DUNDEE BUILT LOCOMOTIVES

OMER LAVALLEE

AN EXTRACT FROM

RAILROAD HISTORY

149

AUTUMN 1983

Kinnard
died
Montreal Feb 12.
Feb 17 1874 Am. Speet
William L Kinnard

ISSN 0090-7847

Single Issues:
Members – $6.00
Others – $8.00

Dundee-Built Locomotives on Canada's First Railways

By Omer Lavallée

During the years 1848 and 1849, five steam locomotives, all built in the Scottish Tayside city of Dundee, were brought to Canada to be used on three Montreal-area railways, the only public, steam-operated railways in British North America at that time. In the chronological order of their arrival and introduction to service, these engines are:

Arrival	Name	Railroad	Builder	Year	Type	Gauge
7/1848	*Montreal*	Montreal & Lachine	Kinmonds & Co.	1848	?-2-?	4'9"
7/1848	*James Ferrier*	Montreal & Lachine	Kinmonds & Co.	1848	?-2-?	4'9"
7/1849	*Princess*	St. Lawrence & Atlantic	Stirling & Co.	1840	0-4-2	5'6"
8/1849	*John Molson*	Champlain & St. Lawrence	Kinmonds & Co.	1849	?-2-?	4'8½"
11/1849	*Britannia*	St. Lawrence & Atlantic	Stirling & Co.	1839	2-2-2	5'6"

Historically, the study of these locomotives is of some consequence. Together, they made up more than one-third of the total of 14 steam locomotives in operation in what is now Canada at the end of 1849.

Because they were constructed by two small and obscure builders, the origins, identities, and appearances of these locomotives have been a research project for locomotive historians since early in this century, at least since 1907 when Angus Sinclair referred to them in his book *Development of the Locomotive Engine.*[1] While there are many documentary sources on this subject—written references, illustrations, and even a model in a Montreal museum, all dating to the 1840s and 1850s—the identities have often been confused

Acknowledgment: I wish to express my appreciation not only to the sources named in the bibliographical notes, but also to my colleague, Raymond F. Corley; to Glenn T. Wright, archivist, Public Archives of Canada, Ottawa; and to C.W. Kenneth Heard, National Museums Corporation of Canada, for special assistance in this research.

through well-intentioned but subjective interpretation of this evidence. An example of the result of insufficient research is a full-sized, operating 2-2-2 tender locomotive, named *John Molson*, which was designed under the direction of the Canadian Railroad Historical Association in the 1960s and built in Japan in 1970. This engine, which purports to represent the Kinmonds-built locomotive of the same name, is now at the Canadian Railway Museum at Delson, near Montreal, and it is considered in the latter part of this text.

In 1969, when the Delson locomotive had been designed but before it was built this author challenged its authenticity.[2] The controversy that followed stimulated my pursuit of serious research, not only into the original *John Molson* but all of the Dundee-built locomotives. The result is this article, in which an attempt has been made to identify the traditional information and place it in proper perspective, adding to it new data which has come to light. This work is by no means complete, and many questions remain to be answered; the hope in publishing at this time is that further pieces of the puzzle surrounding this least-known group of early Canadian locomotives will come to light.

The background necessarily includes a brief review of railway development in the Dundee area of Scotland, and some historical notes about the two builders involved, one of which, incidentally, may also have produced the first steam locomotives in South America. The liaison thus established between Scotland and Canada led also to the opening of a foundry which became Canada's second, and Montreal's first, locomotive works. This operation will be dealt with at the appropriate place in the story.

Dundee and Its Railways

The city that is the locale of the two locomotive works concerned in this account is currently Scotland's third largest center of population and its second largest industrial city. It occupies an ancient site; there are Roman ruins and evidences of pre-Roman settlement. Almost eight hundred years ago, Dundee was designated as a royal burgh by the Scottish kings, and it developed into an important center for whaling in the Middle Ages. This industry was formalized in 1756 by the incorporation of the Dundee Whale Fishing Company.

A concomitant industry, practiced by the wives of the whalers, was the spinning and weaving of flax, nurturing a textile industry which became associated with whaling when it was discovered that immersion of jute fiber into whale oil strengthened it considerably. As a result, the city became an important center for textiles,

particularly jute, but also for linen, canvas, sacking, and ropes. The processing of the flax into these manufactured products engendered the development of industry in Dundee early in the 19th century.[3]

In the 1830s, Dundee became the hub of its own small railway network, which would not be physically linked with the rest of the Scottish system until the middle of the following decade. Its first line, the Dundee & Newtyle Railway, used a system of inclined planes, interspersed with segments served by adhesion locomotives, to reach the inland town of Newtyle, whence branches operated by corporately-separate companies connected to Coupar Angus and Glammis (now Glamis). The common or "Scotch" gauge in use at this time on a number of railways in Scotland was four feet, six inches, but the Dundee & Newtyle and its extensions were built to a gauge of four feet, six and one-half inches.

When the Dundee & Arbroath Railway was opened eastward along the Scottish coast in 1838, it was built to a width of five feet, six inches, a decision which met with the disapproval of Francis Whishaw, a railway civil engineer. Whishaw wrote:

> Messrs. Grainger and Miller, under whose directions the Dundee and Arbroath Railway was constructed, are among the few engineers who have ventured on a new gauge. This is the more remarkable, as they had already used, in three other railways of Scotland, a gauge even less than 4 feet 8½ inches. We object to any alteration of gauge, where a line is likely to become a link in any long chain of railway-communication already established; but whether this railway is likely in future years to be so circumstanced, we have not at present the means of judging.[4]

In 1839, the Arbroath & Forfar Railway was opened inland to the town of Forfar. This company, which was a physical prolongation of the Dundee & Arbroath, also chose the 66-inch gauge.[5] Whishaw's concerns were vindicated in the late 1840s when the non-standard-gauge railways of Scotland were converted uniformly to the Stephenson width, a step which initiated the process of consolidation of local lines into the great systems of pre-grouping (1923) days. The Dundee & Arbroath and the Arbroath & Forfar were changed to standard gauge in 1847, a development which resulted in two of the latter company's locomotives being sent on journeys aboard sailing ships to far-off Canada. The railways serving Dundee at this time are shown in figure 1.

As a railway center, Dundee was the site of various works which were engaged, albeit briefly, in the construction of locomotives. Those which concern us in this study are: Wallace Foundry, operated by Kinmonds, Hutton & Steel, later Kinmonds & Company; and Dundee Foundry (or East Foundry), operated by James Stirling & Company, later Gourlay, Mudie & Company.

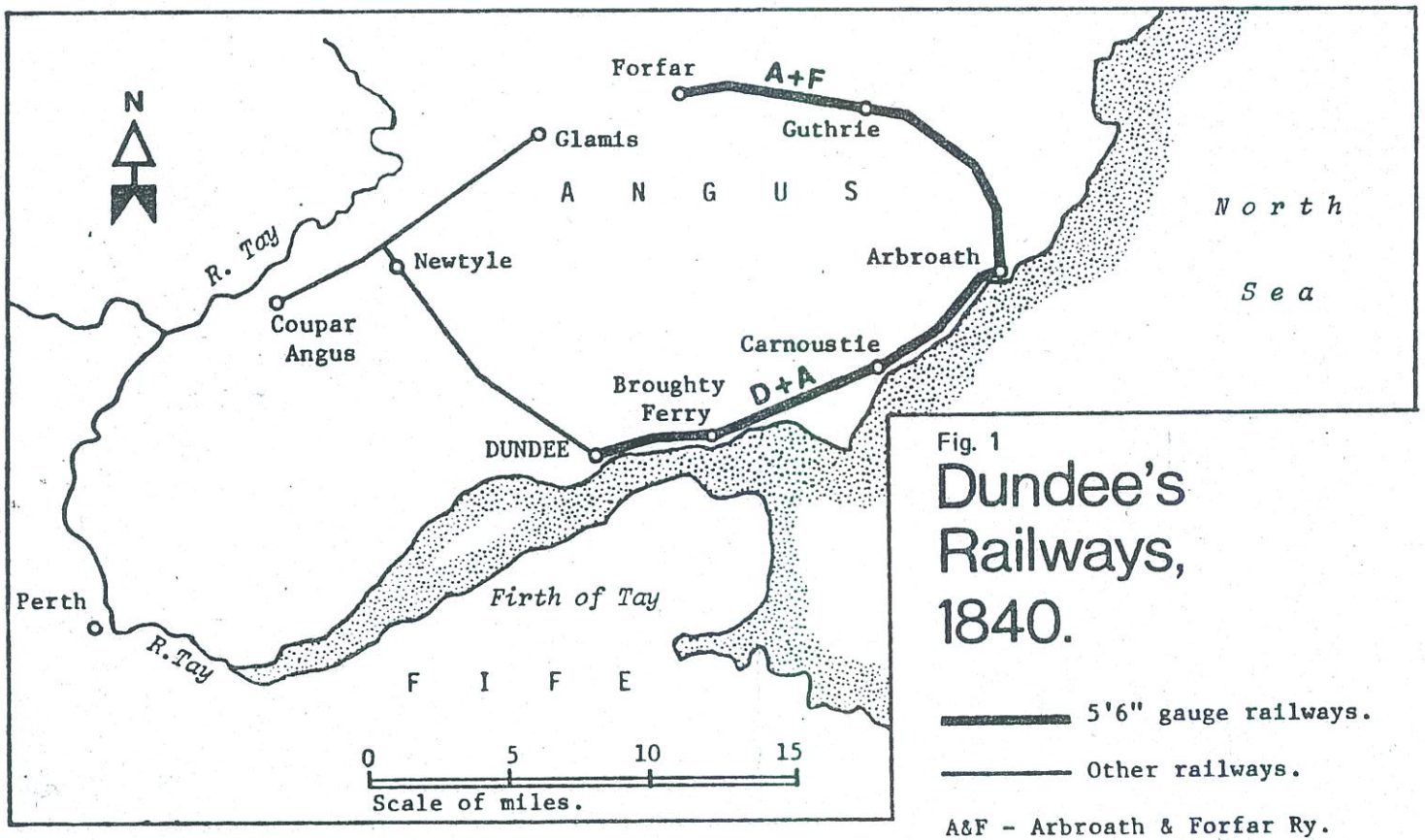


Fig. 1

Dundee's Railways, 1840.

5'6" gauge railways.

Other railways.

A&F - Arbroath & Forfar Ry.
D&A - Dundee & Arbroath Ry.

Wallace Foundry—Kinmonds, Hutton & Steel

The Kinmond family had been associated with the textile industry from the late 1700s. The elder Kinmond, the financial backer of the partnership of Kinmonds, Hutton & Steel, was the owner of bleachfields outside Dundee. His partners were engineers. The firm, apparently organized in the 1830s, produced textile machinery for the flax and jute industries, with several notable improvements being attributed to it.[6] By the late 1830s, the Kinmonds in the title included Peter Kinmond and William Leighton Kinmond, nephews of the founder.[7]

Locomotive building under the partnership began in 1838 with three 2-2-2 type tender engines, *Wallace, Griffin,* and *Fury*, which went to the Dundee & Arbroath Railway.[8] Three other locomotives were built for the same company in 1839-41, followed by twelve engines for the standard-gauge Glasgow, Paisley, Kilmarnock & Ayr Railway between 1840 and 1846.[9] All of these locomotives appear to have been outside-connected 2-2-2s. In July 1847, the partnership of Kinmonds, Hutton & Steel was dissolved by mutual consent and the Kinmond brothers took over management of the Wallace Foundry themselves. Concurrently, James Steel, one of the former partners, took over the Lilybank Foundry in Dundee and, with his own two sons, operated it as "James Steel & Sons." The elder Steel died in 1852.[10]

Figure 2 shows the only drawing of a Kinmonds-built locomotive known to the author. The original is part of the collection of the Dundee Museum & Art Galleries, Dundee, Scotland, and this copy was furnished through the kindness of Mr. J.D. Boyd, the chief officer of that institution. Since the engraving bears the title "Kinmonds, Hutton & Steel," it was prepared, obviously, prior to July 1847 when the partnership was dissolved and the Wallace Foundry passed to Kinmonds & Company. According to the graphic scale, the locomotive depicted is standard gauge, with 66-inch driving wheels and 42-inch carrying wheels. The drawing does not indicate when or for what company this locomotive was constructed, or indeed whether it was ever built at all. James Lowe states that it is an illustration of the *Wallace* of 1838,[11] but, since the latter was 66-inch gauge, this conclusion is obviously incorrect. In the early 1960s, the author corresponded with G. Maclennan Steel, a descendant of James Steel of the original partnership; it was Mr. Steel's opinion that the engraving represented one of the locomotives built by KH&S for the Glasgow, Paisley, Kilmarnock & Ayr Railway.[12] A comparison with an illustration of a contemporary GPK&ARy locomotive, built in its own works in Glasgow in 1846 (see figure 13 on page 45), supports this assumption.

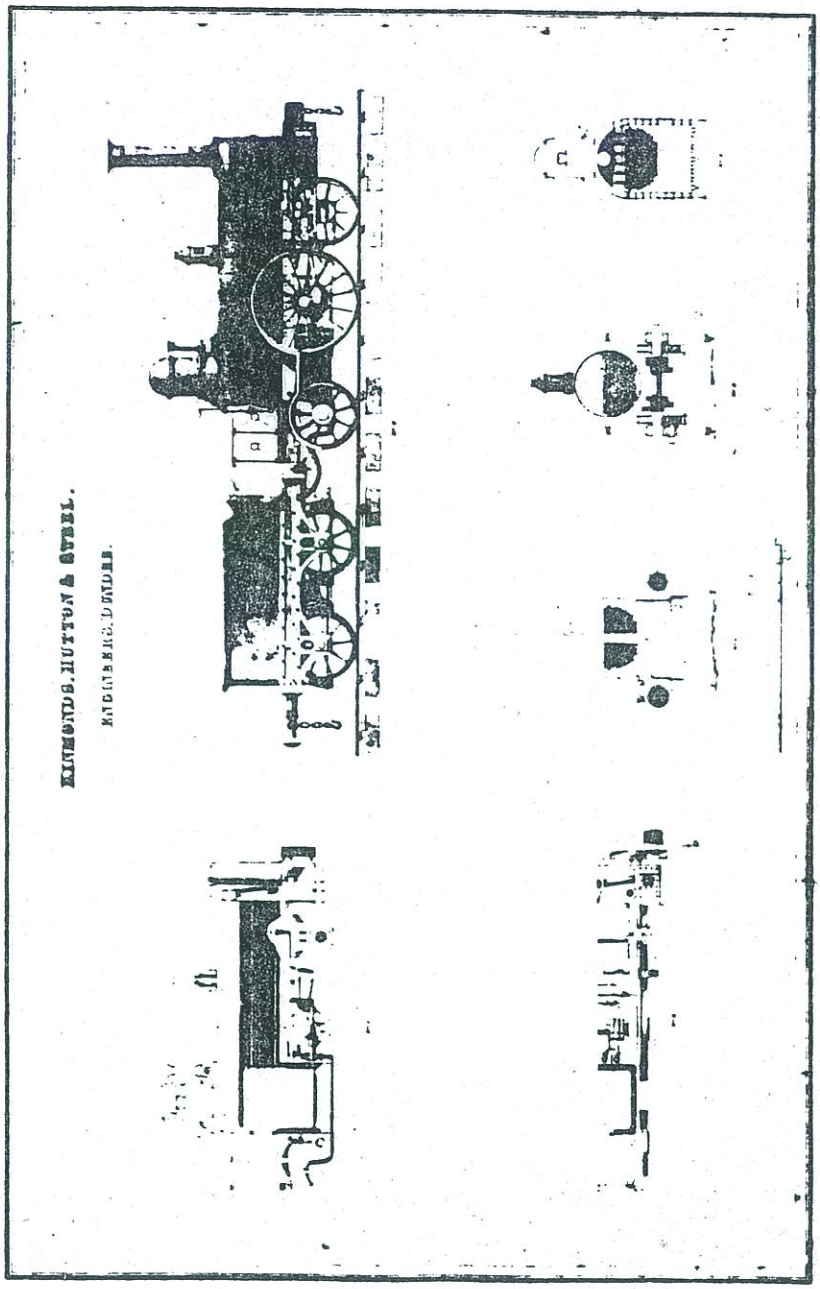


Fig. 2—Engraving of 2-2-2 tender locomotive prepared by Kinmonds, Hutton & Steel, Dundee. (Original in collections of Dundee Museum & Art Galleries)

Wallace Foundry—Kinmonds & Company

With the dissolution of the partnership, the Kinmond brothers continued in business under the name of "Kinmonds & Company, Engineers and Iron Founders." Between 1847 and 1850, when the Wallace Foundry was closed, the firm built six locomotives for the Dundee, Perth & Aberdeen Junction Railway, and nine for the Glasgow, Dumfries & Carlisle.[13] However, of particular interest to us are three locomotives built for Canada: two built for the Montreal & Lachine Rail-Road, delivered in July 1848, named *Montreal* and *James Ferrier;* and one built for the Champlain & Saint Lawrence Rail Road, delivered in August 1849 and named *John Molson.* These locomotives were single-drivered, but their wheel arrangements are not known. Certain mechanical and statistical particulars, however, were published in 1859 and 1861 by the Board of Railway Commissioners of the Province of Canada, in reports prepared by Inspector of Railways Samuel Keefer, who will be cited frequently throughout this article.[14]

Peter and William Leighton Kinmond came to Canada following the closing of the Wallace Works in 1850.[15] They established a foundry in Montreal, which was then the headquarters of Canada's three steam-operated public railways and also an important shipbuilding center. Evidently, the foundry in Dundee was later reopened and, by 1861, it was owned by one Robertson Orchar.[16] The author knows of no illustrations of locomotives built by Kinmonds & Company at the Wallace Foundry.

Dundee Foundry (East Foundry)—James Stirling & Company

James Stirling & Company began operations in 1831. It was in the locomotive construction business as early as 1834 when it outshopped *Trotter,* an 0-2-4 locomotive for the Dundee & Newtyle Railway.[17] James Stirling, its proprietor, was an uncle of Patrick Stirling who started his career as an apprentice in his uncle's works at the age of 17 and who later went on to achieve fame in his own right.[18] Latterly the locomotive superintendent of the Great Northern Railway in England, perhaps his most familiar design was that of the so-called "Stirling Single," a 4-2-2 type tender locomotive. Other apprentices at the Dundee Foundry in the 1830s include Archibald Sturrock, later in charge of the Great Western's Swindon works and afterwards locomotive superintendent of the Great Northern, preceding Patrick Stirling;[19] and the Great Western's own locomotive superintendent, Daniel Gooch, a draftsman at the Dundee Foundry in 1836-37.[20]

In 1839, the Dundee Foundry produced three locomotives for the Arbroath & Forfar Railway. Named *Victoria, Britannia,* and *Caledonia,* they were of the 2-2-2 tender type, having 60-inch driving

wheels, 42-inch carrying wheels and 13x18-inch outside inclined cylinders.[21] In 1840, Stirling built at least two further locomotives for the A&FR: *Princess* and *Albert* were of the 0-4-2 tender type, and had 54-inch drivers and 12x16-inch inside cylinders. In 1845, *Princess* was equipped with 12x18-inch cylinders.[22]

There are two illustrations of Stirling-built locomotives. Figure 3 is an engraving of the 2-2-2 tender locomotive *Victoria*, sister to *Britannia* and *Caledonia*, which appears in Whishaw's 1840 book.[23] As this was published the year after the locomotives were built it can be accepted as an accurate portrayal of its prototype. Figure 4 illustrates a model of an Arbroath & Forfar 2-2-2 locomotive of the *Victoria* class, which appears in Sinclair.[24] The accompanying text identifies this locomotive erroneously as a Kinmonds-built locomotive. The model is lettered "A.& F.R." and but for the fact that its driving wheels are placed farther forward, and the crosshead and guide bars are unenclosed, otherwise follows the Whishaw engraving quite closely. It seems, therefore, to portray the same class. This model still exists, owned by the Dundee Museum & Art Galleries.

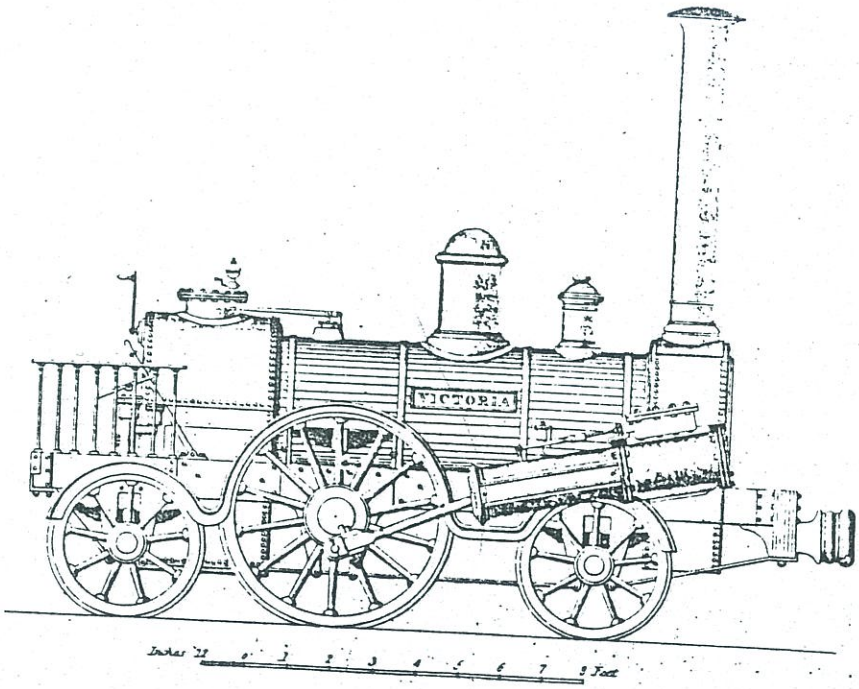


Fig. 3—Engraving of 2-2-2 tender locomotive *Victoria* of the Arbroath & Forfar Railway, built by Stirling & Co., Dundee. (From Francis Whishaw, *The Railways of Great Britain Practically Described and Illustrated* [1840])

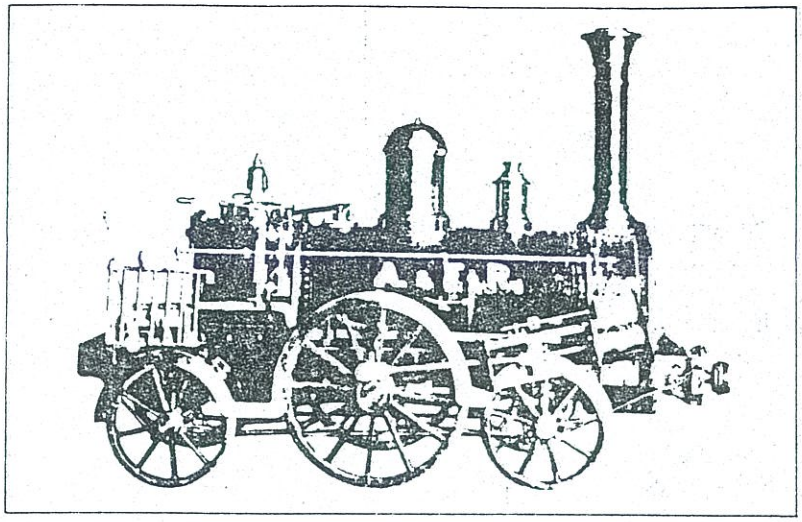


Fig. 4—Model of Arbroath & Forfar 2-2-2 tender locomotive. (From Angus Sinclair, *Development of the Locomotive Engine* [1907])

Dundee Foundry—Gourlay, Mudie & Company

About 1843, the Dundee Foundry was taken over by Gourlay, Mudie & Company, which continued to operate it until about 1850, also using the alternative name of "Gourlay Brothers." At least five locomotives are reported to have been built—all for Scottish lines—up to 1849, though the principal business of the foundry at this time was shipbuilding and general engineering.[25]

In 1847, as we have seen, the Arbroath & Forfar Railway was converted to standard gauge. Most of its motive power and rolling stock was regauged, but the Stirling-built locomotives *Britannia, Princess,* and *Albert* were not considered to be worth converting. Instead, they were offered for public sale at Arbroath and Colliston stations on December 21, 1848.[26] *Britannia* and *Princess* were sold to Gourlay, Mudie & Company, *Princess* fetching £68.8.0 sterling.[27] The disposition of *Albert* at this sale is unknown.

Sinclair states that, at about this time, two further locomotives named *Firefly* and *Mosquito,* said to be Kinmonds products, are claimed to have been the first locomotives to be shipped across the South Atlantic. They were built for the Demerara & Georgetown Railway in what is now Guyana.[28] This was the first railway in South America, built to standard gauge and opened between Georgetown and Plaisance, eight km (five miles), on November 3, 1848.[29] Since the information about these locomotives accompanies an illustration of a model of a Stirling-built 2-2-2 which is erroneously captioned as having been built by Kinmonds, perhaps these locomotives, supposedly 2-2-2, were actually built at the Dundee Foundry.

Alexander Millar

The beginning of Montreal's contacts with Dundee came with the incorporation of the Montreal & Lachine Rail-Road Company on June 9, 1846.[30] This law enabled the company to build a railway from Montreal to the suburban town of Lachine, 7½ miles, bypassing the Lachine Rapids in the Saint Lawrence River just above Montreal. Though steamers had access past the rapids via the Lachine Canal, opened in 1825, the passage through this waterway with its various locks was slow and, as a result, steamers destined for points on the Upper Saint Lawrence River, the Great Lakes, and the Ottawa River, arrived at and departed from the wharf at Lachine (see figure 5).

The railway, intended to speed up the transport of passengers and goods over this portage, was the brainchild of James G. Ferrier, who was born in Fifeshire, Scotland, on October 22, 1800, and died in Montreal on May 30, 1888. Ferrier emigrated to Canada in 1821 and became a successful hardware merchant in Montreal.[31] In addition to serving as the first president of the Montreal & Lachine Rail-Road, his activities included spells as mayor of Montreal, chancellor of McGill University, chairman of the Canadian board of the Grand Trunk Railway of Canada, a legislative councillor of the Province of Canada, and, finally, a member of the Senate of the Dominion of Canada from 1867.[32]

To construct the line, which had been surveyed by John Ostell,[33] the M&L hired William R. Casey, a New York civil engineer, in 1846. Casey had constructed the pioneer Champlain & Saint Lawrence Rail Road, which had been opened for traffic in 1836. Unfortunately, he was not to see his second Canadian project through to completion, because he fell ill of tuberculosis and died on August 6, 1846, at the early age of 38.[34] In order that the work then under way should not be interrupted, Ferrier, not unnaturally, turned to his native Scotland for the replacement. During a visit to the United Kingdom in the autumn of 1846,[35] he contacted Kinmonds, Hutton & Steel of Dundee, with whom he had had dealings in connection with his hardware business, and asked the firm to recruit a practical engineer to come to Canada. Kinmonds offered the position to Alexander Millar, the locomotive superintendent of the Dundee & Arbroath Railway. In view of the urgency of the situation, Millar is reported to have been given but 24 hours to accept or refuse the proffered position of engineer to the company. He decided that the salary involved, £200 sterling, was sufficiently attractive,[36] and he left for Canada early in 1847.[37]

In the summer of 1847, Millar accompanied Ferrier to the United States to inspect various rail lines.[38] They went together again in the autumn to purchase a locomotive from Norris Brothers of Philadelphia.[39] At about the same time, Millar was induced to remain

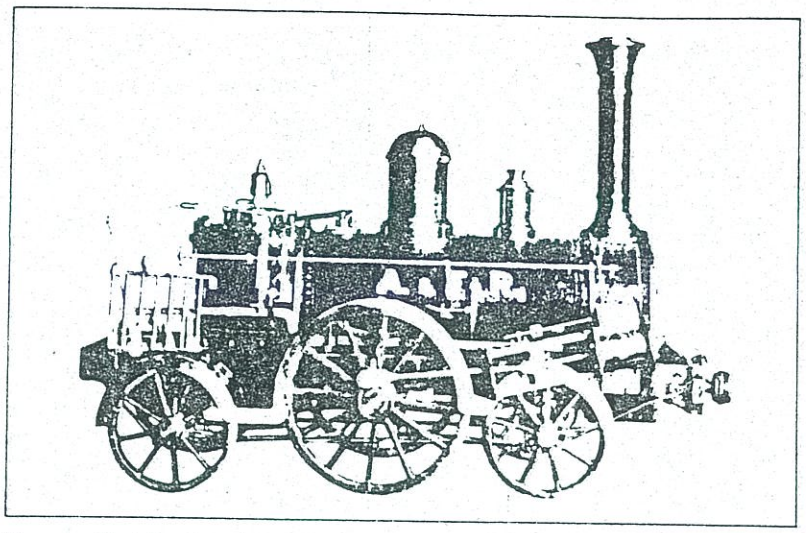


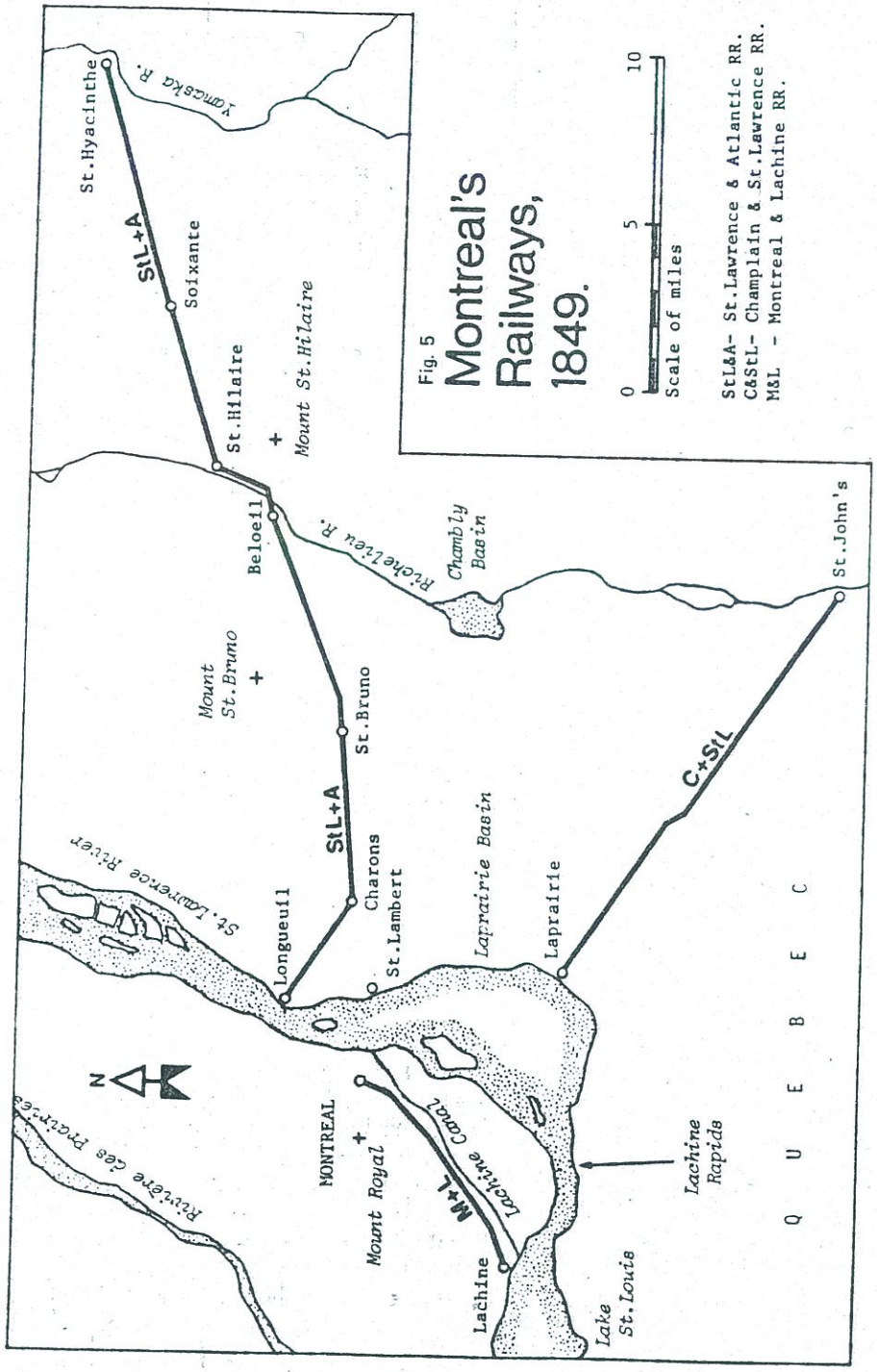
Fig. 4—Model of Arbroath & Forfar 2-2-2 tender locomotive. (From Angus Sinclair, *Development of the Locomotive Engine* [1907])

Dundee Foundry—Gourlay, Mudie & Company

About 1843, the Dundee Foundry was taken over by Gourlay, Mudie & Company, which continued to operate it until about 1850, also using the alternative name of "Gourlay Brothers." At least five locomotives are reported to have been built—all for Scottish lines—up to 1849, though the principal business of the foundry at this time was shipbuilding and general engineering.[25]

In 1847, as we have seen, the Arbroath & Forfar Railway was converted to standard gauge. Most of its motive power and rolling stock was regauged, but the Stirling-built locomotives *Britannia, Princess,* and *Albert* were not considered to be worth converting. Instead, they were offered for public sale at Arbroath and Colliston stations on December 21, 1848.[26] *Britannia* and *Princess* were sold to Gourlay, Mudie & Company, *Princess* fetching £68.8.0 sterling.[27] The disposition of *Albert* at this sale is unknown.

Sinclair states that, at about this time, two further locomotives named *Firefly* and *Mosquito,* said to be Kinmonds products, are claimed to have been the first locomotives to be shipped across the South Atlantic. They were built for the Demerara & Georgetown Railway in what is now Guyana.[28] This was the first railway in South America, built to standard gauge and opened between Georgetown and Plaisance, eight km (five miles), on November 3, 1848.[29] Since the information about these locomotives accompanies an illustration of a model of a Stirling-built 2-2-2 which is erroneously captioned as having been built by Kinmonds, perhaps these locomotives, supposedly 2-2-2, were actually built at the Dundee Foundry.


St.Hyacinthe
Yamaska R.
StL+A
Soixante
St.Hilaire
Mount St.Hilaire
Beloeil
Richelieu R.
Chambly Basin
St.John's
Mount St.Bruno
St.Bruno
StL+A
C+StL
St.Lawrence River
Longueuil
Charons
St.Lambert
Laprairie Basin
Laprairie
N
MONTREAL
Mount Royal
M+L
Lachine Canal
Lachine
Lake St.Louis
Lachine Rapids
Riviere des Prairies
Q U E B E C
Fig. 5
Montreal's Railways, 1849.
0
5
10
Scale of miles
StL&A- St.Lawrence & Atlantic RR.
C&StL- Champlain & St.Lawrence RR.
M&L - Montreal & Lachine RR.

permanently in Canada, and he assumed eventually the superintendency of the Montreal & Lachine Rail-Road.[40]

The new locomotive, for which the M&L paid £2062.10.0 currency, was a standard Norris 4-4-0 tender engine, which was given the name *Lachine*.[41] The arrival of this locomotive in Montreal, and the ordering of two others, was noticed in the Montreal *Witness* on November 8, 1847:

> We are glad to see that the Montreal & Lachine Rail-Road is rapidly approaching completion. . . . On Saturday [6 November 1847] we saw the engine recently purchased in the United States: two others being ordered from England; moving in great state along St. Antoine Street to be set up and placed on the line. It weighs no less than seventeen tons and the boiler is drawn by eighteen horses![42]

On Friday, November 19, 1847, the Montreal & Lachine was opened to public service, the *Lachine* on that occasion pulling a train of eight cars.[43]

Montreal and *James Ferrier*

The two locomotives referred to in the *Witness* as having been "ordered from England" were, in fact, ordered from Kinmonds & Company. Named *Montreal* and *James Ferrier*, they were transported from Scotland to Montreal on board the vessel *Hector*, arriving at their destination late in June or early in July 1848.[44] While the wheel arrangement of these locomotives is not known, they were designed with a single pair of driving wheels 66 inches in diameter, 14x20-inch cylinders, and a boiler 10 feet, 6 inches long, containing 109 tubes of 1¾ inches inside diameter.[45] Weight was sixteen tons.[46] The tenders carried 1,200 imperial gallons of water.[47]

Unloaded from the *Hector* by a "well-lubricated"—and undoubtedly enthusiastic—crew of workmen (the accounts record the payment of £1.15.5 for "refreshments"),[48] *James Ferrier* was the first of the two locomotives to be ready for service, as noticed in the *Witness* for July 31, 1848:

> On Monday, the James Ferrier, one of the two new locomotives constructed for the Lachine Railroad Company by Messrs. Kinmonds & Co., Dundee, was placed on the line for the first time. This being the trial trip, and the machinery all new and untried, no very extraordinary speed was made in going to Lachine, but in returning, the speed of 50 miles an hour was attained with the utmost ease, though it was not judged advisable to maintain it for the whole distance, which, nevertheless, was done in 14 minutes, being much the shortest time in which it has been performed. It is confidently expected that in a very short time, the journey will be made in ten minutes. The writer of this notice was on the locomotive both going and returning, and, during the greatest speed, the vibration was absolutely trifling, owing to the nice adjustment of the various parts of the machinery. It reflects great credit, both on the makers, and on those to whom the putting together of the engine was entrusted here, that no single portion of the machinery required the slightest re-adjustment after being put

together. The other locomotive, the Montreal, will be ready in about a fortnight, when the company will be able to devote one locomotive to the conveyance of freight, etc., exclusively.[49]

Shortly after the two Kinmonds locomotives were put on the road, Alexander Millar took the occasion of a special trip for the directors to demonstrate the speed capabilities of the "Scotch" locomotives. According to this report, the outward trip of nearly eight miles, with three coaches, was made in eleven minutes. Unnerved, the passengers remonstrated with Millar and threatened to return to Montreal in road carriages. This incident was recalled in later years by Peter Kinmond, who continued: "Sandy Millar gave his promise– with a wink however. He got up on the engine . . . and we flew back to Montreal in nine minutes–that is, nearly a mile a minute." He reported further that Ferrier was ready to fire Millar, but cooler heads prevailed–after all, they were all Scots–and "Sandy" kept his position.[50]

The two Kinmonds locomotives proved to be fully adequate for the Lachine railway's regular services, and the Norris-built *Lachine* was sold to the Champlain & Saint Lawrence Rail Road in November 1848 for £1962.10.0 currency, exactly £100.0.0 less than the price paid a year previously for the new locomotive.[51] The C&StL renamed it *Champlain.*[52] The Kinmonds locomotives remained with the Montreal & Lachine through its 1850 integration into the Montreal & New York Rail Road, and later, in 1856, into the Montreal & Champlain Rail Road. The other component of the M&C was the Champlain & Saint Lawrence, and this amalgamation caused a problem in locomotive nomenclature as the C&StL also had a locomotive named *Montreal,* a 4-4-0 built by Baldwin in 1847. Neither locomotive was renamed, at least by the end of 1860, and the M&C's enginemen solved this problem unofficially by calling the Baldwin (weighing ten tons) the "little *Montreal*" and the Kinmonds (weighing sixteen tons) the "big *Montreal.*"[53] Sometime after 1860, the confusion was resolved by bestowing the name *Lady Molson* on the latter locomotive.[54]

In 1864, the M&C came under the control of the Grand Trunk Railway of Canada, then broad (66-inch) gauge. Early in the 1870s, the GTR was converted to standard gauge. The resulting purchase of new locomotives at that time rendered redundant the inherited ex-M&C 1850s-era motive power. Referring in 1871 to the Kinmonds-built locomotives, the Trouts' *Railways of Canada* stated that "Some of them are still running."[55] One of the ex-Montreal & Lachine locomotives, thought to be the *Lady Molson* (ex "big *Montreal*"), was sold in 1872 to the Hamilton & Lake Erie Railway where it was renamed *Lucy Turner.*[56] In this guise, an eyewitness recorded it in a family diary of the time:

Father went over to the Hamilton & Lake Erie Railway which crossed the Canada Southern Railway at Hagersville. I remember the first engine that came on the H&LE into Hagersville. She was a woodburner with a big funnel-shaped smokestack. Her name was *Lucy Turner*, made in England. She had lots of brass trimmings on her. . . .[57]

In 1875, this locomotive became the Hamilton & North Western Railway's No. 5, *Erie*, and in 1880 was reported sold to a lumber company in northern Ontario.[58]

There are no known illustrations of the Montreal & Lachine locomotives, but the mechanical particulars given above appear in Keefer (figure 6). An undated engraving by J. Walker (figure 7) purporting to be an illustration of one of these locomotives with its train on the Montreal & Lachine Rail-Road, is actually an illustration of one of the Stirling-built locomotives on the St. Lawrence & Atlantic Rail Road.

John Molson

The Company of the Proprietors of the Champlain and Saint Lawrence Rail Road, incorporated in 1832, was Canada's first public, steam-operated railway. It opened for service between Laprairie, opposite Montreal, and St. Johns on the Richelieu River in what was then Lower Canada, now the Province of Quebec, on July 21, 1836. Service was inaugurated using a Stephenson-built *Planet* type 2-2-0 tender engine.[59] Two U.S.-built locomotives were added in the following decade.

After the Montreal & Lachine had received its two Kinmonds-built locomotives, the C&StL ordered a similar, single-drivered locomotive from the Wallace Foundry of Kinmonds & Company in Dundee. Delivered in the summer of 1849,[60] it was named *John Molson* after the then-chairman of the Champlain & Saint Lawrence. (Molson's dates are 1787-1860; his father of the same name [1763-1836] had been the founder of family business enterprises which have been closely identified with Montreal for nearly two centuries.) As in the case of the Montreal & Lachine locomotives, the wheel arrangement of *John Molson* is not known apart from the fact that it, too, had a single pair of 66-inch driving wheels. The cylinders and boiler, respectively 14x20 inches and 10 feet, 6 inches in length, were also the same. However, *John Molson*'s 109 tubes were of 2 inches inside diameter, a quarter-inch larger than those on the Lachine locomotives. This increased *John Molson*'s evaporative surface by about 14 percent above that of its contemporaries. To supply this boiler, the tender carried 1,600 imperial gallons of water.[61] The increased size of these features of *John Molson* may be explained by the fact that the C&StL's 23-km (14-mile) main line was about double the length

No. 95.

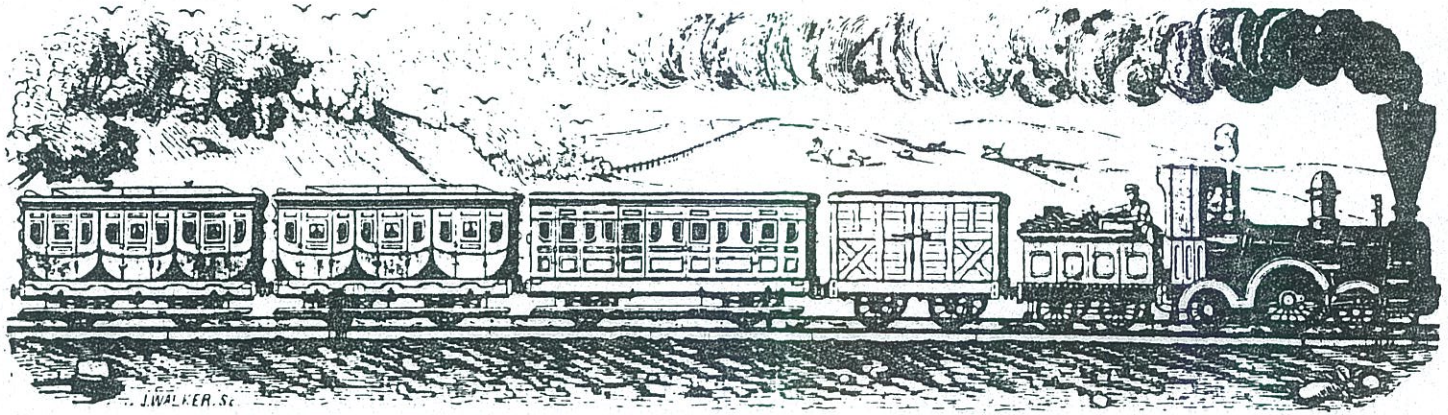
MONTREAL AND CHAMPLAIN RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

No.	NAME.	Connections.	Driving Wheels. Number.	Driving Wheels. Diameter.	Cylinders. Diameter.	Cylinders. Stroke.	Flues. Number.	Flues. Length.	Flues. Inside Diameter.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water	Total Weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
				feet.	in.	in.		feet.	in	tns	G'lns	t'ns.	t'ns.					
1	Laprairie	Inside	4	6½	16	20	140	11	1¾		1800			Taunton manufactory, Co.	1852	17,650	97,662	Ready for use.
2	Dorchester	do	4	5	16	20	140	11	1¾		1800			do do	1852	11,864	120,94[illegible]	In use Freight train.
3	St. Lambert	do	4	5½	14	20	128	11	1¾		1600			do do	1851	21,090	166,097	Passenger train.
4	St. Helen	do	4	5½	14	20	128	11	1¾		1600			do do	1852	18,536	158,428	Ready for use.
5	New York	Outside	4	5	13¼	2[illegible]	121	11¼	1¾		1600			Philadelphia, M. W. Baldwin.	1851	15,732	97,848	Ready for use.
6	Canada	do	4	5	13	2[illegible]	98	11	1¾		1600			do Mr. Norris	1851	11,960	90,316	Ready for use.
7	Champlain	do	4	5	15	22	139	11	1¾		2000			do do	1847	.....	33,676	Out of use.
8	John Molson	do	2	5½	14	2[illegible]	109	10½	2		1600			Dundee, Kinmond and Co.	1849	11,151	75,974	Rebuilding.
9	Hemmingford	do	4	4½	13	24	113	11	1¾		1600			Manchester, Amoskeag Co.	1853	10,543	33,425	On Wood train.
10	Soubegan	do	2	4½	10	16	81	8	1¼		800			Boston, Kinckley Co.	1852	1,[illegible]34	5,030	Ready for use.
11	St. Lawrence	Inside	4	5½	14	20	140	11	1¾		1600			Manchester, Amoskeag Co.	1853	9,943	30,292	Ready for use.
12	St. Rémi	Outside	4	4½	13	24	113	11	1¾		1600			do do	1853	13,411	45,236	Ready for use.
13	Montreal	do	2	5½	14	2[illegible]	109	10½	1¾		1200			Dundee, Kinmond & Co.	1848	16,060	43,493	In use Passenger train.
14	Jas. Ferrier	do	2	5½	14	2[illegible]	109	10½	1¾		1200			do do	1848	12,958	34,068	In use Passenger train.
15	Caughnawaga	Inside	4	5½	14	20	14[illegible]	11	1¾		1600			Manchester, Amoskeag Co.	1853	13,141	40,027	In use Passenger train.
16	Montreal	do	4	4½	11	16	94	8[illegible]	1¾		1200			M. W. Baldwin, Philadelphia.	1847	60	27,186	Sold.

(Signed) JOHN DODSWORTH, *Superintendent Motive Power.*

Fig. 6—Locomotive roster of the successor to the Montreal & Lachine, from Samuel Keefer's report for 1860 (published in 1861). The *John Molson, Montreal,* and *James Ferrier* appear as Nos. 8, 13, and 14, respectively, numbers inconsistent with previous Keefer reports and probably intended as line numbers only.



THE FIRST RAILWAY TRAIN TO COME INTO MONTREAL, MONTREAL & LACHINE RAILROAD, NOV. 19, 1847.
FROM AN ENGRAVING BY J. WALKER, MADE AT THE TIME. FROM THE COLLECTION OF THE LATE ALD. DOUGAL MAC DONALD, MONTREAL.

Fig. 7—Engraving by J. Walker (see page 39), with erroneous caption added subsequent to 1918 by the late John Loye, from whose collection it was obtained by the author.

of the Montreal & Lachine. Moreover, while the Lachine road was nearly level throughout, the C&StL ascended a rather abrupt fifty-foot-high escarpment at Côte de la Bataille, about midway between Laprairie and St. Johns (see figure 5).

The author has been unable to find accounts of the arrival of this locomotive in Montreal, nor references to payment to Kinmonds & Company covering its cost. However, entries in Ledger "B" of the Champlain & Saint Lawrence Rail Road show a number of cash advances to W.D. Lindsay, the secretary of the company. One of these, made in June 1849 for £2527.0.0, would have been more than adequate to pay for the cost of the locomotive and its shipment from Scotland to Canada, as well as any "extras" which might have accompanied it.[62]

Following its arrival, the only other early references to the *John Molson* are records of payment for painting the locomotive which appear in the record book of a professional painter named Thomas Lester Dixon, of St. Johns, C.E. (Quebec), between 1849 and 1851.[63]

In 1857, *John Molson* formed part of the assets of the C&StL which were conveyed to the newly-organized Montreal & Champlain Rail Road, joining its two sister ex-Montreal & Lachine locomotives on the same roster. Keefer lists this locomotive as "rebuilding" at the end of 1860, after having operated a total of 76,000 miles in twelve years.[64] As we have seen, the M&C was integrated into the Grand Trunk in 1864. *John Molson* is thought to have been broken up early in the 1870s. There is no known illustration of this locomotive, and the only contemporary mechanical and statistical references are what appear in Keefer.

Princess and *Britannia*

The St. Lawrence & Atlantic Rail Road was organized on March 17, 1845,[65] to build a railway from Montreal to the international boundary, connecting there with its counterpart, the Atlantic & St. Lawrence Rail Road, to complete a through line between Montreal and Portland, Maine. The A&StL had been incorporated in the three states concerned between 1845 and 1848.[66] In order to secure for Portland a monopoly on Canadian export traffic, the combined line was built to the 66-inch gauge, a decision which would influence the selection of the same track width for the Canadian trunk system built in the 1850s.

Construction of the Canadian end of this railway was begun at Longueuil, on the right bank of the St. Lawrence River opposite Montreal, in 1847. By the summer of 1848, rail-laying began using a second-hand engine, *Longueuil*, unidentified save for the fact that it

had been purchased in the United States.[67] At the same time, the StL&A ordered a new 4-4-0 tender locomotive from the Portland Company. Outshopped in October 1848,[68] it was brought to Longueuil on a ship via the Gulf of St. Lawrence.[69] This inside-connected locomotive—named *A.N. Morin* after Augustin Norbert Morin, the president of the StL&A—was the third product of the Portland Company. It pulled the first train at the inauguration of public service over the first section of the StL&A between Longueuil and St. Hyacinthe, Quebec, 48 km (30 miles), on December 27, 1848.[70]

Early in 1849, the StL&A's board issued its fourth annual report. It contains this statement:

> The board, in reporting the purchase of a second-hand locomotive during the past season, and of an engine of first-class power from the Portland Company, at a cost of £3281 0s. 8d., have to state that they have ordered a locomotive from Messrs. Kinmonds & Co., of Dundee, to reach this country in early navigation, and with that addition to their motive power, they are still within the necessities of the road, should the traffic reach what may fairly be expected.[71]

The need for further motive power was hardly surprising. A timetable published at the end of March 1849 provided for a round trip from each end of the line daily, necessitating two locomotives.[72] As far as the new locomotive from Kinmonds is concerned, apparently there were second thoughts as this acquisition was not made. Instead, the StL&A hired the redoubtable Alexander Millar, of the Montreal & Lachine Rail Road, as an agent to go to Scotland to purchase two second-hand steam locomotives.[73] Obviously aware of the Arbroath & Forfar's sale of three of its locomotives to Gourlay, Mudie & Company, Millar reported, under date of April 4, 1849, that two locomotives could be purchased from the latter company.[74] One may speculate whether Millar himself suggested the substitution of two second-hand engines for one new one, undoubtedly at a great saving in price as well. At any rate, the StL&A's directors concurred and Millar's recommendation was adopted.

First to arrive was the "Second Hand locomotive *Princess,*" which was shipped from the port of Leith, near Edinburgh, on board the vessel *Elizabeth Ross.*[75] Evidently it arrived in Montreal in July 1849, as the payment of import duty at the Montreal customs house is recorded in that month.[76] Gourlay, Mudie was paid the sum of £200 sterling for *Princess,* equivalent to £243.6.8 in Canadian ("Halifax") currency, which was then at a discount of 9½ percent in terms of sterling.[77] This was about three times the price paid by Gourlay's to the Arbroath & Forfar only a few months before.

Britannia was purchased from the same source for £325 sterling (£395.8.4 currency). It was sent to Canada on board the ship *Prince*

Albert from Perth, Scotland, arriving in Montreal in November 1849.[78] Both locomotives were repaired at John Molson's foundry in Montreal in January 1850.[79]

As construction extended the line toward a meeting with its U.S. counterpart, the StL&A acquired new locomotives from several New England builders. In July 1853, the last spike was driven and service inaugurated between Montreal and Portland. With the completion of construction, *Princess* became surplus to requirements and in June 1853 the 0-4-2 was sold to one Thomas McCaw for £137.10.0 currency.[80] Previously, in December 1852, McCaw had purchased *Longueuil* for £125.0.0.[81] These prices suggest that *Princess* and *Longueuil* were disposed of as serviceable locomotives rather than as scrap, but their trails stop at this point as this author has not yet been able to discover McCaw's identity. Perhaps he was a railway contractor or subcontractor, who used these locomotives elsewhere, as there was a lot of construction under way in Canada at this time.

As far as *Britannia* is concerned, the author has not found any record of disposal. This suggests that the 2-2-2 remained with the StL&A to be transferred with the other assets to the Grand Trunk Railway of Canada on July 1, 1853. If we are to believe the date on figure 8 (referred to below), it was still in use in 1855. Certainly it had disappeared from GTR stock prior to the end of 1858 when the first Keefer report was published.

Although the author has found no identified illustrations of *Princess*, *Britannia* is well-documented. Figures 3 and 4 show members of its class in Scotland. An original black-and-white wash drawing in the author's possession, from the collection of the late John Loye, is shown in figure 8. This sketch is entitled "St. Lawrence & Atlantic R.R. Longueuil Station 1855." The 2-2-2 locomotive—apparently *Britannia*—is coupled to a four-wheeled box car under cover of a trainshed. In the near background is the StL&A's ferry *Transit*.[82] Farther off is Ile-Sainte-Hélène, the twin towers of Notre Dame church at the far left, and Mount Royal in the background. The drawing is not signed but is of great age. It is mounted with glue on a backing or stiffener made up of part of an old GTR poster timetable which appears to date from the 1880s. One may postulate that *Britannia*, its construction duties over and its second-hand running mates disposed of, had by 1855 been relegated to the duties of station pilot (switcher) at Longueuil. In one respect, the locomotive in this drawing does not agree with Stirling practice as depicted in figures 3 and 4. It has Kinmonds-style horizontal cylinders with casing integrated into the smokebox, as in figure 2. Perhaps this alteration was made by Gourlay, Mudie between the time that *Britannia* was purchased from the A&FR and its resale to the StL&A a few months later.

McCaw
Britannia
Mills Fire
Jan 1
1855

Acton
Copper
Mine

Acton
PQ

Sherbrooke
Gazette
Aug 1 1863
Aug 15 1863

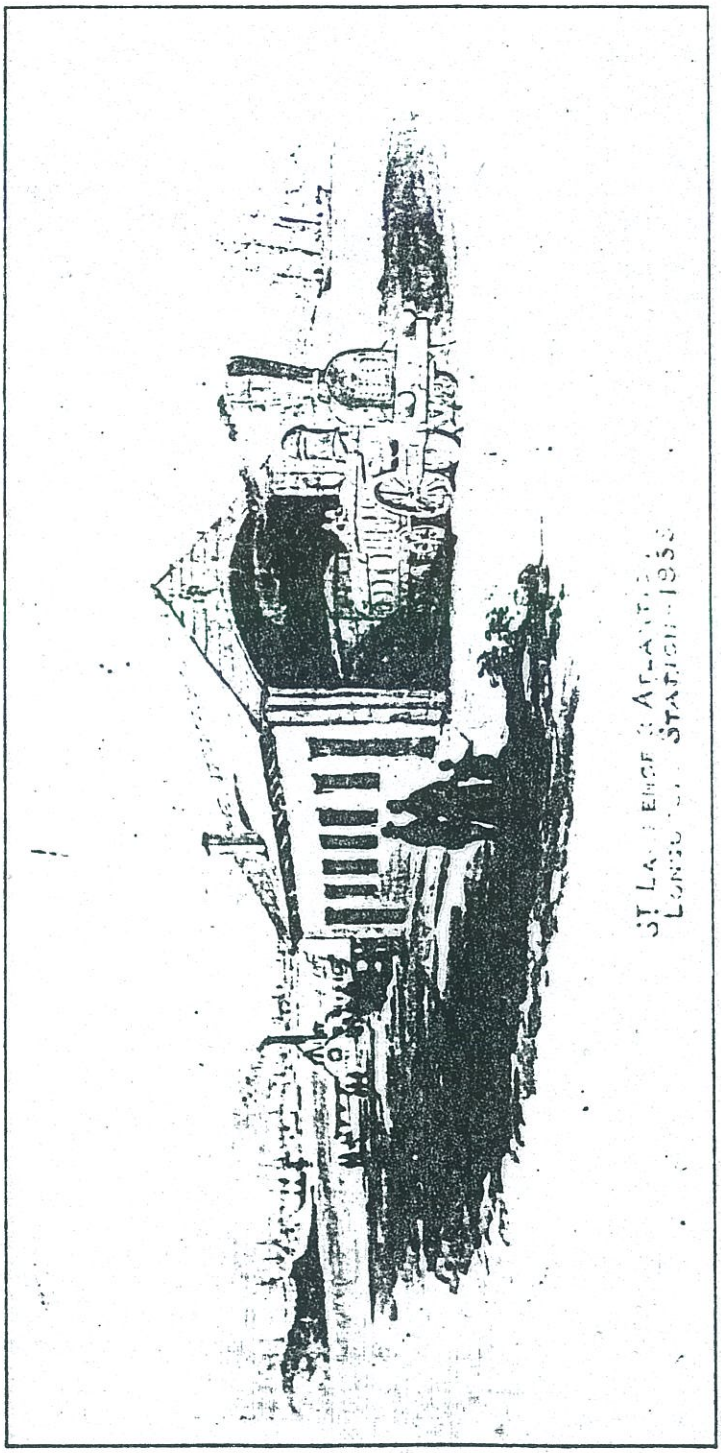


Fig. 8—Wash drawing of 2-2-2, apparently *Britannia*, at Longueuil Station. (Author's collection, obtained from the collection of the late John Loye)

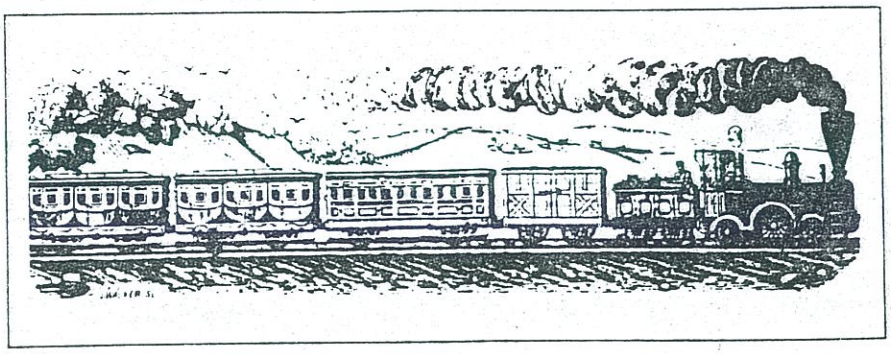


Fig. 9—Engraving by J. Walker which is undated, though the engraver was active in Montreal, 1850s-1870s. (From the collection of the late John Loye)

Figure 9 is an uncaptioned and undated engraving of a 2-2-2 locomotive, tender, four-wheeled baggage car, and three coaches, signed by J. Walker, an engraver who flourished in Montreal between the 1850s and 1870s.[83] It seems apparent, by comparison with figure 8, that Walker had access to the Longueuil wash drawing as he has used it as the basis of his 2-2-2 locomotive, its tender, and the four-wheeled baggage car. His principal alteration to the locomotive has been to add a rudimentary wooden shelter, secured by tie rods, to the open footplate. However, the main rod seems to ride in the air, unconnected to the driving wheel! The passenger cars appear to be lifted from a contemporary engraving of British rolling stock.[84] This illustration is from the collection of the late John Loye, who obtained it at an unknown date from Miss Eileen Goodman of Montreal.[85]

What figure 7 shows is the Walker engraving (figure 9) to which has been added a caption identifying the illustration with the opening of the Montreal & Lachine Rail-Road on November 19, 1847. The caption, which is in error--the Kinmonds locomotives did not arrive in Canada until 1848—attributes the engraving to the collection of the "late Ald[erman] Dougal MacDonald, Montreal." Dugald Macdonald, a Montreal lawyer and businessman, had been born at Dalhousie Mills, L.C. (Quebec), in 1838. He was alderman for Montreal's Notre-Dame-de-Grace ward from 1912 to 1918, and died in August of the year he was defeated, 1918.[86] Hence, the caption was added to the Walker engraving after 1918, presumably when John Loye obtained it from Miss Goodman and perhaps using information supplied by her. In fact, this author is satisfied that the lettering style of the caption is that of Loye, who was a mechanical draftsman by profession and who was a personal friend from 1945 until his death in 1962.

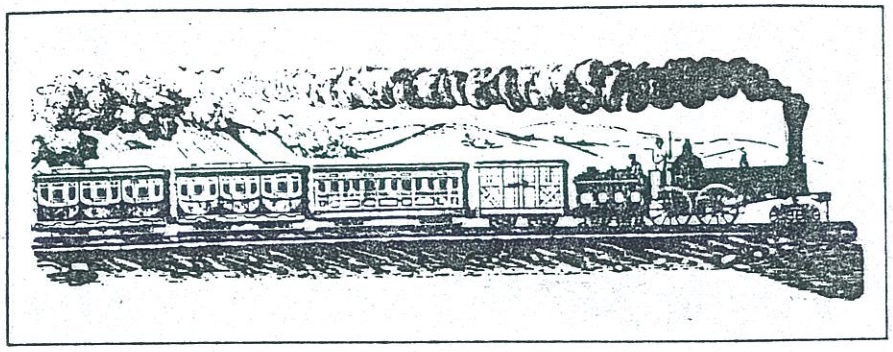


Fig. 10—Walker engraving with a Norris 4-4-0 substituted. (From *Yesterday and Today: A Century of Railway Progress, 1847-1947* [1947])

Yet another "version" of the Walker engraving appears in figure 10. In 1947, Canadian National Railways prepared a brochure for the centennial of the Montreal & Lachine Rail-Road.[87] The Walker drawing with the erroneous caption (figure 7) was re-adapted by the late A.L. Sauviat, an officer in Canadian National's display department, for use in the booklet. He removed the 2-2-2 locomotive from the drawing and substituted a contemporary side elevation of a standard Norris 4-4-0 of the 1840s, in an attempt to have the drawing agree with its caption.[88] This "version" of the Walker drawing is mentioned here as it has already been mistaken, by at least one professional historian, as an authentic alteration made by Walker himself.

The Kinmonds Come to Montreal

The last phase of this account of the "Dundee connection" came in 1850 when, as we have seen, the Wallace Foundry was closed and Peter and William Leighton Kinmond came to Montreal. They established a foundry in the Chaboillez Square area adjacent to the St. Bonaventure Street station of the former Montreal & Lachine Rail-Road, by then the Montreal & New York Rail Road.[89] The foundry, using the same name as that used latterly in Scotland, "Kinmonds & Company," was in operation as early as June 1851, according to references made in the accounts of the St. Lawrence & Atlantic for the purchase of various types of foundry work, including castings, wheels, and fireboxes.[90] A similar journal entry in July 1853—when the StL&A was incorporated into the GTR—indicates that the StL&A had placed an order for a number of steam locomotives with what had by this time become "Kinmond Brothers."[91] The work must have been well under way, as the first locomotive of the order was delivered to the GTR only two months

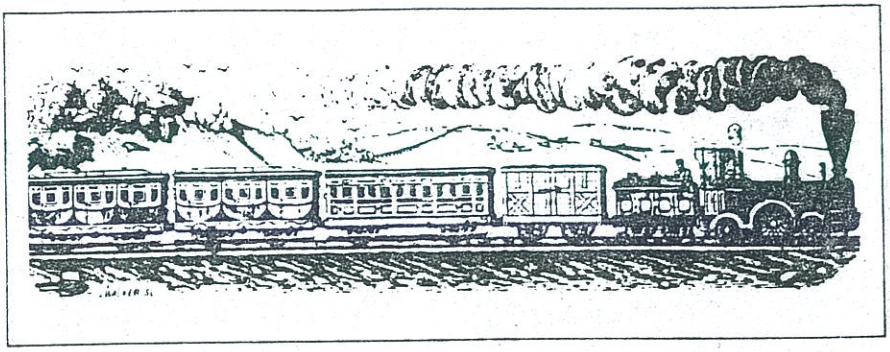


Fig. 9—Engraving by J. Walker which is undated, though the engraver was active in Montreal, 1850s-1870s. (From the collection of the late John Loye)

Figure 9 is an uncaptioned and undated engraving of a 2-2-2 locomotive, tender, four-wheeled baggage car, and three coaches, signed by J. Walker, an engraver who flourished in Montreal between the 1850s and 1870s.[83] It seems apparent, by comparison with figure 8, that Walker had access to the Longueuil wash drawing as he has used it as the basis of his 2-2-2 locomotive, its tender, and the four-wheeled baggage car. His principal alteration to the locomotive has been to add a rudimentary wooden shelter, secured by tie rods, to the open footplate. However, the main rod seems to ride in the air, unconnected to the driving wheel! The passenger cars appear to be lifted from a contemporary engraving of British rolling stock.[84] This illustration is from the collection of the late John Loye, who obtained it at an unknown date from Miss Eileen Goodman of Montreal.[85]

What figure 7 shows is the Walker engraving (figure 9) to which has been added a caption identifying the illustration with the opening of the Montreal & Lachine Rail-Road on November 19, 1847. The caption, which is in error--the Kinmonds locomotives did not arrive in Canada until 1848—attributes the engraving to the collection of the "late Ald[erman] Dougal MacDonald, Montreal." Dugald Macdonald, a Montreal lawyer and businessman, had been born at Dalhousie Mills, L.C. (Quebec), in 1838. He was alderman for Montreal's Notre-Dame-de-Grace ward from 1912 to 1918, and died in August of the year he was defeated, 1918.[86] Hence, the caption was added to the Walker engraving after 1918, presumably when John Loye obtained it from Miss Goodman and perhaps using information supplied by her. In fact, this author is satisfied that the lettering style of the caption is that of Loye, who was a mechanical draftsman by profession and who was a personal friend from 1945 until his death in 1962.

later, in September 1853. During the ensuing year, Kinmond Brothers built seven more locomotives for the Grand Trunk.[92]

The ninth locomotive product of Kinmond Brothers was noticed in the Montreal *Gazette* of September 2, 1854:

> **Kinmonds' Locomotive Factory**
>
> There is now completed and standing outside on the rails near the factory, close by the Lachine Railroad station, a superb locomotive engine and tender intended to be sent up immediately to Carillon to run between that place and Grenville over that section of the Montreal and Bytown Railroad. This is the ninth engine made by Messrs. Kinmond during the last twelve months, besides other descriptions of engines and other work; the other eight having been purchased by the Grand Trunk. The present one is a beautiful specimen of that wonderful iron horse and is well worthy of the notice and admiration of the public. This factory employs 170 or 180 persons—is the only locomotive factory in Lower Canada and well deserves public encouragement.[93]

The sought-after business did not materialize and no locomotives were produced in 1855. This was due largely to the chronic lack of funds experienced by railway companies then under construction, exacerbated by the dislocation of the money markets as a result of the Crimean War. However, the Kinmonds continued to seek business through an advertisement placed occasionally in the *Gazette*:[94]

> Locomotive Engine Works
> Montreal
>
> The Subscribers, in addition to the manufacture of Locomotive Engines are prepared to furnish
>
> **Steam Engines, Boilers, Etc.,**
>
> of the most efficient and approved character for
>
> **Saw and Grist Mills**
>
> as well as every description of Millwright Work.
>
> Kinmond Brothers,
> Engineers.

Early in 1856, the Grand Trunk Railway ordered three further locomotives, which were outshopped beginning in May of that

year.[95] These proved to be the end of locomotive production at this pioneer establishment, which was the second such manufactory in Canada.[96] The bank failure of 1857 caused the Kinmonds to sell the business, including machinery and goodwill, to Daniel C. Gunn of Hamilton, Canada West (Ontario). William Leighton Kinmond went along to become Gunn's works superintendent, and it is reported that most of the skilled workmen went with him.[97]

The works list of Kinmond Brothers in Montreal appears on page 44. An interesting feature of the products of this works—all 4-4-0 locomotives—is that the leading wheels were mounted rigidly in the plate frames and not in the usual swiveling leading truck.[98] Perhaps the single-drivered locomotives built for Canada by the Kinmonds while still in Dundee, if they were of the 4-2-2 type, were designed in the same way.

Canadian Railway Museum's 2-2-2-Type Locomotive

The Canadian Railroad Historical Association possesses an operating 2-2-2-type tender locomotive, which is kept at the Canadian Railway Museum at Delson, Quebec, near Montreal.[99] This locomotive was constructed for the suppliers, Kawasaki Heavy Industries Limited, Kobe, Japan, by Kyosan Kogyo Limited, Fukushima, in 1970.[100] A photograph appears in figure 11, while side, front, and rear elevations are shown in figure 12. The designer was W. Gordon Small of Alloa, Scotland, by profession an instructor in technical drawing. The cost, $75,000, was provided by the Molson family philanthropic foundation. The locomotive, named *John Molson*, is portrayed as a full-sized replica of the Kinmonds-built locomotive of the same name which was purchased in 1849 by the Champlain & Saint Lawrence Rail Road.[101]

There are serious discrepancies between the "replica" and the meager information about the prototype locomotive which appears in the Keefer reports. Specifically, the boiler length and tender capacities in the latter were not utilized. The Keefer dimensions—a ten-foot, six-inch-long boiler and a tender carrying 1,600 gallons of water—would have materially affected the appearance of the Delson locomotive had they been embodied into its design. The Delson locomotive has a boiler approximately eight feet, six inches in length, scaled from figure 12. Its tender's water capacity, while unknown to this author, could not accommodate more than about 500 imperial gallons. The Delson engine has the 2-2-2 wheel arrangement, but all that is known from Keefer is that the original *John Molson* had a single pair of 66-inch driving wheels. The longer boiler given in Keefer suggests at least the possibility that the Kinmonds locomotives built for Canada could have been constructed as 4-2-2s, as veterans interviewed by the late John Loye assert.[102]

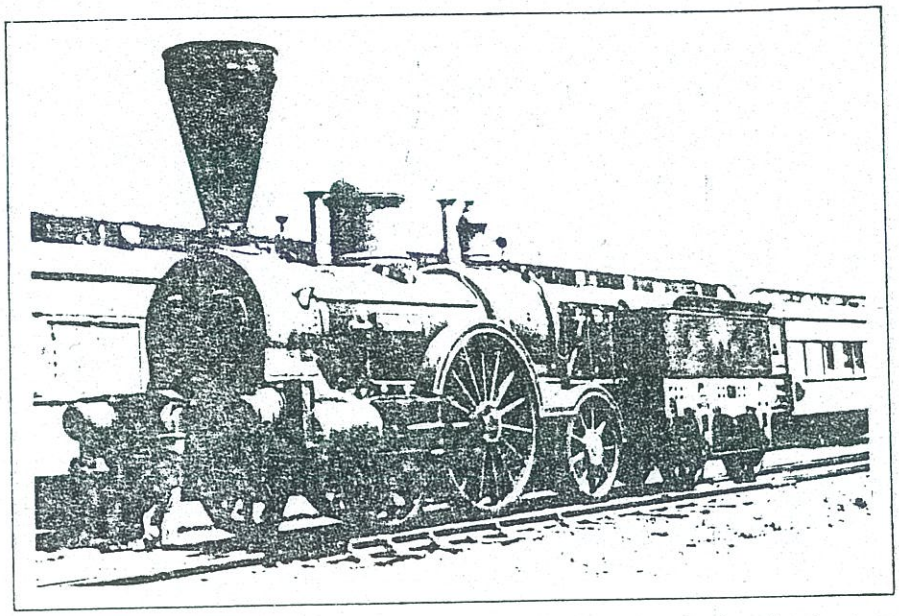


Fig. 11 – So-called *John Molson* replica at Delson, 1981. (Author's collection)

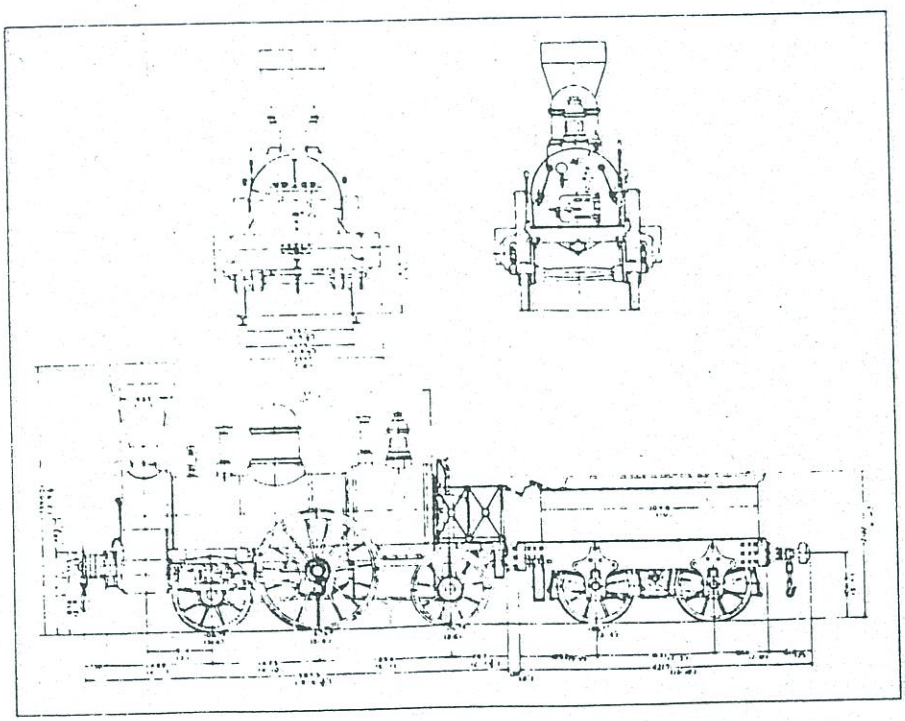


Fig. 12 – Drawings of the Delson locomotive. (From *Canadian Rail* No. 237)

Kinmond Brothers, Montreal. Works List.

Date Outshopped	Works No.	Road Co.	Road No.	Type	Dri.	Cyls.	Tubes No.	Tubes Length	Tubes I. Dia.	Weight (Loco) T. cwt.	Tender Water (gals.)	Tender Weight T. cwt.	Weight E.&T. T. cwt.	Miles run: Before 1858	1858	1859	1860	Total	Notes
1853, Sept.		GTR	17	4-4-0	66"	16x24"	136	10'10½"	1-13/16	26 2	1658	19 13	45 15	40607	19162	3872	11018	74659	
Sept.		GTR	20	4-4-0	60"	15x24"	156	10'11"	1-13/16	26 12	1658	18 11	45 3	38440	16931	5083	7337	67791	
1854, Feb.		GTR	31	4-4-0	60"	16x24"	154	11'10"	1-13/16	26 12	1658	19 13	46 5	46590	13994	16125	5698	82407	
June		GTR	29	4-4-0	60"	16x24"	154	11'10"	1-13/16	26 12	1658	19 13	46 5	31301	18637	14588	4240	68766	
June		GTR	30	4-4-0	66"	16x24"	154	11'10"	1-13/16	26 2	1658	19 13	45 15	5317	144	7314	8104	20879	
July		GTR	10	4-4-0	60"	14x21"	160	11'10"	1-13/16	22 6	1450	15 12	37 18	45612	475	14368	3085	63540	(1)
Aug.		GTR	25	4-4-0	66"	15x21"	160	11'10"	1-13/16	28 10	1450	16 9	44 11	47755	9542	16227	8198	81722	
?		GTR	14?	–	–	–	–	–	–	– –	–	– –	– –	–	nil	nil	nil	–	(2)
Sept.	9	M&B	1	4-4-0	66"	15x24"	132	10'6"	2	17	1600	8	25	–	–	6750	3500	–	(3)
1856, May		GTR	71	4-4-0	66"	15x21"	160	10'10"	1-13/16	28 2	1473	16 9	44 11	28921	7437	17245	4849	58452	
Oct.		GTR	86	4-4-0	66"	15x21"	160	10'10"	1-13/16	28 2	1473	16 9	44 11	24248	6116	26125	27002	83491	
Nov.		GTR	87	4-4-0	66"	15x21"	160	10'10"	1-13/16	28 2	1473	16 9	44 11	17543	17572	2985	11692	49792	

Note (1) – Rebuilt 6 January 1861 with 66" drivers.
Note (2) – No particulars. Locomotive said to have derailed in Lac à Loutre (Turcot swamp) c1854 and abandoned there.
Note (3) – Named *Ottawa*. Weights are obviously wrong.

Works list of locomotives built by Kinmond Brothers, Montreal, adapted from Keefer reports 1858, 1859, 1860 (see n. 14, page 47), and Robert Brown's article on Kinmond Brothers (see n. 92, page 50).

Though Small had access to the one known Kinmonds drawing (figure 2), he did not embody two apparent design features of Kinmonds practice: a steam dome positioned over the firebox, and valves mounted on top of the cylinders in a shell or casing contiguous to the smokebox. Accompanying an article written by Small describing his preparation of plans for the locomotive is another drawing of a 2-2-2 tender locomotive, *Lightning*, identified as having been built by the Glasgow, Paisley, Kilmarnock & Ayr Railway in its own works in Glasgow in 1846.[103] This drawing is reproduced in figure 13. Though the designer did not explain in his article what connection the *Lightning* has with Kinmonds practice, the Delson locomotive follows the GPK&A design quite closely.

Early in 1983, the author obtained Mr. Small's address and contacted him. He is, incidentally, a skilled builder of museum-quality models and has an extensive knowledge of early locomotive design. In explaining the anomalies commented upon above, Small stated that he assumed that the locomotive in the so-called Montreal & Lachine drawing (figure 7) was a correct representation of a later Kinmonds product, especially when compared with the drawing of *Lightning*, which was a company-built contemporary of twelve 2-2-2s built by Kinmonds for the GPK&A between 1840 and 1845. Hence he embodied some of *Lightning*'s features into the Delson locomotive's design. As far as the omission, in this design, of the Keefer details is concerned, Small stated that the Canadian Railroad

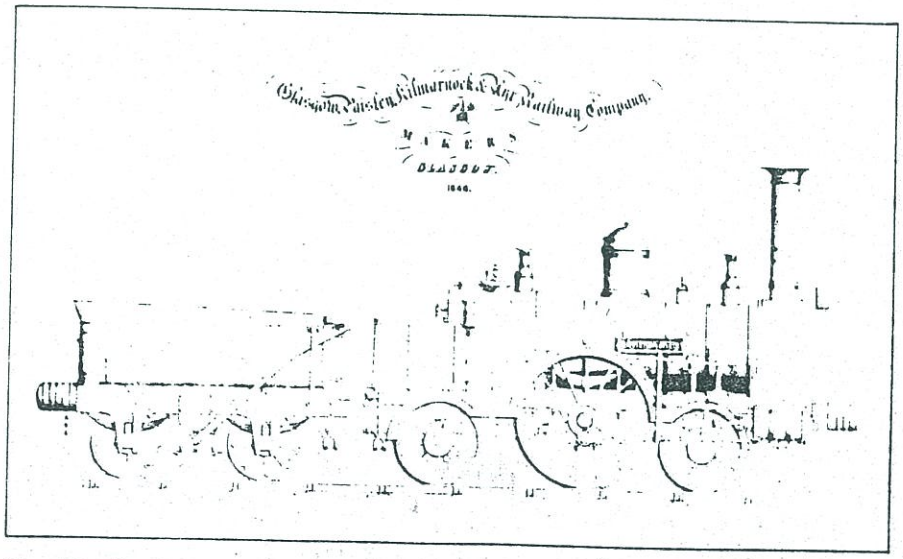


Fig. 13–Diagram of locomotive *Lightning* of the Glasgow, Paisley, Kilmarnock & Ayr Railway. (From *Canadian Rail* No. 237)

Historical Association did not provide him with that information, and he had never seen it before I sent it to him with my inquiry.[104] Considering that the association was in possession of this information about the original *John Molson*, this is in my view an astonishing omission. For these reasons, and despite the name that it carries, the Canadian Railway Museum's Kawasaki-built 2-2-2 can not be considered to be a replica of *John Molson*.

The Rodier Model

The Château de Ramezay, a Montreal museum, possesses a working model of a 4-2-2 tender locomotive, built by P. Rodier of St. Hyacinthe, Canada East (now Quebec), in 1850, at which time Rodier is stated to have been fourteen years old.[105] This model is disproportionate and the scale unknown, but its gauge is 171 mm (6¾ inches). It is illustrated in figure 14. The Château de Ramezay also possesses an ambrotype photograph of Rodier and his locomotive. The model is well-constructed, and, if it was indeed built when Rodier was only fourteen, he must have been a very skillful mechanic. It bears a brass plate on each side of its boiler carrying the inscription No. 1 St. Hyacinthe. Another plate on top of the firebox reads P. Rodier, 1850.

The superficial resemblance of this model to the prototype Stirling locomotive *Britannia* probably inspired the oft-told yet unauthenticated story that *Princess* and *Britannia* were renamed *St. Hyacinthe* and *Beloeil* by the St. Lawrence & Atlantic and rebuilt to 4-2-2.[106]

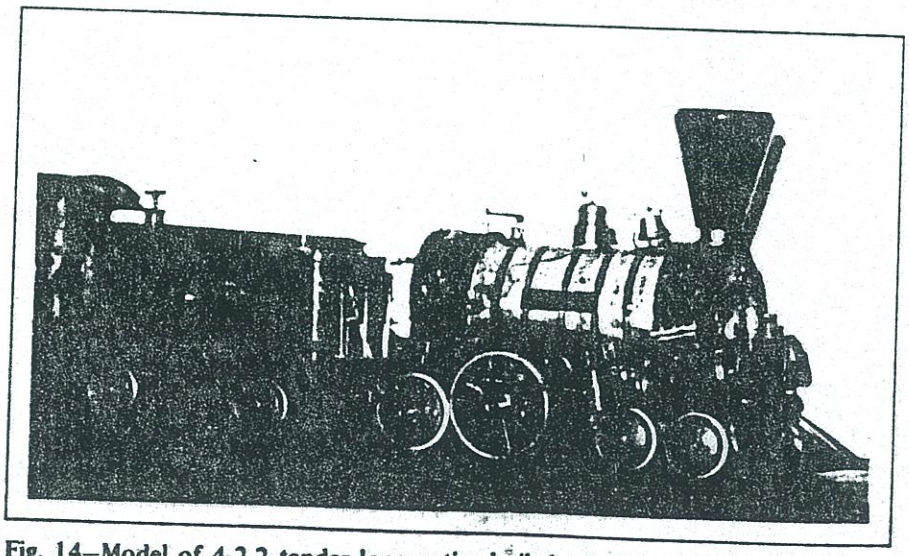


Fig. 14—Model of 4-2-2 tender locomotive built by P. Rodier, 1850, and now in the collections of the Château de Ramezay. (Photo by author, 1955)

17. G.A. Sekon, *The Evolution of the Steam Locomotive* (London: The Railway Publishing Co. Ltd., 1899), p. 58.
18. E.L. Ahrons, *The British Steam Locomotive, 1825-1925* (London: The Locomotive Publishing Co. Ltd., 1927), p. 40.
19. Sekon, p. 58.
20. Lowe, p. 618.
21. Whishaw, p. 5. This source gives the following additional information about these locomotives: 105 tubes, 2" external diameter, 8'5" long; firebox: 4' long, 2'6" wide, and 3'6" high; boiler: 3'9" diameter; chimney: 12" diameter, height above smokebox, 6'; steam passage equal to 10 square inches; tender: weight, 6 tons, 540 gallons of water, 18cwt. of coke.
22. Steel, 26 February 1963.
23. Whishaw, plate 4.
24. Sinclair, p. 613.
25. Lowe, p. 618.
26. Steel, 26 February 1963, quoting from the Minute Book of the Arbroath & Forfar Railway for 9 November 1848.
27. Ibid., quoting from letter dated 6 February 1849 from the Arbroath & Forfar Railway to Gourlay, Mudie & Co., Engineers, Dundee.
28. Sinclair, p. 612.
29. John Marshall (comp.), *The Guinness Book of Rail Facts & Feats* (Enfield, Middlesex: Guinness Superlatives Ltd., 3d ed., 1979), pp. 25-26.
30. Province of Canada, 9 Victoria Chapter 82.
31. W. Stewart Wallace (comp.), *The MacMillan Dictionary of Canadian Biography* (London, Toronto: St. Martin's; New York: MacMillan, 1963), pp. 228-229.
32. Robert R. Brown, "The Montreal & Lachine Rail Road, 1847-1947," Railway & Locomotive Historical Society *Bulletin* No. 71 (1947), p. 26. (Hereinafter cited as Brown.)
33. Public Archives of Canada (hereinafter cited as PAC), RG 30, vol. 281.
34. John Beswarick Thompson, "William L. Casey, The Forgotten Engineer," *Engineering Journal*, Jan./Feb. 1971 (Engineering Institute of Canada).
35. PAC, RG 30, vol. 281, 16 November 1846, Incidental Expenses.
36. Brown, pp. 26-27.
37. PAC, RG 30, vol. 281, 27 March 1847.
38. Ibid., 14 August 1847.
39. Ibid., 13 October 1847.
40. Brown, p. 30.
41. PAC, RG 30, vol. 281, 13 October 1847.
42. Brown, pp. 27-28, quoting Montreal *Witness*, 8 November 1847.
43. Ibid., p. 28, quoting Montreal *Witness*, 22 November 1847.
44. PAC, RG 30, vol. 281, 27 June 1848, Provincial duty, £483.3.3; 8 July 1848, Wharfage, £5.2.9; 10 July 1848, Freight from Dundee per *Hector*, £160 stg. @ 9½% premium, £194.13.4; 21 July 1848, Cartage from Harbour to Terminus, £30.0.0.
45. Keefer, see figure 6.
46. John Loye, "Locomotives of the Grand Trunk Railway," Railway & Locomotive Historical Society *Bulletin* No. 25 (1931), p. 16. These weights are apparently in long tons of 2,240 pounds.
47. Keefer, see figure 6.
48. PAC, RG 30, vol. 28, 22 September 1848, "Paid A. Munro for refreshments to men employed discharging locomotives from the vessel," £ 1.15.5.
49. Robert G. Bales, "The Montreal & Lachine Rail Road and Its Successors," *Canadian Rail* No. 177 (May 1966), quoting Montreal *Witness*, 31 July 1848.
50. Brown; the author does not give the source of Kinmond's recollections, unfortunately.
51. PAC, RG 30, vol. 281, 15 November 1848.
52. Keefer, figure 6.
53. Brown, p. 30.
54. Loye, pp. 23-24.
55. J.M. and Edward Trout, *The Railways of Canada for 1870-1, shewing the Progress, Mileage, Cost of Construction* . . . (Toronto: Monetary Times, 1871), pp. 33-34.
56. Brown, p. 30.

As readers will see for themselves under the appropriate references, *Princess* retained its name until its disposal in 1853. *Britannia* still retained that name at least until May 1852, when a journal entry makes references to repairs to it under that name.[107] Figure 8 shows it as a 2-2-2 as late as 1855. In October 1853, what had by then become the GTR acquired a new 4-4-0 from Amoskeag which was named *St. Hyacinthe.*[108]

Since the wheel arrangement is inconsistent with our present information about the Stirling-built locomotives, we must conclude that the Rodier model is a freelance one, named after the builder's home community, perhaps drawing its prototype from locomotives which its builder saw in the Montreal area at the time. Perhaps the Rodier model is a composite of the features of both Stirling and Kinmonds locomotives. □

Notes

1. Angus Sinclair, *Development of the Locomotive Engine* (New York: Angus Sinclair Publishing Co., 1907), pp. 612-613.
2. Omer Lavallée, "Will the *Real* John Molson Please Steam Forward?" *Clearboard*, Vol. 4, No. 5 (Ottawa: Ottawa Branch, Canadian Railroad Historical Association, September 1969).
3. *Encyclopaedia Britannica*, 15th edition, s.v. "Dundee," 3: 707-708.
4. Francis Whishaw, *The Railways of Great Britain, Practically Described and Illustrated* (London: Simpkin, Marshall & Co., 1840), p. 79.
5. Ibid., p. 3.
6. W. Gordon Small, "Designing the 'John Molson' of 1971," *Canadian Rail* No. 237 (Montreal: Canadian Railroad Historical Association, October 1971).
7. G. Maclennan Steel, letter of 7 September 1963. In 1963, the author corresponded several times with this gentleman, of Caterham, Surrey, who was a descendant of James Steel of the partnership of Kinmonds, Hutton & Steel. Mr. Steel was then engaged in research into his ancestor's affairs, and he shared his information fully and generously in a number of letters. Subsequently, contact with Mr. Steel was lost, but his assistance is gratefully acknowledged. This source is cited hereinafter as Steel, followed by the date of his letter.
8. Whishaw, p. 81.
9. James W. Lowe, *British Steam Locomotive Builders* (Cambridge: Goose and Son Publishers Ltd., 1975), p. 361; also, Steel, 23 April 1963.
10. Steel, 7 September 1963.
11. Lowe, p. 360, caption to Fig. 302.
12. Steel, 7 September 1963.
13. Lowe, p. 361.
14. Board of Railway Commissioners of the Province of Canada, *Report of Samuel Keefer, Esq., Inspector of Railways* (a) For the Year 1858 (Hamilton: Gillespy & Robertson, 1859); (b) For the Years 1859 and 1860 (Toronto: Leader and Patriot Establishment, 1861). Because of the rarity of this volume, page 199 of the 1859-60 volume, showing the locomotives of the Montreal & Champlain Rail Road as of 31 December 1860, is reproduced as figure 6.
15. Steel, 7 September 1963.
16. Lowe, pp. 360-361.

57. Charles Cooper, *Rails to the Lakes, the Story of the Hamilton & Northwestern Railway* (Erin, Ont.: Boston Mills Press, 1980).
58. Brown, p. 30.
59. Whishaw, Appendix, p. xxviii.
60. PAC, RG 30, vol. 134, 24 August 1849, "Duties and Wharfage on Locomotive *John Molson,*" £295.18.5; 9 September 1849, "Paid freight on Locomotive *John Molson,*" £91.5.0.
61. Keefer, figure 10.
62. PAC, RG 30, vol. 138.
63. Anon., "Record Book of Thomas Lester Dixon," Canadian Railroad Historical Association *Bulletin* No. 3 (November 1937): 29 September 1849, Painting engine *John Molson*, £8.5.0; 27 April 1850, Painting engine *John Molson*, £8.5.0; 29 June 1850, Painting New Platform for *John Molson* Engine, £2.6; 31 March 1851, Painting the *John Molson* Engine, £8.5.0.
64. Keefer, figure 6.
65. Province of Canada, 8 Victoria Chapter 25.
66. A.B. Hopper, and T. Kearney (comp.), *Canadian National Railways, Synoptical History of Organization, Capital Stock, Funded Debt and Other General Information, as of December 31, 1960* (Montreal: Canadian National Railways, 1962), p. 2.
67. PAC, RG 30, vol. 159, 12 August 1848, Payment to R.T. Bailey to cover freight on second hand locomotive from St. John's to Longueuil, £15.0.0; 31 August 1848, Payment to R.T. Bailey for cost of a second hand locomotive, repairing and furnishing materials for same, £677.12.1.
68. Ibid., 30 November 1848, Payment to Portland Company of invoice dated 10 October 1848 for the locomotive *A.N. Morin*, US$8,485.79.
69. Ibid., 31 October 1848.
70. Hopper and Kearney, p. 719.
71. *American Railroad Journal*, 10 February 1849, p. 84, quoting StL&A report.
72. Ibid., 31 March 1849, p. 193. The schedule was as follows:

First train,	l.	St. Hyacinth [*sic*]	7 am.
	a.	Montreal	8½ am.
	l.	Montreal	2 pm.
	a.	St. Hyacinth	3½ pm.
Second train,	l.	Montreal	9 am.
	a.	St. Hyacinth	10½ am.
	l.	St. Hyacinth	4 pm.
	a.	Montreal	5½ pm.

73. PAC, RG 30, vol. 159, 30 March, 30 April, 31 July 1848. Millar went to Scotland "for the purpose of purchasing two locomotives."
74. Ibid., 15 September 1849.
75. Ibid., 12 July 1849.
76. Ibid.; the duty was £64.12.0 currency.
77. Ibid., 15 September 1849.
78. Ibid., 10 November 1849: "Freight on locomotive engine *Britannia* from Perth, and sundry disbursements," £87.5.0 stg. = £106.7.1 cy.
79. Ibid., 29 January 1850.
80. PAC, RG 30, vol. 161, 30 June 1853.
81. Ibid., 31 December 1852.
82. PAC, RG 30, vol. 159, 1 September, 13 September 1849. The *Transit* was purchased in Kingston and brought to Montreal by Captain Richardson, to operate between the railway terminus in Longueuil and Montreal.
83. Memorandum from John Beswarick Thompson, 22 December 1970.
84. Record books of the StL&A and the Montreal & Lachine lines, in the Public Archives of Canada, fail to reveal references to any rolling stock built in the United Kingdom. The first cars on the Lachine line in 1847 were built in its own facilities in Montreal using contract labor. Two years later, new cars were built by McLean & Wright and Michael O'Meara of Montreal (PAC, RG 30, vol. 281). The first cars on the StL&A were built in 1848 by McLean & Wright (PAC, RG 30, vol. 159).
85. *Montreal Star*, 13 March 1942, p. 13. Miss Goodman's address was given as 5863 Côte des Neiges Road.

86. Personal communication from Henri Gérin-Lajoie, surintendant, section des archives, secretariat municipal, cité de Montréal, 30 September 1981.
87. *Yesterday and Today: A Century of Railway Progress, 1847-1947* (Montreal: Canadian National Railways, 1947), inside front cover.
88. The author has personal knowledge of these circumstances as he knew Mr. A.L. Sauviat personally at the time and, as a member of the Canadian Railroad Historical Association, was a member of the Montreal & Lachine Rail Road centennial committee in 1946-47.
89. *Lovell's Montreal Directory*, 1853 (Montreal: John Lovell & Son, 1853). The same entry also lists William Kinmond, residing at 63½ St. Antoine Street, Montreal.
90. PAC, RG 30, vol. 160, 31 January 1851.
91. Ibid., 15 July 1853: "Advances made . . . on account of their contract for engines," £4400.0.0.
92. Robert R. Brown, "Kinmond Brothers' Locomotive Factory," Canadian Railroad Historical Association *News Report*, December 1953.
93. Ibid., quoting Montreal *Gazette*, 2 September 1854.
94. Ibid., quoting Montreal *Gazette* intermittently during 1855.
95. Brown (n. 92 above).
96. The first locomotive builder in Canada was James Good, Toronto, who outshopped the locomotive *Toronto* for the Ontario, Simcoe & Huron Union Rail Road in April 1853.
97. Brown (n. 92 above).
98. Ibid.
99. There are several published articles on this subject: Lavallée (n. 2 above); R.V.V. Nicholls, "The Impossible Dream, the Construction of the John Molson of 1971," *Canadian Rail* No. 237 (October 1971); Small (n. 6 above).
100. An illustration of the builder's plate of this locomotive appears in *Canadian Rail* No. 237 (October 1971), p. 237.
101. Ibid., pp. 284, 288, 282.
102. John Loye (1880-1962) was a long time member of The Railway & Locomotive Historical Society and a personal friend of the author from 1945 until his death. As an adolescent in downtown Montreal in the 1890s, he lived within a stone's throw of Bonaventure Station and spent much of his spare time at the station talking with veteran railwaymen. Many of the people interviewed by Loye were men with three or four decades of service with the Grand Trunk Railway of Canada, who had themselves worked with Canada's pioneer locomotives built in the 1840s and later.

    A mechanical draftsman by profession, Loye made drawings to represent the recollections which he heard, thereby unwittingly committing to print some errors in information. In retrospect, however, it must be said that many of these alleged errors contained the germ of truth. For example, many of the men interviewed remembered Canada's first locomotive, *Dorchester*, as a locomotive with a leading truck, whereas the records of the builder, Robert Stephenson & Co., indicate that it was a four-wheeled *Planet* type. In recent years, records have come to light establishing that *Dorchester* was, in fact, rebuilt to 4-2-0 within a year or two of its delivery in 1836.

    As the text indicates, these same veterans recall that the three Kinmonds-built locomotives were placed in service as 4-2-2s. However, a four-wheeled leading truck is not necessarily implied. The practice of embodying two leading axles rigidly in the frame, to achieve better weight distribution, was introduced in Great Britain about 1846 by Crampton (standard-gauge 4-2-0s) and Gooch (broad-gauge 4-2-2s). Since all three of the Dundee Kinmonds locomotives used in Canada lasted well into the age of photography, it is possible that photographs still exist which will shed light on this most vexing of the questions related to these engines.
103. *Canadian Rail* No. 237 (October 1971), p. 294.
104. Personal communication from William G. Small, 23 April 1983.
105. Records of the Antiquarian & Numismatic Society of Montreal.
106. *Inter alia*, Robert R. Brown, "British and Foreign Locomotives in Canada and Newfoundland," Railway & Locomotive Historical Society *Bulletin* No. 43 (1937), p. 8.
107. PAC, RG 30, vol. 161, 31 May 1852.
108. PAC, RG 30, vol. 1972, p. 20, 20 October 1853, payment to Amoskeag for four locomotives, *Manchester, Upton, St. Hyacinth* [sic] and *Acton*, @ £2400.0.0 each.

Extractions from the Oxford *Democrat* newspaper, once published in South Paris, Maine

Tuesday, Apr 03, 1849 Page 3

St. Lawrence & Atlantic Railroad. We have much pleasure at being enabled to state, that the receipts on thsi road have been steadily increasing, and have already reached 20 Pounds (sterling) per day. - Montreal *Herald* -

Tuesday, May 14, 1850 Page 3

A Frech-Canadian boy at St. Hyacinthe has constructed a working model of a steam locomotive, complete in all its parts, about 18" long, without any assistance or instruction in the use of tools. He is only 14 years old and has had to make for himself every implement necessary for his work with exception of one or two files. His model is of one of the engines he has seen on the St.L&A RR. - Montreal *Herald* -

Friday, Jun 11, 1852 Page 2

ACCIDENT. We learn that Mr. Noale Creasey, Jr., of this city, an engineer on the St. Lawrence & Atlantic Railroad was severely injusred on that road, near St. Hyacinthe last Tuesday. While a train was in motion, he saw an obstruction on the track, and leaped from the car (cab?), and in so doing, received an injruy which it is feared will prove fatal. - Portland *Advertiser* -

Friday, Jul 18, 1853 Page 3

The rails are all laid down on the Atlantic and St. Lawrence, nad the St. Lawrence and Atlantic Roads, and the lease having been perfected, two regular, through trains, will commence running on the 18th inst., between Portland and Montreal.

Friday, Sep 02, 1853 Page 3

Boiler Explosion on the Montreal Road. We learn by the Montreal *Pilot*, that the boiler of the engine *Coaticooke*, on its way from Portland to Montreal, exploded on Saturday morning about 10 o'clock. The fireman, Mr. Beech, was badly bruised; and the engineer, Mr. Seeley, so severely injured, that he is not expected to recover. The engine was attached to a freight train. (No location of the accident site is given)

Friday, Oct 07, 1853 Page 2

Legislature Excursion. The Legislature, Governor, and Council accepted the invitation of the Grand Trunk Railway Company to take a trip to Montreal last week. They had a fine time of course.

Friday, May 04, 1866 Page 2

Mr. Henry Little, of Auburn, was one of the passengers on a night train from Montreal, on Saturday. Before daylight the car ran off the track, and off an embankment fifteen feet high, overturning and instantly catching fire from the lamps. Mr. Little escaped by crawling out of the car window losing his overcoat and carpet bag. It requires considerable courage to face the dangers of the "Grand Trunk".

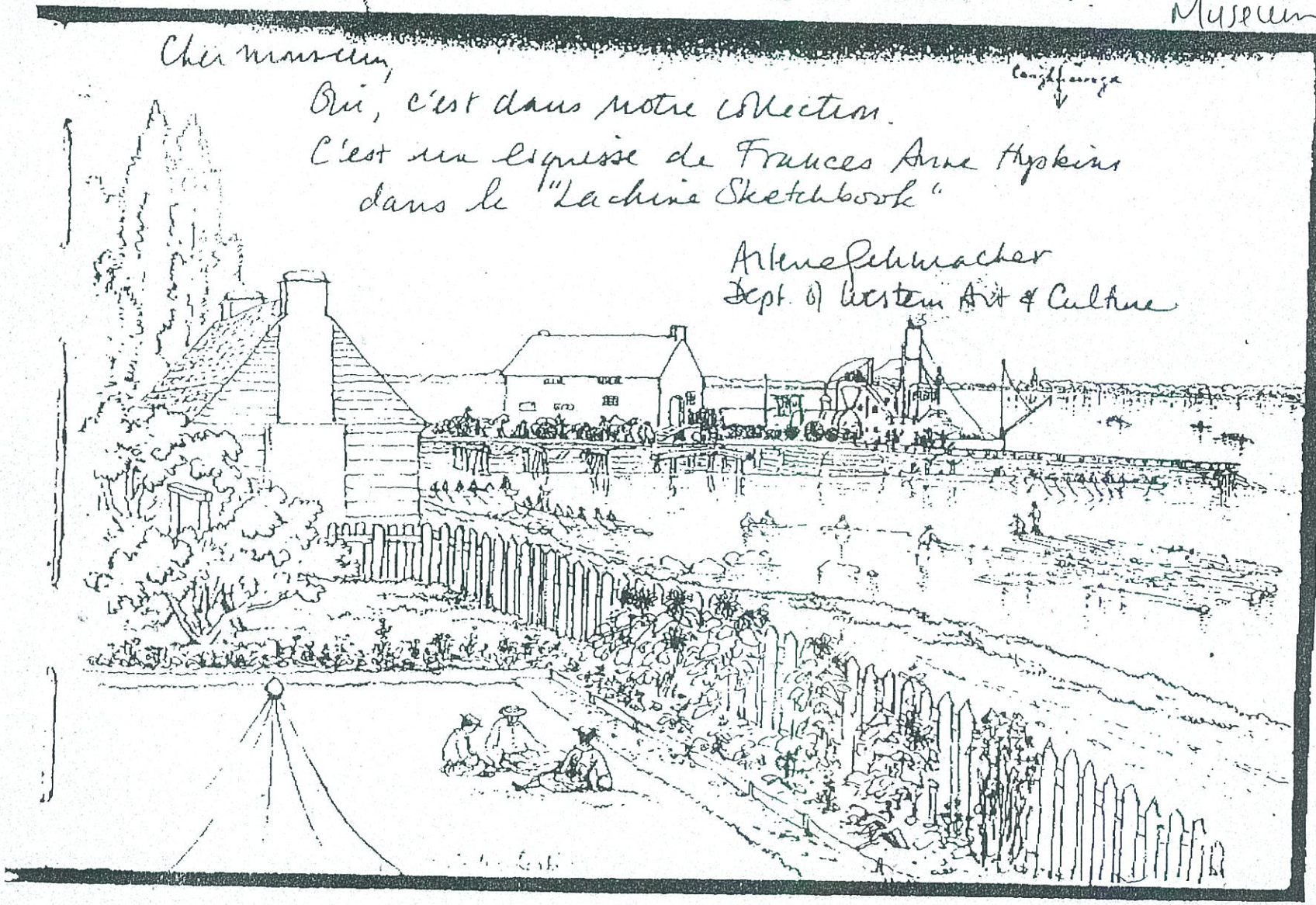
Le 28 août 2001

Royal Ontario Museum

Chère madame,

Oui, c'est dans notre collection.
C'est une esquisse de Frances Anne Hopkins
dans le "Lachine Sketchbook"

Arlene Schumacher
Dept. of Western Art & Culture



Train du "Montréal et Lachine" au quai de Lachine

Renseignements : → title : The Lachine Pier Seen from Hoplains Garden
→ Numéro d'acc : 961.219h
- pen & black ink over pencil
- Inscrit en bas au centre : "Our Garden Lac..."

photo noir et blanc : neg. no. 70 CAN 269
diapo : 70.1.740

416.586.5590

(*) SVP adresser votre enquête à Share Corsaut (sharec@rom.on.ca)
- indiquez le numéro d'accession,

abtell, B. B.,
afe, Henry Sir
ampbell, Rev.
anmore, John
ambers, Montague, Esq., Q.C.
ocks, Thomas Somers, Esq.
owley, Samuel Norman, Esq.
opeland, Thomas, Esq., F.R.S.
otton, John, Esq.
ourtney, William, Esq.
lrin, Alexander, Esq.
errie, Raikes, Esq., M.P.
urne, George Wodehouse, Esq.
urrie, Leonard, Esq.
ea, Capel, Esq.
ateis, John, Esq.
arymple, John, Esq.

M.P.
Ure, Alexander, Esq.
Venables, Henry, Esq.
Walton, Henry Haines, Esq.
Wardell, Charles, Esq.
Warden, Francis, Esq.
Watson, John, Esq.
Wheeler, Henry James, Esq.
Whiteman, John Clarmont, Esq.
Wigram, Edward, Esq.
Wilson, Mr. Alderman
Wood, Hugh, Esq.
Yates, John Ashton, Esq.

All persons desirous of promoting the interests of this much-needed institution, by becoming stewards on this occasion, are earnestly invited to send their names to the Dinner Committee, at the Board Room of the Hospital.—June 16, 1848.

THE POOR GOVERNESS.—A young gentlewoman, aged 19, in fallen circumstances, highly educated, and well brought up, who has devoted her last shilling to the distresses of a near relative, earnestly implores £5 or £10, from some benevolent lady or gentleman, for the purpose of enabling her to obtain a few necessaries before she can enter another situation. She will be happy to return the same in the course of a few months. She can give good references as to the truth of what is stated. Address to W.P., Pausey's, stationer, 10, Brompton-road, Knightsbridge.

A Fine HAUNCH of VENISON will be ready every Thursday, at 6 o'clock, during the season, at the Piazza Coffeehouse, Covent-garden.

LANSDOWN HOTEL and PRIVATE BOARDING-HOUSE, Cheltenham.—The nobility, clergy, gentry, and public are respectfully informed the above hotel affords every attention and comfort to visitors, at the most moderate charges.

TURTLE.—BLEADEN, King's Head Tavern, Poultry, has landed several lots of fine TURTLE for SALE. Prices are moderate. Dressed turtle every day in the highest perfection for parties, or sent to any part of town or country. N.B. Venison in the coffeeroom every day.

ELECTRIC TELEGRAPH HALL.—Refreshment and Dining Rooms, Moorgate-street and Lothbury.—JOHN CUFF begs to inform the subscribers to the electric telegraph and the public that he has taken the above ROOMS, which are now open for their accommodation, and hopes to meet with their kind support. Every attention will be given to ensure their comfort at a moderate charge. Soups and hot joints always in readiness. Private room for dinner parties.

RIDLER'S HOTEL (late Bell and Crown), Holborn.—V. RIDLER informs his friends and the public, that, to meet the great increase of his business, he has doubled the size of his coffee room, added 20 additional sitting and bed rooms, a large dining room, and an entire new entrance to the hotel. V. R. therefore confidently anticipates a large accession to his professional visitors and from the public in general. Beds 1s. 6d. a night, and the same moderate charges as heretofore. Attendants will be charged in the bill.

TURTLE.—Ship and Turtle Tavern, Leadenhall-street, City.—G. PAINTER begs respectfully to inform the nobility and the public that he has now a large quantity of fine lively TURTLE. Gentlemen desirous of having this delicacy of the season in perfection, and are pleased to favour him with their commands, may depend on having such an article of luxury as cannot be equalled. The turtles are dressed fresh every day, both for invalids and epicures, and sent to all parts of town and country. N.B. G. Painter begs to inform the public he has no connexion with any other house. The trade supplied with live or dressed turtle on the most liberal terms.

DINNERS.—The proprietors of the ROYAL SYMPOSIUM beg to invite the attention of noblemen and gentlemen to their establishment, No. 27, Regent-street, corner of Jermyn-street, which has been formed for the purpose of supplying soups, luncheons, dinners, &c., in a superior manner, at very moderate charges. Wines of the first quality at prices equally moderate. Private rooms for ladies and gentlemen. Turtle dressed daily, and supplied in the coffee-room at 3s. 6d. per basin. Turtle sent to any part of town or country at 18s. per quart. The cuisine is under the superintendence of the purveyor to the Hon. Society of Lincoln's-inn, assisted by French and English artistes.—June, 1848.

KISSINGEN, Bavaria.—Amidst the political troubles which now disturb Europe, no country on the continent has remained so secure as Bavaria, no part of Bavaria more completely tranquil that Kissingen and its environs. We therefore call the attention of travellers who are forming their plans for the summer, and especially of families who seek repose, to this quiet peaceful séjour, where, from its admirable situation, they may at the same time enjoy all the pleasures of a town and country life. All the routes which lead to this agreeable residence, whether from the Rhine, the Elbe, or the Danube, are so perfectly secure that the most timid travellers have no real cause for apprehension. The inhabitants of Kissengen are ready, as usual, by every means in their power to ensure the comfort, the tranquillity, and safety of the guests who honour them with their presence. The celebrity of the Kissingen waters requires no comments, their efficacy is attested every year by the increasing number of strangers who visit these springs, not only from all parts of Europe, but from Asia and America; so that Kissengen offers to travellers the advantages of recovery of health and a most pleasant séjour, enlivened by a select and varied society from every part of the world. The Ragozi and Maxbrunnen waters may be had, as usual, fresh from the springs, at the house of their sole agent, A. Garden, chymist, 372, Oxford-street, London.—Bolzano, Brothers, lessees of the Royal Kurhaus.

TO ENGINEERS and BOILER-MAKERS.—LAP-WELDED IRON TUBES for Marine and Locomotive Steam Boilers, Tubes for Steam, Gas, and other purposes, all sorts of fittings.—The Birmingham Patent Iron Tube Company, 42, Camden-street, Birmingham, and Smethwick, Staffordshire, manufacture boiler and gas tubes, under an exclusive licence from Mr. Richard Prosser, the patentee. These tubes are extensively used in the boilers of marine and locomotive steam engines in England and on the continent, are stronger, lighter, cheaper, and more durable than brass or copper tubes, and are warranted not to open in the weld.—42, Camden-street, Crescent, Birmingham; works, Smethwick, Staffordshire. London warehouse, 68, Upper Thames-street.

RUSTIC CHAIR MANUFACTORY, 12, Alfred-terrace, Upper Holloway.—To Ladies and Gentlemen about furnishing their Pleasure Grounds, Parks, and Gardens respectively.—E. TROTMAN has been preparing a large assortment of RUSTIC GARDEN SEATS, tables, fancy flower stands, and vases, of new and elegant patterns, and flatters himself he shall have the honour of a visit from those—

" Who, when bright Phœbus in his zenith burns,
" Beneath the spreading elm a seat admire,
" To catch the zephyrs in the grateful shade."

N.B. Summer-houses to view and made to any design. Pleasure chairs mounted on three wheels, children's airing carriages.

effectually, which was accomplished. The new adventurers are to pay 2,000*l.* for the materials.

"St. Austell Consols Mine.—At a special general meeting of adventurers, held on the 30th of May, the accounts were examined and passed, showing a balance in favour of the adventurers of 24*l.*; a further call, to the extent of 2*l.* per share, is to be made, to give the mine an additional trial. At present the working has been unsuccessful."

The business of the week in mining shares is thus reported :—

"The mining share-market is assuming a better aspect, and buyers of North Roskear, North Pool, East Wheal Rose, and Seton have appeared. Wheal Mary Ann is represented as having improved, and several shares have been done at an advance. The reports from the East Tamar Mine are gratifying. For Great Rough Tors a demand has existed during the week, and several transactions have taken place. Transactions in the following shares have also been concluded—viz., South Basset, Wheal Seton, South Wheal Francis, East Wheal Rose, Great Rough Tor Consols, East Tamar, Herodsfoot, Mary Ann, Keswick, West Wheal Treasury, Gwinear Consols, Tregorden, Tamar, Trehane, Cwm Erfin, Devon and Courtenay, Trelawny, Trethellan, &c. In foreign shares there has been some business in Bolanos, St. John del Rey, United Mexican, Asturian, Australians, &c. Despatches have been received from the Alten Mines. They represent the property as being in an improved condition, and report new discoveries."

The report of the Liverpool cotton-market for the week shows great dulness, and a decline in some descriptions of ¼d. per lb.

June 19 1848 1848 p3b

RAILWAY INTELLIGENCE.

ARBROATH AND FORFAR RAILWAY.

The annual meeting of this company was held on Monday at Arbroath, Mr. W. T. L. Carnegie in the chair.

The report stated that the line was leased to the Aberdeen Railway Company, who were put in possession of it on the 1st of Februaty last, and were now working the line in connexion with the portion of the Aberdeen Railway opened for traffic. The cost of the railway, including working plant at the commencement of the lease, was stated to be 211,848*l.* In consequence of the heavy engines required for the traffic, the old rails were found to be too light, only weighing 48lb. per yard, while rails of 65lb. were necessary. It was agreed between the directors of both companies to allow a year for the completion of the alterations, ending 1st of February, 1849, when the additional cost will be added to the above amount, and the guaranteed annual rent of 5¼ per cent. be paid for the current year, commencing on the 1st of February last, upon the cost already ascertained. After the 1st of February, 1849, when the cost shall have been fully ascertained, the guaranteed rent will be payable on the full amount expended, and for all future years, provided it does not exceed the sum of 250,000*l.* The accounts from the 15th of April, 1847, to the 1st of February last, showed that the revenue amounted to 10,281*l.*, and the expenses to 5,253*l.*, leaving a disposable balance, including 32*l.* from the last account, of 5,040*l.* After paying the guaranteed dividend of 5 per cent. on the company's guaranteed stock of 40,000*l.* up to the 1st of February last, 1,600*l.*, the directors recommended a dividend at the rate of 3 per cent. per annum on the other stock, amounting to 2,863*l.*, leaving a balance of 577*l.*

It was likewise proposed, to meet the additional expense occasioned by the heavy rails being used, and other charges, to borrow 30,000*l.*, the Aberdeen Company agreeing to pay 4 per cent. upon this additional capital.

The report was unanimously adopted and the latter proposal agreed to.

After which thanks were voted to the chairman, and the meeting separated.

WISHAW AND COLTNESS RAILWAY.

At a special meeting of this company held on Thursday at Glasgow, the draughts of two bills were approved for enabling the company to make a deviation, and to improve certain portions of the line, and to sell the railway to the Caledonian Railway Company.

CHARTIST LITERATURE.—At no former period has there been so great an amount of wretched trash in the shape of doggrel verses and other forms of print in circulation among the working classes of the West Riding of Yorkshire as at the present time. These compositions mostly appear without printers' names, and are not unfrequently of the most obscene and disgusting, as well as of violent, character; and the magistrates of Bradford have resolved to put in force the law against the nuisance. On Friday an Irishman, named Thomas Fleming, who had been hawking a kind of song called, "The Bradford Spy," holding up one of the police to popular hatred, and concluding with the sanguinary wish, "May our tyrants soon lie in one wide bloody grave," was committed to the House of Correction for a month as a vagrant; and, the printer of the doggrel composition having been discovered, the magistrates advised the officer against whom it was directed to proceed against him.

	8	6 — 4½ dis.	3½
	6	3½ — 3½ dis.	
	10	1½ — ⅝ dis.	
	8	⅝ — ⅝ dis.	
Do. Oswestry	10	8 — 7½ dis.	
Do. New	1	1 — ¾ dis.	
Do. 8 per cent. Preference	8	2¼ — 2¾ pm.	
Shropshire Union	4	2¾ — 2½ dis.	1½
South Devon	45	28 — 24 dis.	18 19
South Staffordshire	6¼	3¾ — 3½ dis.	
South-Eastern	33 2 4	24 — 24½	
Do. No. 1	24	10 — 9 dis.	
Do. No. 2	22	11 — 10 dis.	
Do. No. 3	23	10 — 9 dis.	11¾
Do. No. 4, Thirds	8⅓	3 — 2½ dis.	
South Wales	23	15 — 13 dis.	
Thames Haven Dock and Railway	17½	13 — 12 dis.	
Windsor, Staines, & South Western	9½	.. — ..	11
Wilts, Somerset, and Weymouth	35	16 — 14 dis.	
York, Newcastle, & Berwick	25	31½ — 32½	
Do. original Newcastle & Berwick	25	29½ — 30½	
Do. Extension, No. 1, York and Newcastle	15	2 — 2½ pm.	
Do. No. 2, Newcastle and Berwick	10	1¼ — 1¾ pm.	
Do. G. N. E. Purchase or Preference	8	¾ — 1¼ pm.	9
York and North Midland	50	67 — 69	
Do. Preference	10	3 — 3½ pm.	
Do. East and West Riding Extension	25	6 — 7 pm.	31½ 1
FOREIGN RAILWAYS.			
Boulogne and Amiens	20	6 — 6½	6½ 6
Central of France (Orleans and Vierzon)	16	12 — 8 dis.	
Dutch Rhenish	7½	7½ — 6¾ dis.	
Louvain à la Sambre	6	6 — 5½ dis.	
Luxembourg	7	6½ — 5½ dis.	1
Namur and Liege	18	15½ — 14½ dis.	
Northern of France	10	5½ — 5½ dis.	4½ ½
Orleans and Bordeaux	6	4½ — 4½ dis.	
Over Yssel	4 3 4	3 — 2 dis.	
Paris and Lyons	11	8½ — 7¾ dis.	2⅝
Paris and Orleans	20	22 — 24	
Paris and Rouen	20	15½ — 16½	
Paris and Strasburg	8	6½ — 5½ dis.	
Rouen and Havre	20	7½ — 8½	
Sambre and Meuse	20	3½ — 4	
Tours and Nantes	8	7 — 6 dis.	
West Flanders	8½	8½ — 8 dis.	

LIVERPOOL, June 17.

STOCK-EXCHANGE.—The sales to-day were:—Birkenhead, L shire, and Cheshire £31 (late Chester and Birkenhead, 5 per cent), ditto, £22, 8½ dis.—East Lancashire, Preference, ¼ pm.—Great Nort 9½ dis.—Lancashire and Yorkshire, fifths (late West Riding Unio dis.—London and North-Western, new quarters, 1 c. ⅜ pm.— fifths, c. 5 pm.—Manchester, Sheffield, and Lincolnshire, quart dis.—Midland, 100½—ditto, halves, 6½ c. ¼ dis.—North Stafford 2½ dis.—Shrewsbury and Hereford, c. 41 3 dis.—South-Eastern Dover, c. 24.

MANCHESTER, June 16.

STOCK-EXCHANGE.—The sales this day were at the following pric Lancashire and Yorkshire £32 Extensions, 6½ dis.—ditto, (West R Union), £20, 3½ dis.—ditto, Preference 6 per cent., ¼ pm.—Manch Sheffield, and Lincolnshire, 9½ dis.—South-Eastern and Dover (I at £10, No. 4, 2½ dis.—Whitehaven and Furness, 10½ dis.

BIRMINGHAM, June 17.

STOCK-EXCHANGE.—There was little alteration in the market pric yesterday. Transactions took place in several local lines of railway the only positive sales announced were North Staffordshire, 2½ Shrewsbury and Birmingham (A), 93s. 9d. dis.—ditto (B), 62s. 6d. d

LEEDS, June 17.

STOCK-EXCHANGE.—As usual on Saturday, very few shares have sold to-day. The following are the prices quoted in the official li East Lancashire, new, 7½ dis. cum new—ditto, New Preference, ters, 2s. 6d. pm.—East and West Yorkshire, 9¾* 10 dis.—Great Nort £9 3s. 9d. £9 4s. dis.—Lancashire and Yorkshire, Preference (gu teed 6 per cent.), 3s. 9d. pm.—Leeds and Thirsk, new, 21⅜ dis.—N British, thirds, 42s. 6d. dis.

The following was the amount of business transacted yesterday:— Lancashire, quarters, 1½ dis.—ditto, New Preference, quarters, 2 pm.—Great Northern, 9 c. £9 1s. 3d. 9½ dis.—Lancashire and Yorks West Riding Union, 73s. dis.—ditto, Preference (guaranteed 6 per c 4s. 6d. pm.—North British, thirds, 41s. 6d.

* Guaranteed full interest.

YORK, June 16.

STOCK-EXCHANGE.—The sales to-day were at the following pric Great Northern, £5 18s. 6d.—North British, thirds, 18s. 6d. 19s. York, Newcastle, and Berwick (original Newcastle and Berwick), ditto, G. N. E. Purchase, 9½.

EDINBURGH, June 16.

STOCK-EXCHANGE.—The sales this day were at the following pric Dundee and Northern Junction, £1 15s.—Edinburgh and North Newports, £8 7s. £8 6s. 6d. £8 6s. £8 6s. 6d. £8 6s.—Great North £5 17s. 6d. £5 17s.—North British, £22 5s.—ditto, quarters, £5 0s. ditto, thirds, £2 9s.—Scottish Midland £19. Edinburgh Gas, £47.

GLASGOW, June 16.

STOCK-EXCHANGE.—The business transacted to-day was as follow Dundee and Perth, £27—Glasgow, Kilmarnock, and Ayr, £73—N British, thirds, £48 6s. £49. Miscellaneous.—West of Scotland change Investment Company, 28s.—Caledonian Banking Comp £4—North British Bank, 64s.

The sales yesterday were as follows:—Edinburgh and Bathgate, —Glasgow, Kilmarnock, and Ayr, halves, No. 1, £8 1s.—North Bri thirds, 47s. 6d. 47s. 9d.—ditto, new quarters (scrip), 4s. 6d.—Sco Central, £25 North British Bank, 60s. 62s. 62s. 6d.

The following was the amount of business transacted on Wednesd Dundee and Perth, 27½—Edinburgh and Newport, 8½—Edinburgh Perth, halves, 4s. 6d.—Glasgow, Kilmarnock, and Ayr, 73½—d halves, No. 1, 88—ditto, halves, No. 2, 1½—Great Northern, 6— land, £101—North British, thirds, 47s. 47s. 3d. 47s.—Scottish Cen £25. Miscellaneous.—West of Scotland Exchange Investment C pany, 28s.—North British Bank, 60s.—City of Glasgow Life Insura 44s.

worth in all about 5,000*l.* ...ted acquisition to his fortune, ...like," seems inclined to stick ...ow the boatswain, observing that ... need just ...ound the world with his new master."—*Bristol.*

... your crimes, from that God of Mercy you will receive that mercy you denied to your own fellow-creature. It only re-

... ler the ... guilty on this charge, and ...ture, and it being thought ...other indictment, he was ...years. Great expense has ...sooner to justice, as his dep... for the safety of this des... country.

[redacted]

THE TIMES, MONDAY, JANUARY 10, 1848.

...are now ...aries and ...ters Act

Frank-...nexion ...newhat ...ts were ...experi-...ounced. ...ho had ...ts were ...neet all

...RDAY.

...out, and ...bility, in ...unem... ...tatistical ...is morn... ...district, ...and pro... ...England,

...district. ...as since ...stopped ...le. ...l state of ...tal, 141. ...ked for... ...d buyers, ...t, several ...se their

...ne transac...

...per barrel,

...atmeal de...

...ade to day

	s.	d.
...	0	to 42 0
...	0	— 59 0
...	0	— 54 0
...	0	— 34 0
...	0	— 50 6
...	0	— 44 0
...	0	— 70 0
...	0	— 60 0
...	0	— 60 0
...	0	— 48 0
...	0	— 44 0
...	6	— 81 0
...	0	— 29 6
...	0	— 32 0
...	0	— 30 0
...	0	— 27 0
...	0	— 38 0

...much less ...d prices of

...rn are on a ...eat, cats, ...coastwise, ...quarters of

...ar market

RAILWAY SHARES.

Saturday Evening,

No material alteration occurred in the prices of railway shares this afternoon, which, however, considering the amount of business transacted, were tolerably well supported.

Railways.	Paid.	Closing Prices.	Business done
Aberdeen	45	20 to 16 dis.	26½
Amberg., Notting., & Boston	25	2½ — 2¼ dis.	
Birmingham and Oxford Junction	20	2¼ — 2⅜ pm.	23½ ⅜
Birmingham, Wolverhampton, and Dudley	10	4 — 4½ pm.	
Birmingham, Wolverhampton, and Stour Valley	10 14 0	1½ — 1¼ dis.	
Boston, Stamford, and Birmingham	5	1 — ¼dis.x in	4¼ ex int.
Bristol and Exeter	80	16 — 14 dis.	
Do. Thirds	20	6 — 5 dis.	
Buckinghamshire	10 4 0	2½ — 2⅜dis.x in	
Caledonian	50	36 — 36⅜	36 ⅜ 6
Do ¼ shares	3⅜	2½ — 2⅜ dis.	
Chester and Holyhead	37½	20 — 18 dis.	
Dublin and Belfast Junction	20	25 — 20 dis.	
East Anglian (£25 L. & E. & L. & D.)	25	11 — 13	12⅜
East Anglian (£18 E. & H.)	18	8 — 10	
East Anglian (£3 10s.)	2	¼ dis. — par	
Eastern Counties	20	15¾ — 15⅝	15⅝ ⅜ ⅜
Do. Exten. 5 per ct., No 1	6 13 4	¼ dis. — par ex d.	
Do. do. No. 2	6 13 4	¼ dis. — par	¼ dis.
Do. (York Extension)	10	2¼ — 1⅞ dis.	
Do (Northern & Eastern)	50	50 — 51	
Do. ½ shares	12½	11½ — 12¾	
Do. New	25	2 dis. — par	
East Lancashire	25	4 — 3 dis.	
Do. New	13	4¼ — 3¾ dis.	
Do. do. ½ shares	3⅜	1¼ — ⅜ dis.	
East Lincolnshire	12½	¼ dis. — par	
Edinburgh and Glasgow	50	44 — 46	
Do. ¼ shares	15	3⅜ — 2¾ dis.	
Do. ½ shares	12½	11 — 12	
Exeter, Yeovil, & Dorchester	2½	1⅜ — 1¼ dis.	
Great Northern	10½	6⅝ — 5⅝dis.x in	4½ ex int.
Do. (London and York Extension)	2½	2 — 1⅞ dis.	
Great Southern and Western (Ireland)	35	16 — 13 dis.	
Great North of England	100	228 — 232	
Do. New, £40	5	51 — 53 pm.	
Do. New, £30	30	38 — 40 pm.	
Do. New, £15	6½	16 — 15 pm.	
Great Western	80	10 — 12 pm.	16 ⅜
Do. ¼ shares	50	7 — 8 pm.	
Do. ½ shares	17½	14 — 2 pm.	Div ⅜
Do. Fifths	20	2⅝ — 3 pm.	23½
Do. New, £17	9½	1 — 1½ pm.	10⅜ ⅜ ⅜
Huddersfield & Manchester	24	3 dis. — par	
Do. Thirds	8	2 dis. — par	
Hull and Selby	50	100 — 102	
Do. ¼ shares	25	49 — 51	50
Do. ½ shares	12½	7 — 9 pm.	
Ipswich and Bury St. Edmund's	17½	10 — 9dis.x in.	
Do. do. and Norwich	15	10 — 9dis.x in.	
Do. Extension Scrip (late Cambridge and Ely)	2½	1¼ — ⅜ dis.	
Lancaster and Carlisle	50	3 — 6 pm.	6¾
Do. Thirds	10	1 — 2 pm.	
Lancashire and York-shire	82	9 — 7 dis.	
Do. ¼ shares	36	5 — 4 dis.	
Do. ½ shares	14⅜	8 — 2 dis.	
Do. Fifths	8	¼ dis. — par	
Do. Sixteenths	6¼	1 dis. — par	
Do. Thirds, Reg.	10 4 0	5⅜ — 4¼ dis.	5⅛ dis.
Do. West Riding Union	4 2 0	3 — 2¾ dis.	
Do. Preston and Wyre	25	3½ — 3⅝	
Do. ½ shares (A)	9	2⅜ — 3¼ pm.	
Do. do. (B)	1¼	¾ — ½ pm.	1½
Leeds and Bradford	50	93 — 96	
Leicester and Bedford	16s.	¼ dis. — par	
Leeds and Thirsk	35	17 — 15 dis.	
Do. New	20	15 — 13 dis.	
Do. Preference, 6 per cent.	3½	2 — 1 dis.	
Liverpool, Crosby, & Southport	2	1 — ¼ dis.	
London and Blackwall	16 13 4	5⅝ — 5	5
Do. New, No. 2	4 13 4	2¼ — 1⅛dis.x in	
London, Brighton, & South Coast	50	43¼ — 43⅜	43¼ ; 3 ¼
Do. Consolidated Eighths	30	8 — 6 dis.	
London and North Western	100	150 — 152	151½ 1
Do. Quarters, L. and B.	22	11¼ — 12½ pm.	53¾ ¼ ¼
Do. do. New	2	5⅝ — 6½ pm.	8
Do. Fifths	2	9 — 10 pm.	
Do. £40 shares, M. and B.	40	59 — 60	
Do. £10 sh., M. and B. (a)	7½	3⅝ — 4¼ pm.	
Do. £10 sh., M. and B. (b)	7½	3⅝ — 4¼ pm.	
Do. £10 sh., M. and B. (c)	1	3⅜ — 4¼ pm.	
London and South Western	41 8 8	52 — 54	54
Do. New Consold. Eighths	40	par — 2 pm.	54 3½
Do. New, £50	32½	4 — 2 dis.	29
Do. New, £40	25	4 — 2 dis.	
Do. Consold. Tenths	50	4 — 2 dis.	
Do. do. Tenths	40	4 — 2 dis.	
Do. Thirds	8 6 8	2 — 1 dis.	
London, Salisbury, & Yeovil	14	1 — ¼ dis.	

RAILWAY INTELLIGENCE.

DUNDEE AND ARBROATH RAILWAY.

The half-yearly meeting of this company was held on Monday, at Dundee, Lord Kinnaird in the chair.

The report stated that the revenue for the half-year ending the 31st of October amounted to 11,156*l.*, and by the agreement with the Dundee and Perth and Caledonian railway companies it was provided that the line shall be worked at a rate not exceeding 87½ per cent. on the gross revenue, which in this case amounted to 4,183*l.*, leaving a net sum of 6,972*l.* The paid up capital amounts to 176,252*l.*, upon which a dividend is to be paid for the half year at the rate of 8 per cent. per annum, which will require 7,050*l.*; there are other charges to be added, interest and feu-duties, 583*l.*, making a total sum to be provided of 7,633*l.*; and, after deducting the above net sum of 6,972*l.*, leaving 661*l.* to be made up by the other companies under the agreement. That the revenue for the past half year exceeded that of the corresponding period of the preceding year by the sum of 935*l.*, notwithstanding the great delays and inconveniences arising from the alteration of the gauge, and other works upon the line. A further increase in the traffic was expected from the line being now in complete working order, and the new junction line at Arbroath ready to be opened in connexion with the continuous through lines to Montrose, Forfar, and Brechin. Since the 31st October last a further increase had taken place in the revenue amounting to nearly 400*l.* By the agreement with the Dundee and Perth company, the additional capital of 50,000*l.* created lately is to be expended in constructing a railway through the town of Dundee to join the Dundee and Perth at a common terminus; this, it was stated, could be effected without interfering with any of the great thoroughfares of the town, or crossing a single street on the level. Bills for this undertaking, and for leasing the line in accordance with the terms of the agreement, will be submitted for the approval of the shareholders at a meeting to be called for that purpose.

The Scottish Central and Caledonian lines being about to be opened, a continuous line of railway communication will be completed from this line to Glasgow, Edinburgh, and London. With all these railways in full operation, the directors expect that the traffic on this and the local lines of the district cannot fail to be increased to an extent fully equal to the expectations entertained of it.

The report was unanimously adopted, thanks were voted to the chairman, and the meeting separated.

STATE OF TRADE.

(From the *Manchester Examiner* of Saturday.)

MANCHESTER.—During the last few days our market has not continued to exhibit those symptoms of improvement which were anticipated at the beginning of the week. Business has been comparatively quiet, and very low rates have been in many cases submitted to, how considering the late upward tendency in cotton. The better feeling prevalent a few days ago has been somewhat checked by the heavy failures in London announced in our last publication, and by the intelligence received yesterday and to-day of several stoppages in Glasgow. The confidence which was gradually beginning to revive has unfortunately received a temporary shock, and during the week considerable distrust and uneasiness have again been exhibited. The effect has been to make sellers more cautious, and transactions have, consequently, been a good deal curtailed during the last few days. The Greek houses continue to operate in goods suitable for their markets, but with much caution. In yarns there is no alteration to notice. Prices remain steady, but the business done has been limited. In shirting for the eastern markets some few transactions have taken place, at rates fully as low as any that have been accepted for the last few months.

ROCHDALE.—The market has been flat, and but little business transacted.

HALIFAX.—The piece hall has been but thinly attended, and not much business done. The yarn trade is also in a very languid state, as, in consequence of the frost, there is nothing doing for export.

HUDDERSFIELD.—The market has been decidedly better, and there is every appearance of improvement throughout the district. New designs in checks and stripes, of good quality, are principally in request.

LEEDS.—The opening markets of the new year are seldom very brisk, nor have those of the present year been an ex-

CONFIRMATION OF THE BISHOP OF MANCHESTER.

On Saturday last the election of the Rev. James Prince Lee to the new Bishopric of Manchester was formally confirmed by the Archbishop of the province. The proceeding took place in St. James's Church, Piccadilly, where a citation of opposers had been published on a previous day. An unusual interest was manifested on this occasion, and a number of persons were present; among whom we observed the Rev. Mr. Marriott, of Oriel; the Rev. Ernest Hawkins, and other clergymen and gentlemen. It had been rumoured that Mr. Gutteridge would attend and object to the person elected, and there seemed to be much curiosity with regard to the method and the success of so extraordinary a step—a step not quite unprecedented, however, because it appears that in 1628 an objection was made to the confirmation of Dr. Mountague, who had been promoted to the see of Chichester, and who was opposed by one Jones, charging "Popery, Arminianism, and other heterodoxies, for which Dr. Mountague's books had been censured by the Parliament," but the exceptions were overruled on the ground that they were not offered in due form of law, and particularly that they were neither given in writing, nor signed by an advocate, nor presented by any proctor of the court.

The proceedings commenced at 11 o'clock, when the Litany was read by the Rev. John Jackson, the rector of St. James's. That service being concluded, the court was formed in the body of the church, near the top of the middle aisle, where a table and chairs had been placed. Sir J. Dodson, Master of the Faculties, and Dr. Burnaby, Vicar-General of the Archbishop of Canterbury, took their seats at the head of the table; and Dr. Addams and Dr. Twiss appeared as advocates for the Dean and Chapter of Manchester and the bishop elect. Mr. F. H. Dyke, principal registrar of the province of Canterbury, then read the license of the Archbishop of Canterbury, allowing the Archbishop of York to confirm and consecrate the new bishop anywhere within the province of Canterbury; and afterwards a commission from the Archbishop of York, whereby, after reciting that he had received letters patent from the Queen, commanding him to confirm the election of the Rev. J. P. Lee to be bishop and pastor of the see of Manchester, his Grace gave power and authority to Mr. G. H. Vernon (his Vicar General), Dr. Burnaby, Sir H. Jenner Fust (Official Principal of the Arches Court of Canterbury), Dr. Lushington (Chancellor of the Diocese of London), and Sir J. Dodson, or any or either of them, to confirm the election accordingly, so far as it should appear to them that it was rightful, &c.

Mr. R. Townshend, proctor for the Dean and Chapter of Manchester, then handed in Her Majesty's letters patent, and presented the Rev. J. P. Lee to be confirmed; and proclamation was made for opposers by an officer as follows:—"All manner of persons who shall or will object to the confirmation of the election of the Rev. James Prince Lee to be bishop of the episcopal see of Manchester, are now to come forward and make their objections in due form of law, and they shall be heard."

Mr. GUTTERIDGE, who was standing in the aisle, immediately said, "I am an opposer, and object to these proceedings."

Sir J. DODSON. What is your name?

Mr. GUTTERIDGE. Thomas Gutteridge.

Where is your residence?—I live in Cannon-street, Birmingham.

What is your profession?—I am a surgeon.

Do you mean to object to the confirmation of the Lord elected Bishop of Manchester?—I do.

Have you your objections drawn up in what purports to be due form of law?—Yes.

Sir J. DODSON. Let me see them.

Mr. GUTTERIDGE. The first is a protest against the proceedings of this day. "I, Thomas Gutteridge, a member of the united church of England and Ireland, do protest against the proceedings of this day, for the confirmation of the Rev. J. P. Lee, Bishop elect of Manchester, on the ground that it is unlawful to proceed to such confirmation elsewhere than in the province of York, and also on the ground that due and sufficient notice and publicity have not been given of such intended confirmation."

Sir J. DODSON immediately intimated that the protest could not be entertained.

Mr. GUTTERIDGE. I have also articles to present.

Sir J. DODSON. By whom are they signed?

. worth in all about 5,000*l.* ted acquisition to his fortune, like," seems inclined to stick now the boatswain, observing that "he'd just round the world with his new master."—*Bristol*

your crimes, from that God of Mercy you will receive that mercy you denied to your own fellow-creature. It only re-

A little boy, who was examined, saw the prisoner running from the scene of the murder. He was told by the pri-

guilty on this charge, and ture, and it being though other indictment, he was years. Great expense ha soner to justice, as his de for the safety of this country.

THE TIMES, MONDAY, JANUARY 10, 1848.

RAILWAY SHARES.

Saturday Evening.

No material alteration occurred in the prices of railway shares this afternoon, which, however, considering the amount of business transacted, were tolerably well supported.

Railways.	Paid.	Closing Prices.	Business done
Aberdeen	46	20 to 16 dis.	26½
Amberg., Notting., & Boston	3¼	2½ — 2¼ dis.	
Birmingham and Oxford Junction	20	2½ — 2¾ pm.	2¾ ⅜
Birmingham, Wolverhampton, and Dudley	10	4 — 4½ pm.	
Birmingham, Wolverhampton, and Stour Valley	10 14 0	1½ — 1¼ dis.	
Boston, Stamford, and Birmingham	5	1 — ½ dis. x in	4¼ ex int.
Bristol and Exeter	80	16 — 14 dis.	
Do. Thirds	20	6 — 5 dis.	
Buckinghamshire	10 4 0	2½ — 2¼ dis. x in	
Caledonian	50	36 — 36½	36 ½ 6
Do ¼ shares	3¾	2½ — 2¼ dis.	
Chester and Holyhead ..	37½	20 — 18 dis.	
Dublin and Belfast Junction.	20	25 — 20 dis.	
East Anglian (£25 L. & E. & L. & D.)	25	11 — 13	12¾
East Anglian (£18 E. & H.)	18	8 — 10	
East Anglian (£3 10s.) ..	2	½ dis. — par	
Eastern Counties	20	15½ — 15¾	15¾ ⅝ ¾
Do. Exten., 5 per ct., No 1	6 13 4	½ dis. — par ex d.	
Do. do. No. 2	6 13 4	½ dis. — par	½ dis.
Do. (York Extension) ..	10	2½ — 1½ dis.	
Do. (Northern & Eastern)	50	60 — 61	
Do. ½ shares	12½	11½ — 12½	
Do. New	22	2 dis. — par	
East Lancashire	26	4 — 3 dis.	
Do. New	13	4½ — 3½ dis.	
Do. do. ¼ shares ..	3¾	1½ — ½ dis.	
East Lincolnshire	12½	½ dis. — par	
Edinburgh and Glasgow ..	50	44 — 46	
Do. ¼ shares	15	3½ — 2½ dis.	
Do. ½ shares	12½	11 — 12	
Exeter, Yeovil, & Dorchester	2½	1⅜ — 1½ dis.	
Great Northern	10½	6½ — 5½ dis. x in	4¾ ex int.
Do. (London and York Extension)	2½	2 — 1¾ dis.	
Great Southern and Western (Ireland)	36	16 — 13 dis.	
Great North of England ..	100	228 — 232	
Do. New, £40	5	71 — 63 pm.	
Do. New, £30	30	38 — 40 pm.	
Do. New, £15	6½	16 — 18 pm.	
Great Western	85	10 — 12 pm.	16 ½
Do. ¼ shares	50	7 — 8 pm.	7½
Do. ½ shares	17½	1½ — 2 pm.	1½ ½
Do. Fifths	20	2½ — 3 pm.	23½
Do. New, £17	2½	1 — 1½ pm.	10⅞ ⅝ ⅞
Huddersfield & Manchester	24	3 dis. — par	
Do. Thirds	8	2 dis. — par	
Hull and Selby	60	100 — 102	
Do. ½ shares	25	49 — 51	50
Do. ¼ shares	12½	7 — 9 pm.	
Ipswich and Bury St. Edmund's	17½	10 — 9 dis. x.in.	
Do. do. and Norwich ..	15	10 — 9 dis. x.in.	
Do. Extension Scrip (late Cambridge and Ely) ..	3½	1¼ — ⅞ dis.	
Lancaster and Carlisle ..	50	3 — 6 pm.	55½
Do. Thirds	10	1 — 2 pm.	
Lancashire and Yorkshire	82	9 — 7 dis.	
Do. ¼ shares	38	5 — 4 dis.	
Do. ½ shares	14½	3 — 2 dis.	
Do. Fifths	8	½ dis. — par	
Do. Sixteenths	6½	1 dis. — par	
Do. Thirds, Reg. ..	10 4 0	5½ — 4½ dis.	5½ dis.
Do. West Riding Union ..	4 2 0	3 — 2½ dis.	
Do. Preston and Wyre ..	25	34½ — 35½	
Do. ½ shares (A)	9	2½ — 3½ pm.	
Do. do. (B)	1½	½ — ½ pm.	1½
Leeds and Bradford	50	93 — 96	
Leicester and Bedford ..	16s.	½ dis. — par	
Leeds and Thirsk	36	17 — 15 dis.	
Do. New	20	15 — 13 dis.	
Do. Preference, 6 per cent.	3½	2 — 1 dis.	
Liverpool, Crosby, & Southport	2	1 — ½ dis.	
London and Blackwall ..	16 13 4	5½ — 5	5
Do. New, No. 2	4 13 4	2½ — 1½ dis. x in	
London, Brighton, & South Coast	50	43½ — 43¾	43½ ¾ ¾
Do. Consolidated Eighths	30	5 — 6 dis.	
London and North Western	100	150 — 152	151½ 1
Do. Quarters, L. and B. ..	22	11½ — 12½ pm.	33¾ ½ 4
Do. do. New	2	5½ — 6½ pm.	8
Do. Fifths	2	9 — 10 pm.	
Do. £40 shares, M. and B.	40	59 — 60	
Do. £10 sh., M. and B. (a)	7½	3½ — 4½ pm.	
Do. £10 sh., M. and B. (b)	7½	3¾ — 4½ pm.	
Do. £10 sh., M. and B. (c)	1	3¾ — 4½ pm.	5¾
London and South Western	41 6 8	53 — 54	54 3½
Do. New Consold. Eighths	40	par — 2 pm.	
Do. New, £50	32½	4 — 2 dis.	29
Do. New, £40	28	4 — 2 dis.	
Do. Consold. Tenths ..	50	4 — 2 dis.	
Do. do. Tenths	40	4 — 2 dis.	
Do. Thirds	8 6 8	2 — 1 dis.	

RAILWAY INTELLIGENCE.

DUNDEE AND ARBROATH RAILWAY.

The half-yearly meeting of this company was held on Monday, at Dundee, Lord Kinnaird in the chair.

The report stated that the revenue for the half-year ending the 31st of October amounted to 11,156*l.*, and by the agreement with the Dundee and Perth and Caledonian railway companies it was provided that the line shall be worked at a rate not exceeding 37½ per cent. on the gross revenue, which in this case amounted to 4,183*l.*, leaving a net sum of 6,972*l.* The paid up capital amounts to 176,252*l.*, upon which a dividend is to be paid for the half year at the rate of 8 per cent. per annum, which will require 7,050*l.*; there are other charges to be added, interest and feu-duties, 583*l.*, making a total sum to be provided of 7,633*l.*; and, after deducting the above net sum of 6,972*l.*, leaving 661*l.* to be made up by the other companies under the agreement. That the revenue for the past half year exceeded that of the corresponding period of the preceding year by the sum of 935*l.*, notwithstanding the great delays and inconveniences arising from the alteration of the gauge, and other works upon the line. A further increase in the traffic was expected from the line being now in complete working order, and the new junction line at Arbroath ready to be opened in connexion with the continuous through lines to Montrose, Forfar, and Brechin. Since the 31st October last a further increase had taken place in the revenue amounting to nearly 400*l.* By the agreement with the Dundee and Perth company, the additional capital of 66,000*l.*, created lately is to be expended in constructing a railway through the town of Dundee to join the Dundee and Perth at a common terminus; this, it was stated, could be effected without interfering with any of the great thoroughfares of the town, or crossing a single street on the level. Bills for this undertaking, and for leasing the line in accordance with the terms of the agreement, will be submitted for the approval of the shareholders at a meeting to be called for that purpose.

The Scottish Central and Caledonian lines being about to be opened, a continuous line of railway communication will be completed from this line to Glasgow, Edinburgh, and London. With all these railways in full operation, the directors expect that the traffic on this and the local lines of the district cannot fail to be increased to an extent fully equal to the expectations entertained of it.

The report was unanimously adopted, thanks were voted to the chairman, and the meeting separated.

STATE OF TRADE.

(From the *Manchester Examiner* of Saturday.)

MANCHESTER.—During the last few days our market has not continued to exhibit those systems of improvement which were anticipated at the beginning of the week. Business has been comparatively quiet, and very low rates have been in many cases submitted to, considering the late upward tendency in cotton. The better feeling prevalent a few days ago has been somewhat checked by the heavy failures in London announced in our last publication, and by the intelligence received yesterday and to-day of several stoppages in Glasgow. The confidence which was gradually beginning to revive has unfortunately received a temporary shock, and during the week considerable distrust and uneasiness have again been exhibited. The effect has been to make sellers more cautious, and transactions have, consequently, been a good deal curtailed during the last few days. The Greek houses continue to operate in goods suitable for their markets, but with much caution. In yarns there is no alteration to notice. Prices remain steady, but the business done has been limited. In shirtings for the eastern markets some few transactions have taken place, at rates fully as low as any that have been accepted for the last few months.

ROCHDALE.—The market has been flat, and but little business transacted.

HALIFAX.—The piece hall has been but thinly attended, and not much business done. The yarn trade is also in a very languid state, as, in consequence of the frost, there is nothing doing for export.

HUDDERSFIELD.—The market has been decidedly better, and there is every appearance of improvement throughout the district. New designs in checks and stripes, of good quality, are principally in request.

LEEDS.—The opening markets of the new year are seldom very brisk, nor have those of the present year been an ex-

CONFIRMATION OF THE BISHOP OF MANCHESTER.

On Saturday last the election of the Rev. James Prince Lee to the new Bishopric of Manchester was formally confirmed by the Archbishop of the province. The proceeding took place in St. James's Church, Piccadilly, where a citation of opposers had been published on a previous day. An unusual interest was manifested on this occasion, and a number of persons were present; among whom we observed the Rev. Mr. Marriott, of Oriel; the Rev. Ernest Hawkins, and other clergymen and gentlemen. It had been rumoured that Mr. Gutteridge would attend and object to the person elected, and there seemed to be much curiosity with regard to the method and the success of so extraordinary a step—a step not quite unprecedented, however, because it appears that in 1628 an objection was made to the confirmation of Dr. Mountague, who had been promoted to the see of Chichester, and who was opposed by one Jones, charging "Popery, Arminianism, and other heterodoxies, for which Dr. Mountague's books had been censured by the Parliament," but the exceptions were overruled on the ground that they were not offered in due form of law, and particularly that they were neither given in writing, nor signed by an advocate, nor presented by any proctor of the court.

The proceedings commenced at 11 o'clock, when the Litany was read by the Rev. John Jackson, the rector of St. James's. That service being concluded, the court was formed in the body of the church, near the top of the middle aisle, where a table and chairs had been placed. Sir J. Dodson, Master of the Faculties, and Dr. Burnaby, Vicar-General of the Archbishop of Canterbury, took their seats at the head of the table; and Dr. Addams and Dr. Twiss appeared as advocates for the Dean and Chapter of Manchester and the bishop elect. Mr. F. H. Dyke, principal registrar of the province of Canterbury, then read the license of the Archbishop of Canterbury, allowing the Archbishop of York to confirm and consecrate the new bishop anywhere within the province of Canterbury; and afterwards a commission from the Archbishop of York, whereby, after reciting that he had received letters patent from the Queen, commanding him to confirm the election of the Rev. J. P. Lee to be bishop and pastor of the see of Manchester, his Grace gave power and authority to Mr. G. H. Vernon (his Vicar General), Dr. Burnaby, Sir H. Jenner Fust (Official Principal of the Arches Court of Canterbury), Dr. Lushington (Chancellor of the Diocese of London), and Sir J. Dodson, or any or either of them, to confirm the election accordingly, so far as it should appear to them that it was rightful, &c.

Mr. R. Townshend, proctor for the Dean and Chapter of Manchester, then handed in Her Majesty's letters patent, and presented the Rev. J. P. Lee to be confirmed; and proclamation was made for opposers by an officer as follows:—"All manner of persons who shall or will object to the confirmation of the election of the Rev. James Prince Lee to be bishop of the episcopal see of Manchester, are now to come forward and make their objections in due form of law, and they shall be heard."

Mr. GUTTERIDGE, who was standing in the aisle, immediately said, "I am an opposer, and object to these proceedings."

Sir J. DODSON. What is your name?

Mr. GUTTERIDGE. Thomas Gutteridge.

Where is your residence?—I live in Cannon-street, Birmingham.

What is your profession? I am a surgeon.

Do you mean to object to the confirmation of the Lord elected Bishop of Manchester?—I do.

Have you your objections drawn up in what purports to be due form of law? Yes.

Sir J. DODSON. Let me see them.

Mr. GUTTERIDGE. The first is a protest against the proceedings of this day, "I, Thomas Gutteridge, a member of the united church of England and Ireland, do protest against the proceedings of this day, for the confirmation of the Rev. J. P. Lee, Bishop elect of Manchester, on the ground that it is unlawful to proceed to such confirmation elsewhere than in the province of York, and also on the ground that due and sufficient notice and publicity have not been given of such intended confirmation."

Sir J. DODSON immediately intimated that the protest could not be entertained.

Mr. GUTTERIDGE. I have also articles to present.

Sir J. DODSON. By whom are they signed?

Abbell, B. B.,
afe, Henry Sir
Campbell, Rev.
anmore, John
Chambers, Montague, esq., q.c.
Cocks, Thomas Somers, Esq.
Cooley, Samuel Norman, Esq.
Copeland, Thomas, Esq., F.R.S.
Cotton, John, Esq.
Courtney, William, Esq.
Crum, Alexander, Esq.
Currie, Raikes, Esq., M.P.
Currie, George Wodehouse, Esq.
Currie, Leonard, Esq.
Cust, Capel, Esq.
Davies, John, Esq.
Reynolds, John, Esq.

M.P.
Ure, Alexander, Esq.
Venables, Henry, Esq.
Walton, Henry Haines, Esq.
Wardell, Charles, Esq.
Warden, Francis, Esq.
Watson, John, Esq.
Wheeler, Henry James, Esq
Whiteman, John Clarmont, Esq.
Wigram, Edward, Esq.
Wilson, Mr. Alderman
Wood, Hugh, Esq.
Yates, John Ashton, Esq.

All persons desirous of promoting the interests of this much-needed institution, by becoming stewards on this occasion, are earnestly invited to send their names to the Dinner Committee, at the Board Room of the Hospital.—June 16, 1848.

effectually, which was accomplished. The new adventurers are to pay 2,000*l.* for the materials.

"St. Austell Consols Mine.—At a special general meeting of adventurers, held on the 30th of May, the accounts were examined and passed, showing a balance in favour of the adventurers of 24*l.*; a further call, to the extent of 2*l.* per share, is to be made, to give the mine an additional trial. At present the working has been unsuccessful."

The business of the week in mining shares is thus reported:—

"The mining share-market is assuming a better aspect, and buyers of North Roskear, North Pool, East Wheal Rose, and Seton have appeared. Wheal Mary Ann is represented as having improved, and several shares have been done at an advance. The reports from the East Tamar Mine are gratifying. For Great Rough Tors a demand has existed during the week, and several transactions have taken place. Transactions in the following shares have also been concluded—viz., South Basset, Wheal Seton, South Wheal Francis, East Wheal Rose, Great Rough Tor Consols, East Tamar, Herodsfoot, Mary Ann, Keswick, West Wheal Treasury, Gwinear Consols, Tregorden, Tamar, Trehane, Cwm Erfin, Devon and Courtenay, Trelawny, Trethellan, &c. In foreign shares there has been some business in Bolanos, St. John del Rey, United Mexican, Asturian, Australians, &c. Despatches have been received from the Alten Mines. They represent the property as being in an improved condition, and report new discoveries."

The report of the Liverpool cotton-market for the week shows great dulness, and a decline in some descriptions of ⅛d. per lb.

June 17 1848 1848

RAILWAY INTELLIGENCE.

ARBROATH AND FORFAR RAILWAY.

The annual meeting of this company was held on Monday at Arbroath, Mr. W. T. L. Carnegie in the chair.

The report stated that the line was leased to the Aberdeen Railway Company, who were put in possession of it on the 1st of February last, and were now working the line in connexion with the portion of the Aberdeen Railway opened for traffic. The cost of the railway, including working plant at the commencement of the lease, was stated to be 211,848*l.* In consequence of the heavy engines required for the traffic, the old rails were found to be too light, only weighing 48lb. per yard, while rails of 65lb. were necessary. It was agreed between the directors of both companies to allow a year for the completion of the alterations, ending 1st of February, 1849, when the additional cost will be added to the above amount, and the guaranteed annual rent of 5¼ per cent. be paid for the current year, commencing on the 1st of February last, upon the cost already ascertained. After the 1st of February, 1849, when the cost shall have been fully ascertained, the guaranteed rent will be payable on the full amount expended, and for all future years, provided it does not exceed the sum of 250,000*l.* The accounts from the 15th of April, 1847, to the 1st of February last, showed that the revenue amounted to 10,281*l.*, and the expenses to 5,253*l.*, leaving a disposable balance, including 32*l.* from the last account, of 5,040*l.* After paying the guaranteed dividend of 5 per cent. on the company's guaranteed stock of 40,000*l.* up to the 1st of February last, 1,600*l.*, the directors recommended a dividend at the rate of 3 per cent. per annum on the other stock, amounting to 2,863*l.*, leaving a balance of 577*l.*

It was likewise proposed, to meet the additional expense occasioned by the heavy rails being used, and other charges, to borrow 30,000*l.*, the Aberdeen Company agreeing to pay 4 per cent. upon this additional capital.

The report was unanimously adopted and the latter proposal agreed to.

After which thanks were voted to the chairman, and the meeting separated.

WISHAW AND COLTNESS RAILWAY.

At a special meeting of this company held on Thursday at Glasgow, the draughts of two bills were approved for enabling the company to make a deviation, and to improve certain portions of the line, and to sell the railway to the Caledonian Railway Company.

CHARTIST LITERATURE.—At no former period has there been so great an amount of wretched trash in the shape of doggrel verses and other forms of print in circulation among the working classes of the West Riding of Yorkshire as at the present time. These compositions mostly appear without printers' names, and are not unfrequently of the most obscene and disgusting, as well as of violent, character; and the magistrates of Bradford have resolved to put in force the law against the nuisance. On Friday an Irishman, named Thomas Fleming, who had been hawking a kind of song called, "The Bradford Spy," holding up one of the police to popular hatred, and concluding with the sanguinary wish, "May our tyrants soon lie in one wide bloody grave," was committed to the House of Correction for a month as a vagrant; and, the printer of the doggrel composition having been discovered, the magistrates advised the officer against whom it was directed to proceed against him.

		5		5 — 4¼ dis.		3¼
		6		3⅜ — 3½ dis.		
		16		1¼ — ⅝ dis.		
		8		⅝ — ¾ dis.		
Do. Oswestry		16		8 — 7½ dis.		
Do. New		1		1 — ¾ dis.		
Do. 8 per cent. Preference		8		2¼ — 2⅜ pm.		
Shropshire Union		4		2¾ — 2¾ dis.		
South Devon		45		2⅜ — 2¾ dis.		1¼
South Staffordshire		6¼		3⅜ — 3½ dis.		18 19
South-Eastern		33	2 4	24 — 24½		
Do. No. 1		24		10 — 9 dis.		
Do. No. 2		22		11 — 10 dis.		
Do. No. 3		25		10 — 9 dis.		11¾
Do. No. 4, Thirds		8¾		3 — 2¾ dis.		
South Wales		23		15 — 13 dis.		
Thames Haven Dock and Railway		17¼		13 — 12 dis.		
Windsor, Staines, & South Western		9½		.. — ..		11
Wilts, Somerset, and Weymouth		35		16 — 14 dis.		
York, Newcastle, & Berwick		25		31½ — 32¼		
Do. original Newcastle & Berwick		25		29¼ — 30¼		
Do. Extension, No. 1, York and Newcastle		15		2 — 2½ pm.		
Do. No. 2, Newcastle and Berwick		10		1½ — 1⅝ pm.		
Do. G. N. E. Purchase or Preference		8		⅜ — 1½ pm.		9
York and North Midland		80		67 — 69		
Do. Preference		10		3 — 3½ pm.		
Do. East and West Riding Extension		26		6 — 7 pm.		11½ 1
FOREIGN RAILWAYS.						
Boulogne and Amiens		20		6 — 6¾		6¾ 6
Central of France (Orleans and Vierzon)		16		12 — 8 dis.		
Dutch Rhenish		7¼		7¼ — 6⅞ dis.		
Louvain à la Sambre		6		6 — 5½ dis.		
Luxembourg		7		6¾ — 5⅞ dis.		1
Namur and Liege		18		15½ — 14⅜ dis.		
Northern of France		10		5½ — 5¾ dis.		4¼ ¼
Orleans and Bordeaux		6		4⅜ — 4½ dis.		
Over Yssel		4	3 4	3 — 2 dis.		
Paris and Lyons		11		8½ — 7⅞ dis.		2⅝
Paris and Orleans		20		22 — 24		
Paris and Rouen		20		15½ — 16½		
Paris and Strasburg		8		6¾ — 5⅝ dis.		
Rouen and Havre		27		7½ — 8¼		
Sambre and Meuse		20		3¼ — 4		
Tours and Nantes		8		7 — 6 dis.		
West Flanders		8¼		8¼ — 8 dis.		

LIVERPOOL, June 17.

STOCK-EXCHANGE.—The sales to-day were:—Birkenhead, I shire, and Cheshire £31 flate Chester and Birkenhead, 5 per cent), ditto, £22, 8½ dis.—East Lancashire, Preference, ½ pm.—Great Nort 9¼ dis.—Lancashire and Yorkshire, fifths (late West Riding Unio dis.—London and North-Western, new quarters, 1 c. ¾ pm.— fifths, c. 5 pm.—Manchester, Sheffield, and Lincolnshire, quarte dis.—Midland, 100½—ditto, halves, 6¾ c. ½ dis.—North Stafford 2¾ dis.—Shrewsbury and Hereford, c. 41 3 dis.—South-Eastern Dover, c. 24.

MANCHESTER, June 16.

STOCK-EXCHANGE.—The sales this day were at the following pric Lancashire and Yorkshire £32 Extensions, 6¾ dis.—ditto, (West R Union), £20, 3¼ dis.—ditto, Preference 6 per cent., ¼ pm.—Manch Sheffield, and Lincolnshire, 9⅜ dis.—South-Eastern and Dover (I at £100), No. 4, 2¾ dis.—Whitehaven and Furness, 10¼ dis.

BIRMINGHAM, June 17.

STOCK-EXCHANGE.—There was little alteration in the market pric yesterday. Transactions took place in several local lines of railway the only positive sales announced were North Staffordshire, 2¼ Shrewsbury and Birmingham (A), 93s. 9d. dis.—ditto (B), 62s. 6d.

LEEDS, June 17.

STOCK-EXCHANGE.—As usual on Saturday, very few shares have sold to-day. The following are the prices quoted in the official li East Lancashire, new, 7¼ dis. cum new——ditto, New Preference, ters, 2s. 6d. pm.—East and West Yorkshire, 9¾* 10 dis.—Great North £9 3s. 9d. £9 4s. dis.——Lancashire and Yorkshire, Preference (gu toed 6 per cent.), 3s. 9d. pm.—Leeds and Thirsk, new, 21¾ dis.—N British, thirds, 42s. 6d. dis.

The following was the amount of business transacted yesterday:— Lancashire, quarters, 1⅛ dis.——ditto, New Preference, quarters, 2 pm.—Great Northern, 9 c. £9 1s. 3d. 9½ dis.—Lancashire and Yorks West Riding Union, 7s. dis.—ditto, Preference (guaranteed 6 per c 4s. 6d. pm.—North British, thirds, 41s. 6d.

* Guaranteed full interest.

YORK, June 16.

STOCK-EXCHANGE.—The sales to-day were at the following pric Great Northern, £5 18s. 6d.—North British, thirds, 18s. 9d. 19s. York, Newcastle, and Berwick (original Newcastle and Berwick), ditto, G. N. E. Purchase, 9¼.

EDINBURGH, June 16.

STOCK-EXCHANGE.—The sales this day were at the following pric Dundee and Northern Junction, £1 15s.——Edinburgh and North Newports, £8 7s. £8 6s. 6d. £8 6s. £8 6s. 6d. £8 6s.—Great North £5 17s. 6d. £5 17s.—North British, £22 5s.—ditto, quarters, £5 0s. ditto, thirds, £2 9s.—Scottish Midland £19. Edinburgh Gas, £47.

GLASGOW, June 16.

STOCK-EXCHANGE.—The business transacted to-day was as follow Dundee and Perth, £27—Glasgow, Kilmarnock, and Ayr, £73—N British, thirds, £48 6s. £49. Miscellaneous.—West of Scotland change Investment Company, 23s.—Caledonian Banking Comp £4—North British Bank, 64s.

The sales yesterday were as follows:—Edinburgh and Bathgate, —Glasgow, Kilmarnock, and Ayr, halves, No. 1, £8 1s.—North Bri thirds, 47s. 6d. 47s. 9d.—ditto, new quarters (scrip), 4s. 6d.—Scot Central, £25 North British Bank, 60s. 62s. 62s. 6d.

The following was the amount of business transacted on Wednesd Dundee and Perth, 27½—Edinburgh and Newport, 8¾——Edinburgh Perth, halves, 4s. 6d.—Glasgow, Kilmarnock, and Ayr, 73¾—G halves, No. 1, 8⅝—ditto, halves, No. 2, 1⅛—Great Northern, 9⅛— land, £101—North British, thirds, 47s. 47s. 3d. 47s.—Scottish Cen £25. Miscellaneous.—West of Scotland Exchange Investment C pany, 23s.—North British Bank, 60s.—City of Glasgow Life Insura 42s.