TABLE OF THE SPECIAL TRAIN, TO CONVEY HER MAJESTY, HIS ROYAL HIGHNESS PRINCE ALBERT, THE ROYAL FAMILY, AND SUITE, FROM THE GREAT NORTHERN RAILWAY STATION, KING'S-CROSS, LONDON, TO EDINBURGH.

AUGUST 27, 1851.

Miles.	Station.	Arrival. h. m.	Departure. h. m.
0	KING'S-CROSS	0 0 p.m.	2 0 p.m.
32	Hitchin	2 40 ..	2 42 ..
77	Peterborough	3 48 ..	3 50 ..
107	Boston	4 40 ..	4 45 ..
138	Lincoln	5 30 ..	5 35 ..
176	DONCASTER	6 30 ..	0 0 ..

AUGUST 28, 1851.

Miles.	Station.	Arrival. h. m.	Departure. h. m.
0	DONCASTER	0 0 a.m.	9 0 a.m.
34	York	9 53 ..	9 55 ..
79	Darlington	10 53 ..	10 55 ..
122	Newcastle	11 55 ..	12 0 ..
157	Alnwick Junction	12 48 p.m.	12 50 p.m.
188	Berwick	1 35 ..	1 40 ..
204	Grant's House	2 5 ..	2 7 ..
245	EDINBURGH	3 15 ..	0 0 ..