CHAMPLAIN - ST. LAURENCE DORCHESTER

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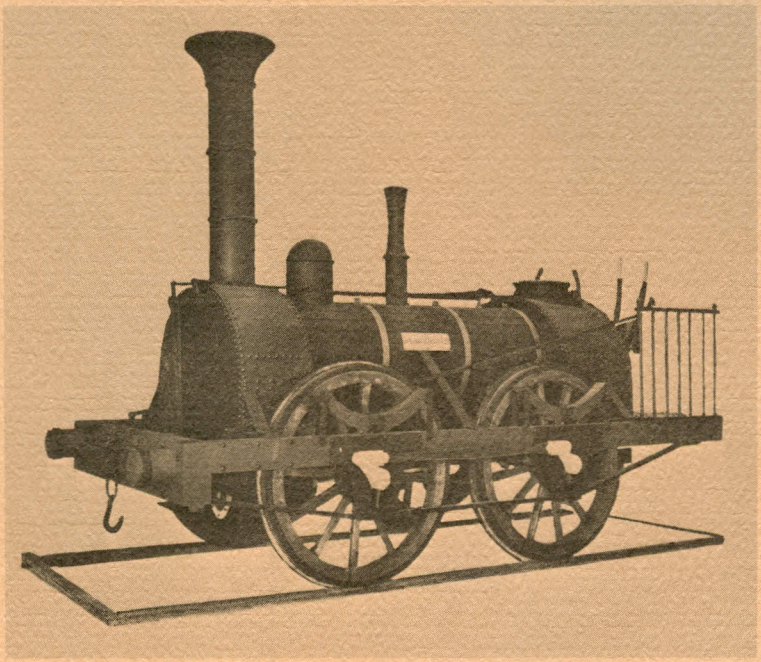


DORCHESTER

THE CHAMPLAIN & ST. LAWRENCE RAILROAD

FIRST YEARS OF OPERATION

S. S. Worthen

WHENEVER A NEW publication about Canada's early railway appears, the railway historian lives in the hope that this time, the author will demolish once and for all, the many and proliferating myths that seem to pervade all the histories which have been published hitherto. But, alas! This is seldom the case, for the errors which began with Messrs. Trout in 1870 have been continued to the present day.

THIS ARTICLE, THEREFORE, is written in the tradition of the late Robert R. Brown, one of Canada's leading railway historians, in an attempt to clarify the early history of Canada's first railway, by a restatement of actual reports from the period, and a consideration of general conditions in Lower Canada, at that time, which had a great influence on the day-to-day operation of this unique enterprise.

IN THE EARLY 1830's, the War of 1812 was beginning to fade in the memory of Canadians, and the United States had re-established the trading practices which were to build that country into the foremost mercantile nation of the twentieth century. The Hudson River - Lake Champlain - Richelieu River trading artery again began to prosper and it was with some irritation that the merchants and traders of Montréal waited while barge-loads of merchandise described the eastward river journey via the town of Sorel, and then variously went down the St. Lawrence to Québec or turned westward again to Montréal. The lesson offered by the Mohawk and Hudson Railroad in the neighbouring state of New York, did not go unheeded, and thus, in 1832, the business men of Montréal chartered a railroad.

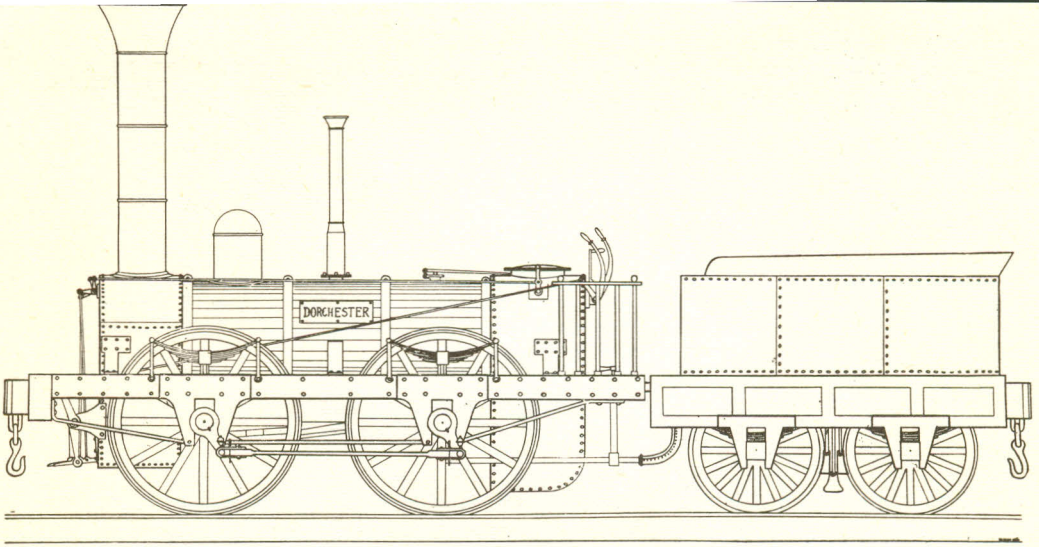
BUT LET US stop a moment and consider the "climate" in which this new venture was to be born. Distrust and unrest in Great Britain had been partially responsible for the protective tariff which the United States had imposed on Canadian goods. Ship fever had reached epidemic proportions in Montréal and Québec twice in three years. A wet summer in 1835, was succeeded by a crop failure in 1836 - the year the in-

fant railway was opened. In 1837, "Old Hickory" Andrew Jackson's monetary policies in the United States resulted in a panic that closed the banks in Lower Canada for two years. There had been deaths in the election riots of 1832 and tragedy rode on a wind of wild political words as the extremist groups in both the Canadas organized themselves to obtain by force what they failed to win by democratic means. And, in this confused, uncertain time, Canada's first railway was to be opened.

THE PROJECTED RAILWAY from La Prairie, on the St. Lawrence River to St. Johns on the Richelieu River has been variously described as straight and level with no physical obstacles which would, in any way, complicate the construction of the railway and would provide a straight and level line of rails for the transport of goods and passengers. It was so described probably in order to allay any apprehension which the subscribers to the undertaking might have. In reality, it had only two gradients of any consequence, and these were in favour of the traffic towards Montréal. But they did cause some complications. As for curves, there were three. The gentle curve to the eastward, on the outskirts of St. Johns, did not delay the trains, but the S-curve in the woods near L'Acadie did.

THE ROADBED OF the Champlain & St. Lawrence is still very evident, even in 1968. From the steamboat wharf at the edge of the St. Lawrence, the right-of-way climbed about 30 feet to attain the level of LaPrairie Common, from whence it ran straight and level to the ridge of land some 2 miles northwest of L'Acadie Village. This natural barrier could not be overcome by direct assault, so the railway took advantage of a small gulley to climb the ridge. A shelf was excavated on the side of the gulley and the railway, after turning southward along the hillside, made a second curve to the east, which brought it to the summit of the ridge. From this point it took a straight course to the outskirts of St. Johns, where a very gentle curve to the east was required to align the right-of-way with the wharf on the Richelieu River. The vertical rise through the woods near L'Acadie can be estimated at about 35 feet. This would mean a 1.3% gradient - not much by today's standards, but a real killer for an 0-4-0 running on strap rails!

THE LOCOMOTIVE ENGINE for the new railway was ordered from Robert Stephenson and Company, then of Newcastle-upon-Tyne, England, and was booked by them on 26 October, 1835, the 127th locomotive which they had built. It was completed about 1 March, 1836, and was recorded as costing 1200 pounds sterling. Its wheel arrangement was 0-4-0, one of the standard "Samson" type of this firm of builders. The wheels were 48 inches in diameter and of wood. The cylinders were 9"x14" and the locomotive weighed 112 hundredweight, 0 quarters and 19 lbs. - 12,563 lbs. in working order. It was about 13 feet long but with a wheel-base of only 5 feet, and, as a result, the engine was very unsteady and could only run at reduced speeds - safely, that is!



C. & St. L. "Dorchester"—Stephenson—1836.
(From a drawing by R. R. Brown.)

WITHOUT A LEADING bogie, the "Dorchester"(for so it was subsequently named) negotiated the rough and uneven track with difficulty. When pulling loaded cars, there was a tendency to derail. After the purchase of two Norris 4-2-0's for the railway in 1837 and 1839, the need for the addition of a leading truck was obvious, and the subsequent data indicates that the "Dorchester" was rebuilt about 1840 to a 4-2-0 type with the installation of a new and larger boiler and a haystack firebox.

SOME TIME AFTER her arrival in Canada the new locomotive was given a name. She was named "Dorchester" in honour of the town of that name, which later became St. Johns, Quebec. The town was named "Dorchester" about 1815, and from that year to 1835, was officially the namesake of Lord Dorchester, although the choice was not popular.

IN VARIOUS HISTORIES of Canadian railways, it is stated that the new locomotive was named "Kitten." This name was probably given the new locomotive because of its rather erratic and kittenish behaviour - a reasonable situation when one considers the inexperience of the supervising "engineer" and the state of the railway. Contemporary accounts (27 June, 1836, 19 August 1836, 23 July 1836, 25 July 1836, and 30 July, 1836) do not mention the name "Dorchester" in connection with the opening day celebrations of the railway, and some later trips on it and so it is probable that the engine was not "officially" named until later when other locomotives came to run on the line.

THE COMPANY OF Proprietors of the Champlain and St. Lawrence Rail Road were anxiously awaiting the arrival of their new locomotive in the spring of 1836. At the meeting of the stockholders on 9 May, the President, Mr. Peter McGill reported that it had not yet arrived but was expected soon. A careful search of Customs House records has failed to find mention of the importation of a steam locomotive.Perhaps the parts of the "Dorchester" were included in the entries of "boilers and machinery," of which there were several. Presumably these parts were discharged at the Port of Quebec and brought to Montreal by river lighter.

THE ARRIVAL OF the new engine at La Prairie is shrouded in an air of mystery. Perhaps this cloudy aura was due to one of two circumstances:

1. The parts of the engine were off-loaded at Montreal and assembled at an iron foundry under the supervision of the locomotive engineer who accompanied the engine from Newcastle;

2. Perhaps the Directors were apprehensive of the public reaction to the use of such a dangerous "machine."

THE ASSEMBLY OF the locomotive had to be carried out under the supervision of the accompanying "locomotive engineer" since there certainly was no one in Canada so qualified at that time. In fact, the defection of this engineer was to have serious consequences in about a month's time!

TRIALS OF THE "Dorchester" are rumored to have been conducted after dark, which lends even more spice to the early history of the engine. One prosaically logical explanation for this peculiarity was that since the presence of the Directors was essential to these trials, they were carried out after the Directors' normal working day.

NOTWITHSTANDING THESE CLANDESTINED goings-on, a young men's social club called the "Gilchristiana" visited La Prairie on 16 June, 1836 and reported in their minute-book:

> "Went and looked at the new locomotive carriage, compact and elegant, and the fuel car and feeder, well built and very neat."

It is therefore safe to say that the parts had been assembled by that date.

WITH THE OPENING of the new line less than two weeks away, disaster struck! The Québec GAZETTE of 13 July, 1836 chronicled the mishap:

> "An accident has happened to the locomotive for the railroad. The fireman let the water out of the boiler and kept the fire going until the flues were burnt. She will need new ones before she can proceed."

ON THE DAY of the opening, "Dorchester," with half her tubes plugged, was very feeble indeed. The effects were reported in the press:

> "Before starting, the locomotive engine made two short trial trips with its tender and, as the accident, which occurred lately to it had not been thoroughly repaired, it was deemed advisable to attach it to only two of the covered passenger cars - while the other cars with the rest of the company were drawn each by two horses. The locomotive with its complement soon shot far ahead of the other cars.... The locomotive in returning took four cars with it, and the other twelve were dragged back, as

before, to LaPrairie by horses... The return trip of the locomotive on Thursday, was completed in fifty-nine minutes but we learn that yesterday, with four passenger cars and two loaded freight cars it effected the journey in 45 minutes and returned in 30, over a line 14½ miles in length. A few repairs have been made to the engine and her regular trips commence on Monday next."

THE PRECISE OPENING day was Thursday, 21 July, 1836. The average speed (by calculation) was 14.5 miles per hour. On Friday, the southbound trip, with a considerable load, was made at an average of 19.3 m.p.h., while the return run, on the same day showed an average speed of 29 m.p.h.This latter figure is somewhat unbelievable and must be due to reportorial misinformation!

ABOUT A WEEK later (30 July, 1836), the engine was again removed from service. The locomotive engineer, who had been sent out to Canada by Robert Stephenson and Company, summarily departed from the employ of the railroad. Where he went is not recorded but in any event, it was "away!" Possibly his hasty departure was precipitated by the episode of the burned boiler flues and the somewhat incandescent tempers of the Company Directors!

BUT THE DISAPPEARANCE of the "qualified" locomotive engineer placed the Directors squarely in the middle of a dilemma. Where to obtain another "locomotive engineer,"- a courageous and stalwart man, brave enough to cope with boiler pressures of the order of 60 pounds per square inch. And lo! from the engine-room of one of Mr. Molson's steamboats on the Montréal-Québec run, appeared such a stalwart - Ziba Pangborn by name, a Canadian by adoption and a Yankee of the Vermont school by birth. As Chief Engineer of the Molson steamboat line, he was accustomed to work with low pressure marine engines, and so it was, with surprise and relief, that the directors heard his noncommittal reply to the crucial question: "Can you make it go?" - "Waal, it's an 'n-gine aint it?"

The Association's intrepid President, Dr. R.V.V.Nicholls, also the first editor of the Association's BULLETIN, industriously refurbishes the marker on the still existing right of way of the Champlain and St. Lawrence Railroad. Erected where the track crossed Highway 9-A, this association markercommemorates the celebration of the one-hundredith anniversary of the opening of the railway, on July 21, 1836.

Photo courtesy N. Nicholls

Commemorative monument erected at the former site of the ferry dock at La Prairie,Que.,and dedicated on July 21, 1936,during the celebration of the centenary of the Champlain and St. Lawrence Railroad.Montreal's modern skyline is visible in the background.
Photo S.S.Worthen.

AFTER EXAMINING THE MONSTER, Ziba opined that all she needed was plenty of wood and water to make her go. Apparently, he was right. About a week later the Montréal GAZETTE reported:

> "We are glad to learn that the locomotive engine is in operation on the St. Johns Railroad. The new engineer has given it an examination and made a trial of its speed yesterday. With four cars to it, it went to St. Johns in 48 minutes and returned with five cars in 41. From Montréal to St. Johns, a person may now be conveyed in an hour and a quarter; a slight change from the old system of travelling, when some four to six hours of most uncomfortable joling were by no means unusual."

DURING THE REMAINDER OF THE SUMMER OF 1836, the railroad operated in a somewhat restricted fashion. On October 1, 1836, the embargo on freight, which had been imposed on July 30, as a result of the burned flues in the "Dorchester," was lifted. Nevertheless, the engine's operation was not very well understood, despite the fact that a large amount of freight was transported in October and November, just before the winter freeze-up. During the winter of 1836-37, from November to April, when both shipping and railroading were suspended, the engine was taken to the machine shop of the steamboat line. There the foreman, Ziba Pangborn, took "her"

to pieces, examined "her" thoroughly in all of "her" parts and then completely repaired and reassembled "her." The following April, when navigation and operation of the railway were resumed, the locomotive was in good running order, and George Pangborn rapidly became more expert in engine-driving. It is worthwhile noting that the little "Dorchester" could and frequently did run at a speed of over 30 miles per hour, which was some remarkable achievement when one considers her small dimensions, her unsuitable, unstable wheel arrangement and the remarkably rough track over which she was obliged to make her way.

THE OPERATION OF the new railway continued in a very hap-hazard manner - so haphazard that angry patrons gave vent to their dissatisfaction in the local papers. There were regrettable episodes of the train leaving LaPrairie before the ferry from Montreal arrived or when the train left St. Johns before the advertised time in order to make a totally unnecessary early connection with the ferry to Montreal. The following summer things were a little better. Ziba Pangborn, - that stalwart hero of the opening days, was elevated to the post of Master Mechanic. George Pangborn, formerly assistant-engineer on the steam ferryboat "Princess Victoria" was named locomotive engineer and thus became the first regularly appointed person to hold that position. The stoker from the same ferryboat was engaged as locomotive fireman. His name was Moise Latulippe. Tom Maguire and a french-speaking Canadian named Coulombe, were the first conductors and Denis Maguire, an Irish-speaking Canadian, was the first Roadmaster.

AT THE SEMI-ANNUAL MEETING of the Stockholders, on December 14th, 1835, Chief Engineer William R. Casey had noted that owing to the inclemency of the weather, the staking out of the line was not begun until May, 1835, and in June, the ground was broken on the summit level near St. Johns on the only piece of Company property fenced in. Nevertheless, ten miles of the grading (which represented 12.5% of the total cost) were accomplished in the wet spring weather, but the remaining 87.5% of the cost was due to hauling the fill for the embankments, which had to be carted from one-quarter to three-quarters of a mile "over the worst kind of clay in one of the worst seasons ever experienced and, but for about four weeks of good weather in the months of September and October, I should not now have the satisfaction of announcing the completion of the fencing, graduation, masonry, bridges,the large wharf at Laprairie and the frames of the station houses."

THE WORKS OF THE LINE consisted principally of the long and slowly rising earth fill which began just east of the Riviere St-Lambert and continued across Cote St-Raphael and Cote de la Bataille to the escarpment, about two miles east of the Little River (Riviere l'Acadie) and the bridge over this same river. The Latter was four hundred feet long and thirty feet above the water. The channel was crossed by a lattice girder bridge of sixty-seven feet span, - the railroad passing on the top of the bridge.There were four other bridges over small rivers and brooks varying from one hundred and seventy feet in length over the Riviere St-Lambert, about three miles from Laprairie, to twenty feet, over a small unnamed brook east of the station at Little River (L'Acadie).

THERE WERE OTHER AMENITIES, which were stipulated in the original Charter of 1832 (II George IV Cap. 58). Very elaborate directions were provided for the construction of overhead bridges and underpass subways wherever public roads crossed the line. As an afterthought, it was stated that if such a horrible thing as a level crossing was actually necessary, then the crossing would simply have to be protected by double swing gates, according to the design which afterwards became so popular in England. These gates were to be placed so that they would be swung across the railway line at all times except when a train was actually passing. Naturally, it turned out that all of the road crossing were level crossings and even the provision of swinging gates, did not prevent the occurrence of Canada's first level crossing accident. The Montreal TRANSCRIPT reported, in the summer of 1837, that the train had bumped into a team of oxen at the Cote St. Raphael crossing. The newspaper did not relate the nature or extent of the damage to the ox team, but the train "was thrown off the track."

THE CHIEF ENGINEER, Mr. Casey, had provided for the construction of two "turn-outs" or passing sidings on the line - one at Cote de la Bataille, the other at Little River (L'Acadie). More were to be added, "as experience shows where they will be most convenient." However, the principal obstacle continued to be troublesome grade and reverse curve just east of Cote de la Bataille. Mr. George Washington Johnson of Clarenceville, Que., in his memoirs, "My Part in the Defense of the Frontier District During the Papineau Rebellion of 1837," has the following comment:

> "The railway, which then ran between St. Johns and Laprairie, and by which I travelled, was the first in Canada and a very primitive affair. When we came to a steep grade, all the passengers had to get out, and those of us, who were men, had to put our shoulders to the cars and help them up the hill."

The February, 1837, issue of the Cowansville, Que., OBSERVER, ran an advertisement as follows:

> "A stage coach will operate from St.Johns to Stanbridge, Frelighsburg, Richford, Sutton and Potton, Canada East, to Troy, Vermont, three times weekly, departing from St. Johns on the arrival of the train on the Champlain and St. Lawrence Railway.
>
> In the winter, passengers will take the St. Johns and Montreal stage."

DESPITE THE UNPLEASANTNESS caused in 1837, by the Honorable Louis Joseph Papineau, (who had been one of the prominent figures on opening day) and others, operation in this year proved to be moderately successful. During this year, the first movement of military personnel over a Canadian railway was recorded, as the militia entrained at Laprairie to confront the Patriots south of St. Johns. Mason Wade says that by way of retaliation, the Patriots tore up one or two miles of the line, between St. Johns and L'Acadie. Notwithstanding these transient, but heart-breaking interruptions, the railway did turn in a good balance sheet in 1838-39, as

The crossing of the Ruisseau des Barbots, near Cote St-Raphael. The embankment, about four feet higher than the normal ground level at this point, now began to rise slowly to gain the plateau between Cote de la Bataille and Little River (L'Acadie). S.S.Worthen photo.

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the following table will show:

Year	Traffic Receipts (sterling)	Net Profit	Dividends per share	Rate.
1836	6042	1986	-	-
1837	10177	2665	6-09-00	13.5%
1838	9799	2522	-	-
1839	15496	8188	12-10-00	25.0%
1840	13339	5107	7-10-00	15.0%
1841	14000	5242	8-00-00	16.0%

THE EXTRAORDINARY INCREASE in receipts (and dividends) of 1839, was probably not due to improved conditions in the country, since there was still a general condition of economic depression. More likely, it was the result of the purchase of two new Norris engines, - the "Laprairie" and the "Jason C. Pierce," built in 1837 and 1839 respectively. The railroad was consequently able to handle a much larger volume of traffic.

THE LOWER CANADA Almanac and Montréal Commercial Directory for 1840 contained a complete set of passenger and freight rates, and the rules and regulations regarding the sale of tickets and the conduct of passengers. All seats in the passenger cars were reserved. One hundred and thirty-five items were listed in the freight tarriff, and the rate for the 14½ miles for all articles not enumerated was about 17 cents per ton mile - not bad for 1840! The passenger rates were:

FIRST CLASS (with not more than 30 pounds of baggage)

Railroad & Ferry - 5 shillings Halifax currency
Railroad only - 4 shillings Halifax currency
Ferry only - 7½ pence
Same Day over and back - 7 shillings 6 pence

SECOND CLASS -

Railroad & Ferry - 2 shillings 6 pence
Railroad only - 2 shillings

Children under twelve years of age - half price.

PASSENGERS HAD TO purchase their tickets on the steam ferry-boat, and to occupy the place in the car indicated by the ticket. They had to state their return intentions on the ferry and - if desired - take a return ticket at the reduced rate. Otherwise they would be charged full fare both ways - a very reasonable and enduring procedure. No one was allowed to ride on the engine, except the engineer and fireman, unless they were willing to pay 10 shillings - the fine for each offense. Likewise, smoking in the First Class cars was forbidden - a further 10 shillings ($1.96) being required for infractions. It was more expensive to ride on top of the cars at the rate of 25 s. ($4.89) per apprehension. Dogs were excluded from the first-class cars at the rate of 20 s. ($3.912) per time.

THERE ARE, OF course, some momentos of Canada's first railroad still on exhibition. In Montreal's Chateau de Ramesay, (to be precise, in the cellar of this historic building) is a very accurate wooden representation of the "Dorchester." It can be examined whenever the Chateau is open to the public. Probably less well-known is the wooden model in the Manoir Lachine, Lachine, Que., which is also of wood, equally dilapidated, and less accurate, inasmuch as it lacks cranks, side rods and other details. However, it has the distinction of being the model used in the celebrations of the 100th Anniversary of Canada's Railways which unfolded on the week-end of 21, July, 1936. It was drawn behind Canadian National Railways 4-8-4 No. 6400, to St. Lambert, and thence, to St. Johns, part of the way over the same historic right-of-way which had borne its ancestor for 14½ miles a century before.

IN FACT THE right-of-way itself is still plainly visible today, and may be seen (and photographed) about a quarter of a mile south of Highway No. 7 (La Prairie to St. Johns) on (a) Highway No. 9A, where the Association has a commemorative marker, (b) Cote St. Raphael, where the original railroad bridged the little Riviere des Barbots and continued east on a high embankment and (c) Cote de la Bataille (south) where the railroad came across the flat plain on a four to six foot embankment, preparatory to climbing the hill to Little River (L'Acadie River or Petite Riviere Montreal) bridge and the town of Little River - now L'Acadie. Then, if you don't mind a short hike walk along the derelict right-of-way from Highway No. 9A to the crossing of the Riviere St-Lambert and you won't have any difficulty in identifying the place where the bridge used to be. If you are not so athletically inclined, then you can always try to discover the three com-

The present day right-of-way of the C. & S.L. running east from Highway 9-A, about three miles from the river front at La Prairie, Que. Just beyond the growth of bush, the railway crossed the St. Lambert River. Both photos S.S.Worthen

One hundred and thirty two years later, the road-bed of Canada's first public railway runs straight as a die eastward from Cote St - Raphael to Cote de la Bataille and the ridge at Little River dimly visible on the horizon.

memorative plaques (one of which has the wrong dates on it) at St. Lambert-La Prairie and St. Jean d'Iberville. Canada's first railway has by no means entirely disappeared, although the history text books in today's elementary schools would certainly give one that impression!

THE AUTHOR is particularly indebted to the late Robert R. Brown, who personally researched much of this material but who, in addition, first discovered to the author the true joys of historical research on Canada's railways, particularly in the region of Montreal.

Sources:

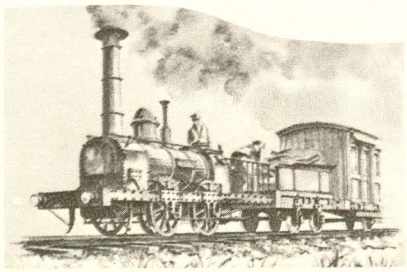
The Champlain & St. Lawrence Railroad -

Robert R. Brown
Bulletin No. 39, Railway
& Locomotive Historical
Society, Boston, 1936

Montreal TRANSCRIPT 1836-37
Cowansville OBSERVER 1837
The French Canadians Mason Wade Macmillan 1955.

INSIDE FRONT COVER : The wooden replica of the "DORCHESTER" , constructed by Messrs. Cole, O'Dowd, Renaud and others, from plans prepared by Messrs. John Loye and Robert R.Brown, at the Chateau de Ramesay, Montreal, in the months before the Railway Centennial Celebration in July, 1936. Photo W.G.Cole Collection.

OUR COVER THIS MONTH is artist J.D.Kelly's impression of the opening day celebrations at some point on Canada's first public railway The Champlain & St. Lawrence Railroad. Although some liberties have been taken with the locale, the portrayl of the 'Dorchester' and the two first-class passenger cars is quite accurate. This colour reproduction is made available through the courtesy of the Confederation Life Assurance Company, and the Southam Printing Company.



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Canadian Rail

Trains on STAMPS

EARLY LOCO CHAMPLAIN & ST. L.

NO 206

JANUARY 1969

EARLY LOCOMOTIVES OF THE CHAMPLAIN & ST. LAWRENCE RAILROAD

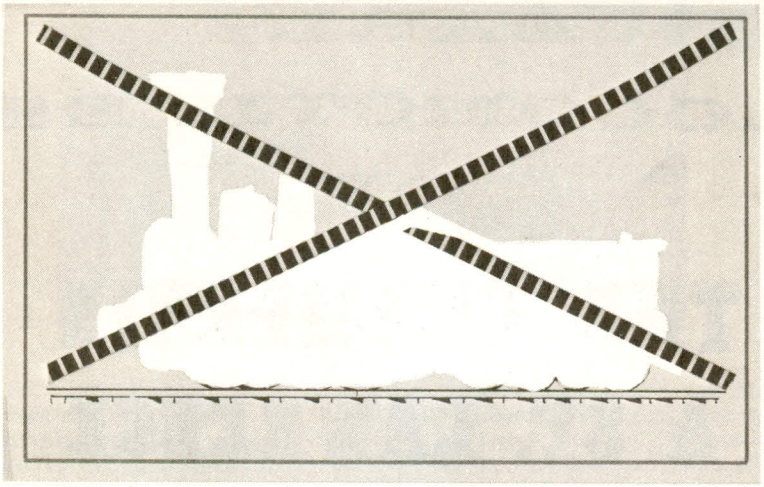
S. S. Worthen.

In spite of the high ideals, expressed in the opening paragraph of the article on the Champlain & St. Lawrence Railroad in CANADIAN RAIL's 200th Issue - (June, 1968), the author has been found guilty of relying too heavily on information which was considered valid in 1936, but which subsequently was shown to be incorrect. This information concerned the first three engines of the Railroad, and the error was caught by Mr. C. W. Kenneth Heard, former Secretary of the Association, now resident in Ottawa, Canada.

Mr. Heard wrote to the Editor as follows:

"The article stated (page 147), that the Company purchased two Norris engines, the "Laprairie" and the "Jason C. Pierce," built in 1837 and 1839 respectively. In fact, there was only one Norris engine, the "Jason C. Pierce," - a 4-2-0, purchased in 1837. The "Laprairie" was created unwittingly by the late Mr. John Loye, first president of the Association - (in 1932), by placing too much credence in the recollections of some "old-timers" who confused a later engine named "Laprairie" with the "Jason C. Pierce." The recollections of these "old-timers" apparently connected the engine name "Laprairie" with the first northern terminus of the railway, on the assumption that since the first engine was named after one terminus - (Dorchester - later St. Johns, Que.), the second was presumably named after the other. John Loye later repudiated the creation of the "Laprairie," and bitterly regretted having done a mechanical drawing of it."

The late Mr. Robert R.Brown did two articles on the "Dor-



chester" and the "Jason C. Pierce" for the Association's NEWS REPORT in 1957 - nos. 74 and 77. He had intended to follow these reports with a third, exploding the myth of the "Laprairie" forever. Unfortunately, the third article was never published. Mr. Heard notes that the late Mr. Brown "since publishing the article (in the R. & L.H.S. Bulletin in 1936) corrected himself and the corrections have been published subsequently by him in several places."

A few explanatory notes are in order for the table which concludes this report. There is unanimity among railway locomotive historians on the existing information regarding the "Dorchester" and the "Jason C. Pierce," - the first two steam locomotives of the Champlain and St. Lawrence Railroad. The third engine, - the "Montreal" was built in 1846 (according to Mr. Brown) or 1847 (according to Mr. Samuel Keefer's Report on the Railways of Canada for 1859). Mr. Keefer wrote that this engine was not in use in 1859. The Railway did purchase an engine named "Laprairie" in 1852 from the Taunton Manufacturing Company of Taunton, Mass., U.S.A. The occurrence of this engine in the records of the Company, after 1852, confused researchers and "old-timers," as Mr. Heard notes.

Moreover, by 1851, there was a second engine named "Dorchester" on the line - the original one having been sold to La Compagnie du Chemin a Rails du St-Laurent et du Village d'Industrie at Lanoraie, Lower Canada. When the Champlain and St. Lawrence and the Montreal and New York Railroads amalgamated, in May, 1857, another confusion was created, since the new railroad, - the Montreal and Champlain, now possessed two locomotives named "Montreal." One was ex-C. & St.L., built by Baldwin in 1846, a 4-4-0, and the other was ex-Montreal & Lachine, built by Kinmond of Dundee, Scotland, a 2-2-2, also a sister locomotive of the "John Molson," of the C. & St.L.

In Bulletin Number 3 (First Series) of the Canadian Railroad Historical Association, there was a report in November, 1937, containing excerpts from the Record Book of Thomas Lester Dixon, a painting contractor of St. Johns, Quebec. This man worked for the Champlain & St. Lawrence, between 1846 and 1853. No reference was found in his record book to work being done on the locomotive "Laprairie," although there are entries for painting the "Dorchester" and the "Jason C. Pierce." Later entries show painting work done on

the "Montreal," the "Champlain" and the "John Molson," as well as the "St. Lawrence" and the "Canada." The entries in this record book thus substantiated other information, which finally led to the compilation of the following list. It is hoped to gain further information from an original account ledger of the C. & St. L., for the years 1836-1845, now under study by one of the Association's members.

Roster of the First Locomotives of the Champlain and St. Lawrence Railroad: 1836-1852.

The following roster is supplied through the kindness of Mr. R. Douglas Brown, from information in his late father's records.

Name	Date built	Type	Builder	Bldr's no.	Cylinders	Drivers
DORCHESTER	1836	0-4-0	Robt. Stephenson & Co. Newcastle-upon-Tyne, England.	127	9x14"	48"
JASON C.PIERCE	1837	4-2-0	Wm. Norris Philadelphia, Pa.	(unknown)	9x18"	48"
MONTREAL	1846	4-4-0	M. Baldwin, Philadelphia, Pa.	265	11x16"	54"
CHAMPLAIN	1847	4-4-0	Wm. Norris Philadelphia, Pa.	(unknown)	15x22"	60"
JOHN MOLSON	1847	2-2-2	Kinmond, Hutton, & Steel, Dundee, Scotland	(unknown)	14x22"	60"
ST. LAWRENCE	1851	4-4-0	Baldwin Loco. Wks. Philadelphia, Pa.	420	15x20"	60"
CANADA	1851	4-4-0	Wm. Norris, Philadelphia, Pa.	(unknown)	13x26"	60"
ST. LAMBERT	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	84	14x20"	66"
ST. HELEN	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	99	14x20"	66"
DORCHESTER	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	103	16x20"	60"
LAPRAIRIE	1852	4-4-0	Taunton Loco. Wks. Taunton, Mass.	113	16x20"	60"