Biographical Sketch
of
James Brounport
Armourer
to the
Breadalbin Fencibles, &c.
By his son
W. J. Brounport.
May, 1852.
Biographical Sketch of James Bondfoot, Amonas, &c.

In the vicinity of the village of Methven, Perthshire, the name of Bondfoot was formerly common, comprising 2 distinct branches of families. Of the Frigal branch, James Bondfoot was the proprietor of a small estate in Methven, and a man of sober, careful, and industrious habits. His wife's name was Frigal Chapman, and they had an only son. She father lived to be pretty well up in years, and on his death-bed is said to have declared, "I'm as wise as Solomon, quo I know I'm leaving my effects to a fool." It is certain that Peter, quo that was the son's name, proved a very capricious person. Anxious to rise in the world, he embarked in various schemes without judgement, and got involved in pecuniary difficulties. When 60 years of age, he married a Tayside woman of the name of Margaret Elder, the daughter to the minister of Methven. At this period, Peter Bondfoot was following the business of a brewer upon his own premises, but not according to his expectations, he sold out his patrimony, and turned cattle dealer. In this, too, he was unsuccessful, and continued to sink till all his money was gone. Shortly after selling his property, he left Methven, and went into Tayside, but finally settled in Edinburgh, where he died in great poverty, leaving 3 children, James, Jean, and Alexander, all very young. She mother then removed to her relations at Skelmorlie.
in Fife, where the children were brought up. James, the eldest, and the subject of this sketch, was born at Methven, in October, 1773. The earliest accounts represent him as looking after the cattle on the estate of land owned by his uncle, a man named Christie, adjoining Stathamglo; and he is further represented as of a sprightly disposition, but prone to mischievous pranks on young children, particularly girls. It appears he was a turn to them, and that he took great delight in inspiring this feeling to see them run a-way. At a proper age, he was bound apprentice to a weaver of the name of Pat, in Stathamglo. Weaving was then, and is still, the chief support of the poor inhabitants of this part of the country, and their work is furnished from Dundee and Glasgow. This trade, however, accorded ill with the feelings of the lad, who was forced to it against his will, and the consequence was continual quarrels with his employer, which however, terminated generally with Mr. Pat, who deemed dreams of turning his apprentice into a weaver of adread. After some 2 years desistence he grew so unmanageable that his mother and master were bent on to be what could be done. But complaints were laid before them, while James sat and listened patiently to the conclusion. He then related on the ill-treatment he had received, particularly from the Miss, or whom he spent such a show of abuse that the master could 'stand it no longer.' In a rage, he ordered he should his apprentice out of the house, "never to enter it again." This was only what the apprentice wanted. He to his loom, a window opened upwards, and, on getting the word of command
to save time going round by the door, he pulled open the window, and jumped out, rejoicing in being a free agent once more. Unpersuaded he may have been, but the treatment he received so allowed to have been very improper, and this little bit of spirit rather created a feeling in his favor throughout the village. Of the immediate succeeding history of James Pendarves it is only known that he had no regular or constant work, but was frequently employed about smiths and joiner's shops, which shortly accorded more with the bent of his mind. Even at this time printing shops and vers became his hobby. Though quick of apprehension, he was wholly untutored, having never been to school. In company with another young man, named Scott, about a year older, but tradesman and journeyman-like himself, he left Statham's and went to Perth in search of something to do, but they did not succeed and both enlisted into a feasible regiment then lying in the "fair city." As appears from his future correspondence, he was but 19 years of age, with nothing appearance as to be barely admissible.

Few fully launched upon the wild, James Pendarves began to make good use of his leisure time. Following the mechanical bent of his mind he collected tools and applied himself diligently to gun-making. In a private the Dreadnought Fusiliers, for such was the name of the regiment, arrived to Dunfermline, here it lay upwards of 2 years, during which the young donon perfected himself in his adopted business. When about to he sent into Ireland, the situation of lammer became vacant, and Pendarves had the good
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luck to succeed to the office. His knowledge of guns, already known to his
comrades, reached the ears of his superior officers, before whom he was called
at this fortunate juncture; and having given proof of his abilities received
the appointment, which he kept during his brief sojourn in Ireland. It
is stated that a handsome sum, lately made, had no small share in this
promotion; but known that many he, it is not only creditable, but remark-
able that a young man, unable to read a suite, and without having any
apprenticeship, should thus qualify himself to fill important situations.
It is probable he may have derived considerable assistance from his prede-
cessor in office.

In Dumfries, Dumfries became acquainted with and married Ann
Dunmaddie, the natural and only child of Dr. James Dunmaddie, then
in Calcutta. At the period of his marriage he was still short of 22 years.
Immediately after, the regiment was sent into Ireland, where, during the
troublesome times of the rebellion, it continued to hold firm place for the
term of 32 years. These journeys brought him into companies with men
of every county in the British kingdom, where he was accompanied by
his wife, who gave birth to 3 children, the 2 eldest of which girls, were
very

The society he met seems to have been of a very lively de-
scription; his travels too, full of adventure, and altogether leaving a last-
ing and favorable impression on his mind. Fickling to his duties as an
armee, he soon climbed the regimentals, except in field days, and the only
occasion in which he appeared on the battle-field was when the French landed at Kinsale. Even here the action was almost over when the presses arrived.

At the restoration of peace, the regiment returned to Scotland, and was disbanded at Ayr, August 28, 1802, when James Broadfoot went to Glasgow, in search of employment as a gunsmith. On leaving Ireland he had to part with all his tools, being unable to get them conveyed across to Scotland, and in Glasgow trade was not very encouraging. While here, he was offered an appointment as sergeant, and Armourer in the Fifeshire Militia, then about to be raised; and he left Glasgow on the 8th February following, to join this new regiment at Cupar. He had no intention of entering the army again, and accepted this offer, in expectation of going on the peace establishment, at a time when there was no prospect of being called out to service. But it happened otherwise: war was renewed, and the regiment, in the course of events, marched into England, pitching camp successively at Newcastle, Sunderland, Ipswich, Portsmouth, &c. Several years were spent in this series of journeys.

From Portsmouth he wrote the first letter with his own hand to Dr. Duncandie, still in Calcutta. By this time he had greatly improved himself. Previously, however, the want of education had been a great drawback, and he not infrequently mentioned in after-life that he was the father of 3 children before he could read. The times in which he lived were stirring, and to get at much particulars of remarkable events, as
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will as to get initiated into the art of reading, he used to pay a comrade to read the newspapers for him. Applying himself with great assiduity, he eventually conquered this difficulty, and was enabled to do that for others which had been done for himself—that is to read the newspapers. The first edition of Walker's Dictionary came out when he was Island: this he purchased, and never rested till he was taught to pronounce and to know the meaning of every word it contained. Even after this dictionary was at his right hand: and he became not only a good English scholar, but an able literary critic.

In April, 1807, Dr. Dinwiddie landed in England, and opened up a correspondence with his son-in-law, then at Pulwahill barracks in Sussex, with a view to effect the discharge of the latter. It was the doctor's desire to make provision for his grandchildren, and he did not consider the life of a soldier calculated to improve their morals. His son-in-law was no life desire to leave the army, and that in spite for himself, and the assistance which Dr. Dinwiddie was offered was very tempting. The discharge, however, was attended with great difficulty; besides a satisfactory substitute was insisted on, but this was overcome as Broadfoot saved the regiment without "bounty money." He finally got his discharge in the 3rd June following, and immediately left Pulwahills barracks, where the regiment now lay, proceeding direct to London, with his wife and family consisting of 3 children, James, Alexander, and William.
Taking some after he landed at Fife, reached Cupar in Fife, and settled down in business. When last here, the town had no gunmaker, but now he found a firm had started in that line, and what was still up encouraging had got the regimental arms to keep in an old contract. This Pinduff confidently expected to get, and it was the principal reason why he prepared Cupar to Dumfries, in opposition to the wishes of Dr. Dunmaddie. In Cupar, Col. Wemyss took great interest in the gunsmith, but in spite of every effort trade continued very dull; and to add to his troubles long and severe illness afflicted the family, to which his daughter Ann was added January 25, 1809.

For some time previous to this went arrangements were in progress to remove to Dumfries as a place more likely to suit the business of a gunmaker, and on the 10th May, following the whole family, in very good health, started on their journey southward, which occupied 4 days. Two gunmakers were already in the field, and had the militia goes between them by contract; however, in a great measure through Dr. Dunmaddie's influence Pinduff became known to the neighboring gentlemen, and soon found a deal of employment, which was not altogether confined to gun-making. He got tools to make in great numbers and variety; executed orders for turning lathes, steam engines, galvanic batteries, and even electrical machines. Lately much attention had been given to scientific machinery. A quantity of philosophical apparatus, long neglected and out of use.
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in the Dumfries Academy, and on which Dr. Dinwiddie had lectured in former years, was, at the Doctor's suggestion, put into good use by his son-in-law. Several of the instruments, indeed, the latter had never been before. From merely keeping a hint in a chemical work, he lighted up the ware-rooms of Hannah, Dewell, and Reid, with gas, and even proposed lighting the whole town of Dumfries with some material. An aurigen of his own manufacture, if not the very first in Dumfries, was at least the first seen by the great bulk of the inhabitants, to whom it was a remarkable curiosity. Hundreds both in town and country flocked to see and enjoy aurigen practice. In a few words, James Burnesford became quite a philosophic workman, in which he derived so little assistance from the correspondence of his father-in-law.

Dr. Dinwiddie arrived in Dumfries, August 11, 1812, with the intention of spending his few remaining years among his friends, in his native country. The prospects he expected, however, were not realized, and a year afterwards he moved back to London, leaving behind a library of several thousand volumes, chiefly scientific, and an excellent philosophical apparatus, which became the property of James Bondesford. Dr. Dinwiddie survived his return to London, only a few years. He died in the 19 March, 1815, leaving a handsome income of £300 a year to his son-in-law, who now gave up business, and retired to the enjoyments of a country life. Since his arrival at Dumfries, the fa-
nily had been increased by another son, John, born January 1, 1812, and another daughter, Catharine, born May 25, 1816, just after he had settled in the country. Comparatively speaking, he was still a young man, and had almost everything to render life happy. While yet in business he conducted himself with much propriety, but now, with ample means, a large circle of acquaintances, he gave way to intemperate habits. Of a kind disposition, well informed, and full of anecdote and adventure picked up in his travels, his society was much courted; and to avoid intemperance was not an easy matter. His generosity, too, often involved him in pecuniary troubles, which always ended in loss to the family. Notwithstanding this, James Broadfoot lived much respected, and continued to be visited by people of influence and education, for whose amusement he sought experiments in various branches of natural philosophy. Frequently he has been applied to, and successfully, in cases of medical electricity and galvanism; he has even attended at the infirmary, and other places, to render similar assistance, always potentiately. And when the Empress and Maxweltonre Mechanic Institute was started, he kindly lent the greater part of his apparatus and library to aid in its consolidation, till, by its own resources, enabled to supply their place.

On retiring from business, James Broadfoot resided successively at Beechwood, near the Stray; at Poplar Cottage, in Hollywood; at Little-
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hill, in Kirkmahoe, and again in Holywood, at Birkhall. By this time the family was springing up, when it occurred to him to find something for them to do. With this intent, he took the farm-oneside, chiefly as an inheritance for his eldest son James, but generally as a field where all might be useful. This farm was entered upon May 26, 1822. His dispossession for Company, however, remained undiminished, and, no doubt from his habits, his health began to suffer. During the winter of 1825-'6, he was close confined to bed, but in the following summer he so far recovered as to be enabled to walk out apparently as usual. Unfortunately, this was of short duration: a relapse followed, and he continued gradually to decline till the last November, 1826, when he expired without a struggle or even any symptom of pain, in the 54th year of his age. His death was so remarkably calm that it was difficult to say when the moment of departure arrived. He retained his senses to the last minute, and carried to the grave the liberal opinions he was well known to entertain both in religion and politics. Agreeably to his own wishes, he was buried in Holywood Church yard, and his funeral, attended by upwards of 200 individuals, was one of the very largest ever witnessed in that part of the Country. As an evidence of the respect in which he was held, several of the attendants came at great inconvenience from remote districts; one, Robert Shaw,
from Kilkennel, on the borders of Ayrshire. This gentleman, who had
used every exertion to get forward, came only in time to join the funeral
train just as it entered the grave yard.
Doctor Dinwiddie's Watch

When Dr. Dinwiddie was in India, in 1796, he received from Alexander Hare of London, a case of new gold watches on commission from which he selected the subject of this memoir. The price was 27 guineas. On the old verge principle, it moves on 2 diamonds, and are the only jewels. It is capped, has the name of Alexander Hare, London, and is numbered 853.

Becoming the property of the Doctor, No. 853 was set agoging, while its career of usefulness commenced; and so well did it behave that in the space of 7 years it never once stopped. Confined to Calcutta and its vicinity, it moved in a respectable sphere, attending the Doctor's lectures in the College of Fort William, sitting with him on committees in the Asiatic Society, accompanying him to the lines of the Governor General, to cantonments and other important festivals of the Hindus. After a residence of 10 years, it took leave of the burning cliques of India, September 15, 1806, and on board the Sir William Pulteney set sail on its return to England. Spending a few weeks at the Cape, it reached St. Helena, and after coping the line for the 4th time, landed in the Country that gave it birth. It reached its native city, London to find the author of its existence give the way to all living. On the other hand, London ha
greatly improved, and was full of attractions particularly of a scientific nature. Among them, it was regularly drawn to the brilliant exhibitions of Professor Davy, then astonishing the philosophical world.

During the summer of 1808, the gold reigh paid its first visit to Scotland, a country it was destined often and long to reside in. On the present occasion it went by sea to Lith, and divided its time between Edinburgh and Dumfries. At the latter place, it accompanied its master, who had the honor of dining in public with the Presbytery, and on a similar occasion with the magistrates of the ancient burgh.

In Edinburgh, it attended a meeting of great novelty and interest—the national competition on the bagpipes, which took place July 26, 1808. Another voyage to the same localities in Scotland, followed the next summer, returning in a few months, as before, to the metropolis, where its career was one of continued science. It lectured on many important subjects, appearing to have been delivered which 853 did not attend: always three of the Royal Institute, of which Dr. Dinwiddie was one elected a member. In consequence of this, it was put upon committees on many scientific subjects. The greater portion of the months of July and August, 1810, were spent at the fashionable seaside of Margate, from which it returned to London by coach, paying a visit to the ancient Cathedral of Canterbury. Hitherto, the career of 853 may be called one of pleasure and
excursion, but on the evening of June 24, 1811, a startling adventure occurred by which it had nearly parted for ever from its master and fellow traveller. Returning late from a party, the Doctor had just reached his own door, when he was attacked and robbed by 3 men. Singular to relate, from the position in which he was held, the watch escaped, for the bound of footsteps, in a few minutes, caused the robbers to decamp. This circumstance induced the Doctor to purchase and carry a less valuable watch when out after dark; but it was only then, for the subject of this memoir continued to be his Mentor at all other times.

In August, 1812, Dr. Donviddie again went to Dumfries, accompanied by his faithful mentor, and travelling on this occasion by coach, they visited the collegiate halls of Oxford, the musical seat at Pestalozzi, and the manufacturing of Birmingham and Manchester. In Dumfries, it lasted one year, and returned to native London, there to be separated from its first owns and constant fellow-traveller. Dr. Donviddie died March 19, 1815, and No. 853 passed into the hands of James Broadfoot, the Doctor's son-in-law, who brought it to Dumfries, in which vicinity it was now desired to enjoy a quiet country life. The only instance in which it travelled abroad was in 1820, when it accompanied its second Lord, coating it to and from London.

During the proprietorship of James Broadfoot, 853 underwent
Doctor Dinwiddie's Watch

an important change. Some 27 years had tried the outer case so hard that it was deemed advisable to have the works covered with a new case, composed of the old one and additional materials. In appearance, the new case was much like the old one; the chief difference being in the ring which was made round instead of durnal pattern. It was also lighter, but more durable. The alteration was executed through the medium of Macadam, Watchmaker, Dumfries.

When it came into the possession of James Bondfoot, the watch had a massive gold fob chain and several seals; but the chain also became the worse for the wear—was one day lost; and though found again, was never afterwards attached. A plain black, silk ribbon afterwards performed the duties of a chain. Thus, though greatly improved in itself, its 853 was much hindered by its appendage.

James Bondfoot departed this life November 6, 1826. On his death bed, shortly before, he handed the heirloom to his third son, Wm. J. Bondfoot. While living, the father often remarked—"It came by philosophy, and shall go by philosophy." However, his eldest son, James Bondfoot Jr., has got the notion that the watch was left to him by his grandfather, Dr. Dinwiddie. For many years the elder brother made a hobby, but never any serious attempt to get possession of it, which was now established as the property of Wm. J. Bondfoot.

The new owner, a young man just 20 years of age, much devoted
to science, but unacquainted with the world, looked upon the new con-
sciousness with adoration, and his only endeavor was to prove himself a
worthy successor to a relic already famous in the neighborhood. The
monastery of the last 11 years gave way. By coach, the monitor started
for London, September 1, 1828, and returning through Coventry had a
trip at the celebrated "Peping Time." The following year, August 27,
he sailed in the Jane and Margaret, trader, for Liverpool, which was lit-
again on the 6th of November. On returning, it sailed for the first time abo-
a storm called the Counties of Lanark brought it to Whitehaven, and
another steamer, the St. Andrews, to Dumfries. It reached Liverpool
a second time to attend the inauguration of the first railway con-
ferred to public traffic; the event which proved fatal to Tushingham.
On this occasion, he is remembered, 1838 was not in the job of its
own, but that of his brother Alexander, who had continued to benifit
being the fact, the men decided it would also be the last time he would
be separated from his monitor in such condition. Accompanied, how-
ever, by its proper lad, it had, up to 1833, traversed much of the
county of Dumfries and Stewart of Kirkcudbright, visiting for the
first time the towns of Dumfries, Dalry, Mauchline, Castle Douglas,
Kirkcudbright, Newton Stewart, & the wild scenery at the source of the Dee,
the granite graniars at Dalkeith, the ruins of Inverurie, and Coldstream,
Castle, and though last not least, climbing the hills of Cipple.
Wandered amid the ruins of Melrose, Dryburgh, Rochlin, and Dunstaffnage; sailed in the Cave of Fingal, and meditated on the graves of Iona; viewed the falls of Honeyburn and the Greyman's Tail, the rugged scenery of the Rumbling and Braeclin bridges; and stood upon the "Long Bridge of Belfast." This was the first time it ever was in Ireland, and during this tour, for the first time, it sailed on a canal and travelled on a railway.

In the early part of October, just 2 months after its return, No. 853 reached the famous bitter villages Wansbeckhead and Ladell; the former the highest human habitations in S. Scotland, and the latter containing the deepest mine, 133 fathoms. Down to the bottom it went, keeping canal time, both ascending and descending. During the winter which followed, its master became the victim of irregularly intermitting muscular convulsions, which induced him to walk much about for exercise; and on July 9, 1834, he started to spend a month on the seacoast at Ovendisc. Here, 853 visited the fine ruin of Dalkeithman Abbey, and visited Kirkcudbright for the 3rd time. In August, 1835, it sailed on a pleasure excursion, by way of Whitehaven, to Liverpool, and after spending a few days took the railroad to Manchester. Returning again by rail to Liverpool, it sailed for Ayrman, and then got the coach for Dumfries.

Still suffering from the muscular irritations, the owner of
was nevertheless devoting his energies to a very different life than formerly—no leap than a home on the other side of the Atlantic. Having
arrived in London, he started April 4, 1836, reaching it to Edinburgh
while in company with his watch, he had an interview with the cele-
brated Dr. Abercrombie. From Edinburgh, the watch was once carried
by sea to London, and here it got into the possession of the great So-
cialist Robert Owen, with whom its owner had the pleasure of drink-
ing tea. To oblige a friend in Scotland, the journey was extended
through Tunbridge Wells to Battle and Hastings, in all of which pla-
ces 853 had the satisfaction of tick-ticking. Leaving London via
Northampton and Tamworth, it came again to Liverpool, whence it
sailed direct to Dumfries, landing on the 21st.

The long looked for morning June 1, 1836, arrived. On that day
both watch and master bade farewell to Dumfries, and sailed to
Liverpool. From Liverpool in the 9, they sailed in the Carthagin,
and crossed the Atlantic, experiencing all the vicissitudes of calms
and storms. Spending a few days on the busy streets of New York,
853 found its way by steamboat and rail to the busy city of
Philadelphia; and thence farther by rail reached Columbia in the
Susquehanna River. Here, it got aboard a canal boat, which led
to the slopes of the Alleghany Mountains. Over these mountains it
was carried by a team of horses and horses to John's
Town, where the rail was again changed for the canal, which in turn brought it to the smoking city of Pittsburgh, at the head of the Ohio River. Up to this juncture, it had threaded through beautiful scenery, and had come into contact with the most gigantic wooden structures in the shape of bridges, viaducts, and aqueducts. In the Cataras, an entire new class of steamboats, it descended the Ohio, calling at Wheeling, Parkersburg, Cincinnati, and Louisville. At the last mentioned place, 853, for the first time, came into contact with that most degraded of human beings-a slave. Taking my键盘, it left the Ohio at Evansville, following its master to New Harmony of Social fame, experiencing on the journey to and for the accommodations of an American stage coach—i.e. one moment dancing on rough rails—the next wallowing in deep mud. At P. H. however, it got into the presence of the Own family, with whom its master tea, and spent the evening. Again on the Ohio, and making various, 853 reached the junction where its fan waters are mingled with the turbid torrents of the Mississippi, the Father of Rivers. Steaming now the mighty Mississippi, it eventually arrived at St. Louis, the me-plus-ultra of its American travels. Entering the market, hir, born of slaves, it found black men exposed to sale.

From Evansville to St. Louis, the owner of 853 had been accom-
pand by his youngest brother, but now they parted; the latter to Po-
ria in Illinois—the former down the Mississippi, back again to Louisi-
ana. The watch crossed the Ohio to Jeffersonville, in Indiana, and
after a long stage ride through prairie and forest, arrived at Indian-
polis, the capital of the State, September 1, 1836.

Sitting down as draughtsman to the chief engineer of
Indiana, the pages of 1853 found its service of great value in regu-
lating office time. For upwards of 3 years, only one journey of im-
portance occurred in the summer of 1837, and that was to the city of
Madison on the Ohio, where its course met, and saw for the last time,
his brother returning to Scotland. During so settled a life, known
the gold rush ranged the neighborhood round for miles; in-
frequently spent days in the legislative hall during debates; occa-
sionally attended governor's livers, 4th July rejoicings, State and presiden-
tial elections, camp meetings, etc. It lived through boiling sum-
mers, and through winters with the cold in the 20 degrees below zero.

Towards the close of 1839, the grand system of internal
improvements in Indiana came to a stand, and this with other
circumstances, induced the owner of 1833 to prepare for his return
to England. Leaving Indianapolis then, as early as 4 in the morn-
ing, Dec. 25, 1839, master and watch started by stage, and next day at
From reached Launneburg on the Ohio. There an unfatiguable resi-
occurred: in an awkward moment the stage resumed the journey to Cincinnati, leaving the 2 companions behind, and what was more, separating them from their property. The only alternative was to wait a steamboat upward, and one arrived next day, but alas! it was in a bottom state, rotten in bottom, and entering passengers were cautioned not to come on board. Resolving, however, to run all risk, master and watch jumped aboard, reached Cincinnati, and found the boxes all right, but some before articles gone.

Leaving it from Cincinnati, 853 reached and left Whiting on December 3, crossing the Allegheny mountains in a stage coach, to Steubie—thence by rail to Baltimore, which was reached as early as 3 in the morning of the 6th. By rail, again, it started at 9 A.M. reached Philadelphia, and eventually New York at 11 P.M.—being thus in the space of one day in the 3 largest cities of the Union.

After 9 days residence in the Empire City, 853 set sail in the Liverpool steamer, and encountered one of the most violent storms that we lashed the Atlantic in rage. Two of the men were thrown down from above—one smashed on deck—the other into a wild ocean, where long and painful exertions were made before he was secured. But worse than this—an inflated fireman actually jumped overboard, and floating awhile, sunk, never to rise again. Even more disturbing—it was the lot of 853 to approach a vessel with
revised ecos, almost a total wreck, destitute of provisions, and only 3 exhausted men left of the crew. Auspiciously they inspired assistance but received none: the Captain of the Liverpool would not risk the lives of his own men, and sailed on to the Azores, where he was compelled from the want of coal and the state of the ship. At Foyal, 4 days elapsed, during 3 of which 853 was a slave, wandering about the strange island, and among its strange people—descendants of the Portuguese; but resuming the voyage it was in 8 more days landed in Liverpool, January 11, 1840. On the 15th it was put ashore at Carlisle, and by coach reached Dumfries, where many former friends smiled to see the familiar face once more.

Spending thus a few months among old acquaintances, he travelled north, sailed back to Liverpool, on its way to the metropolis. The great North Western Railway was now opened, and along this line it was wheeled for the first time. In reaching London its owner had important business—a settlement with his trustees; and circumstances induced him to visit his natal county, Kent, which gave 853 an opportunity of seeing the ancient Cathedral of Canterbury and the celebrated Castle of Dover. A few months only passed when it was rolled back to the great shipping port of the Downs, and thence by way of Dunman to Dumfries.
A lasting home in Dumphries, was however not the destiny of 1853, which early in January, 1841, was once more threading "the crowded streets of busy London." Its owner was now prosecuting his claims against his trustees, one of whom had become a bankrupt. During the interval, he became a surveyor and draughtsman in the office of an architect, which brought him into contact with the country houses for miles. For the space of 4 years then, the wanderings of the gold rush ceased, and there were confined to the streets and vicinity of the enormous city, in every part of which it continued to tick-tick. During this time, not to speak of long residence, it had been many important places, and had attended many important occasions. With its present owner it has enjoyed the prospect from Richmond and Wimbledon hills, has rolled down Greenwich Park, and seen the penitents die both at Chelsea and Greenwich; has visited Westminster Abbey and St. Paul's Cathedral, and gazed from the top of the Duke of York's Column; has been to Derry Lane and Court Garden, spent months in the British Museum, and feasted in the Royal Academy, in the East India, United Service, and Lincoln's Inn Museums; has been in the Polytechnic and Adelaide Galleries, in the Armouries of the Tower and Greenwich Pavilion, has listened to Peel, Home, and Cun- well in the House of Commons, and to Wellington in the House
of Lords: has studied in the Gardens of New, and been lost in the
maze of Knole Park: has reminisced among the tombs of Knole
Park, Highgate, and bouncing, passed through the Thames Tunnel,
and sat upon Whittington’s Stone.

Having got his business settled, the owner left the metropolis
July 13, 1844, once more for Dunmore, journeying on this occasion by
sea to Newcastle, where for the first time both he and his companion
were landed. Having seen the peculiarities of the place, and hew
up and down the famous stairs, they departed by rail to Carlisle,
and thence by coach to Dunmore, in the vicinity of which a perma-
nente residence was now anticipated. But it was not to be so. On
the 26 March, the following year, it sailed once more for the busy port
of Liverpool, where something like a fixed abode at last arose in view.
I proved to be a number of years, varied only by occasional ple-
asure excursions chiefly in the neighborhood. It took, besides, a run
to see the friends about Dunmore, and for the first time paid a
visit to Hull, travelling on both occasions by rail. On the 29th
July 1848, it also sailed for both Wales, landing for the first time in
the Principality. It was inside the Britannia Tule, not yet completed
and upon the great Suspension bridge at Menai. While on the latter,
gazing at the vast depth below, it was ticking on the top mast of a
vessel, in full sail, passing underneath.
Soon after it became the property of its third master the
gold vase was content to be suspended by a silver guard, which
was stolen on the homeward journey from America. Reaching
England, another silver guard was attached, and continued till
May 1, 1848, when one of gold was substituted, as being more in
harmony with the watch itself.

At the sick beds of both its former possessors 853 had taken
and seen them laid in their graves; and it was now about, ap-
parently, to perform a similar office to its present owner, who in
1849, became the victim of long and dangerous illness. During
this period, he was removed to Hull, and altogether was upwards
of 2 years confined to bed with no hope of recovery given up.
Still his end was not yet come. He began to recruit, walked
about in cutchis, and with the faithful monitor round his neck
was carried to the sea coast of Lindsey, at Cleatham. Residing
here for a short time, 853 returned with its master to Hull, and
eventually to Liverpool, October 18, 1851, after one year's absence.

Great as some of the voyages of the gold vase had been,
a greater was yet in store, and was never dreamt of till with
in a few weeks of its commencement. The startling news which
now arrived from Australia actually influenced the possessors of
853, and induced him, a poor cripple as he was, to risk an d—
venture to the regions of gold. Of course the companions of his travels could not be left behind, so they went aboard the SS Britain, which sailed August 21, 1852, on her first voyage to the Antipodes. In the largest ship either of ancient or modern times, 853 again crossed the line, and again called at St. Helena. On this occasion, it climbed the celebrated Jacob's Ladder, and stood by the grave which has rendered the island immortal. Sailing on, it again called at the Cape, October 10, and for the first time ascended the summit of Table Mountain, after a terrible struggle to its own, which, however, eventually gathered strength thenceforth.

Thus far, the voyage had behaved well, but leaving the Cape and sailing due west the face of the rising sun, it fell rapidly behind, being unable to continue against fate. It was therefore allowed to rest in peace till the voyage terminated in Hobson's Bay, December 12. Landing next day in Melbourne, it seemed a delight, not a bit the worse of a month's sleep. Owing to the disorganized state of society, however, it became the cause of much uneasiness to its people, whose attachment to the unwearied monitor and constant companion was now more than ever cemented. It was in short regarded with an anxiety never before deemed necessary.

Unable to procure employment the owner, after some months' experience of Melbourne, decided on visiting the diggings, in the company
of some associates; but what to do with 853 was the source of great solicitude till it was fixed in the deep Ann-put. In this position, silent and unknown to all the world, it sailed January 31 to Geelong. Starting next morning, and after a most distasteful journey of 4 days through primeval forests, it reached the famous gold fields of Ballarat, witnessing scenes unknown in former ages of the world. Eight days terminated the visit, and back this ship of fortune it found its way to Geelong, sailing thence to Melbourne which it reached after an absence of 17 days. Escaping from its hid ing place, it once more resumed its duties, counting the silent moments as they pass.

After vain endeavors, and when about to return to England, the owner of 853 was at last successful in finding employment. In the latter part of April, he entered on his duties as dragoon man, and 853 to regulate the office hours as formerly. Sailing now in Melbourne, it lost no opportunity, however, in scouring the country round with its mast in botanizing along the strange catties or picking up shells on the sea-shore. Matters went on quietly enough till April, 1853, when the owner of 853 was thrown into an awkward scrap by the strange conduct of his employer deserting the office, which was eventually broke up. The strange man, indeed, vanished for a time, leaving behind many victims.
including his two confiding drooghtenmen; and at last 2 months elapsed before the business was settled. In the mean time 253 accompanied its owner on a 16 days excursion into the Parish of Benwick. Excepting the journey to Ballarat, this was the longest since the first arrival in Melbourne.

Again out of employment, the owner of the verge was about engaging his passage for England, when he accepted an appointment in the government service, at a distance in the country. Having laid his companion to keep, bottled in a bag, but state attached to his person, he started, via Williamstown, across the open unsheltered plains to Glenmore, some 40 odd miles, westwards of Melbourne. In this beautiful wilderness a large body of pioneers were busy locating roads, railroads, etc. The party to which he was attached was in time transferred to Mt. Blackburn to lay out the country there into farms and townships. On the same journey the camp was successively to Gundale, Kooyminnum, and again to Glenmore, in which there were several stations: first to Ballown and then via Bacchus Marsh and Bullarto to Gippsland and some other stations. Moving thus from one wilderness to another in a country not only beset by bushrangers, but where all society was mere a life delicits with thieves and scoundrels, the owner of 253 deemed it his duty to look carefully after his charge, which followed from...
station to station unknown to all but himself. At an early period it was wound up in a bag formed from an eel’s skin, and was always buried in the ground or otherwise hidden. In this manner it dragged out an ignoble existence for nearly 12 years. It never now accompanied its owner in his private excursions—thrusting the most romantic of creeks, exploring mountain recesses, and climbing every elevated summit within range. Even for several days in succession they have been separated sometimes 70 or 80 miles apart; and its future has often been the subject of serious reflection should any unfortunate casualty befall the owner. On one occasion indeed when returning from a visit to the Blackwood Diggings, he met with a sad and painful accident, which at the time seemed to be the last. Lonely, powerless, and suffering from exasperating aphy he yet thought upon his fellow traveller sleeping all unconscious in the dust many miles away.

In 1857, the owner, greatly improved in health and a little in purse, determined to leave the Australian shores in the same vessel which had brought him hither—the Great Britain, then on her 4th homeward voyage. Leaving the Camp near Gibbon, he started at the unseasonable hour of 2 in the morning of May 14, for Melbourne, and never before with a mind so agitated.
his gold revenge, he had on his person about £80 and other valuable property, and the road before him was the most famous in the annals of bushranging. At one moment it seemed as if it was all up with him, and his mind was not at rest till daylight came. All known, turned out well: he reached Melbourne, and on the 21st following went on board the Great Britain. Still wrecking, with days evening, 853 set sail, and moving towards the rising sun, it passed the opposite meridian on a day which has no place in the calendar: it was neither Sunday, May 31, nor Monday, June 1, but a day between the two. On the 24th, it reached the latitude of 59°, being 2 degrees further north than it ever had been before. Doubling Cape Horn, it re-joined the line for the 6th time, spent several days at the island of St. Vincent, and having completed the circumnavigation of the globe, landed in England, one month August the 22nd, after an absence of 5 years and a day.

Having been on 2 years' watchship, 853 was now brought out to the light, and put into the hands of William of Elliot Steel, who set it going with a new face and new hands, the former bearing a strong resemblance to the original. Though upwards of 60 years of age, it was as brisk as ever, and as true to the duties imposed on it.
Remarks of different watchmakers through whose hands 853 has passed.

Monro, London. Upon May 19, 1843, the mainspring broke, and I was recommended to this tradesman, who had springs of 3 different qualities. I purchased one at the middle price; but on examination, he said—"this is too good a watch to put in a secondary article." He strongly advised me to get one of the best springs, valued 7/6. Stating me it would be the cheapest in the long run, and that he would uphold it for 7 years. I agreed to this, and the same spring lives, nearly 15 years afterwards, keeps 853 in motion.

Richardson, Liverpool. In 1843, this tradesman claimed 853. When I went for it, he said—"That watch has never been "abused." Being desirous to know something of its history, I gave him a few particulars, when he observed again—"There's "not many such watches made now a-days."

Middlet, Liverpool. This was a watchmaker, but a stranger, I once met in a bar parlor. Speaking of watches—"he was "in the habit of looking at mine, and observed—"It's a good old watch "and has been well taken care of." He also added—"If the same "care continue to be taken, it will he going long after you are "in the grave."
William, Liverpool. When last put into William's hand, after my return from Australia, I asked if he thought it was not getting too old to be of much longer service, observing at the same time it was over 60 years of age. "It's likely to go for 60 years more, and not be done then," was the reply.

W. J. Townhead
January, 1858.

Returned to Liverpool, this great seal of commerce became the general residence of 853, which, however, occasionally visited old and new associations. Upon Sept. 1, 1857, it sailed for Tampico, landing there for the first time; and for the first time reached and spent the night in Yucatan. His owner had a letter and parcel from Australia which brought him into this out-of-the-way spot, which otherwise, in all probability, he would never have seen. Hence by way of Yucatan, it got to Yampi, after an absence of 8 years. On this occasion, the master ventured among the scenes and friends of early life like one risen from the grave, where, in reality, he was believed to be. Even in so short a period, great alterations had taken place. He had no relations there now, while some intimate friends were dead, and others left for war, but each in the state of human
society which is ever on the change. Though embracing the length of six, the visit lasted only a few weeks, when 853, retracing the steps by which it left, was again taking in Liverpool.

The next important journey occurred December 26, when it went to London by the Great Western R.R. from Birkenhead. The chief object was the Crystal Palace at Sydenham, and in this delightful retreat, where it had never been before, it spent one entire day. Before leaving London, its owner had an adventure with 2 sharpers, who tried cunningly enough to take him in; and no doubt would willingly have carried off his gold ring, but he was too wide awake, and they, eventually, found themselves taken in to the extent of one glass of ale, at least. Having secured this, the master left them to practice on some greater subject.

Returned to Liverpool. 853 accompanied its owner, shifting from one lodging to another till August 10, 1858, when he became for the first time a householder. March, the following year, saw him also a horse owner, and his mind at rest on a subject which had greatly taken up his attention. Shortly after he commenced the study of photography, finding 853 a useful assistant in fixing the time. During this year also, it paid 2 visits to Dumfries, August 2d, and November 29, gone
and returning all the way by water. On the first of these occasions it ventured out to Brennac, the residence of its second owner, when he retired from business in Dunphre. A few months after its last return to Liverpool it took up its residence, permanently, at Le Blythe, Everton, the property of its master.

At this period, the master commenced his career, a work he had long in view—An Investigation of Dampier's Travels in connection with the Chinese embassy of 1792. The year 1860 was chiefly devoted to this purpose, and 853 accompanied him in all his inquiries, till the work was brought to completion, and published. Before this, however, could take place, a journey to London was necessary, which occurred December 10. It then sat with its master in the spacious reading room of the British Museum Library, and also accompanied him to the Royal Observatory at Greenwich, to call on the Astronomer Royal. The journey was extended to Cambridge, where 853 spent one night, and met relatives of its master unseen for 9 years.

For the first time in the possest of its present owner, 853, on December 9, 1860, sat in the jury-box of a Crown's Court: on July 9, 1861, it was in the crowd when Blindin made his first appearance, wheeling blindfolded a man on the tight rope. August 17, it accompanied its owner to give his first vote in a county election:
And 3 days after, was with him on board the Great Eastern, the greatest ship by far of ancient or modern times. Upon August 26 it started on yet another journey to Carlisle and Dumfries, returning as it went by rail; and upon October 2, it went up to London, pausing on to Tonbridge Wells—spending upwards of a week in visiting the town of Tonbridge, all the surrounding villages, and places of attraction.

Resuming its Stationary at 1 Blythe Street, 853 was, April 12, 1862, suddenly called on to go once more to Dumfries. W. Dinwiddie the friend and relative of its owner, in Liverpool, died in a fit, and was then removed for rail to be buried with his father in the Church-yard of Comwall. The travelling watch was then once more on the spot where its original owner, Dr. Dinwiddie was born.

In August the same year (1862) the master began his collection of English shells, as a healthy and amusing recreation. This led him to visit the neighborhood everywhere round Liverpool for miles, always accompanied by his ever-failing Monitor to give notice how time fled. When the cold, short winter days put a stop to these journeys, the traveller remained at home devoting their time to the composition of a rhyming dictionary to spite the one in his occasional musings.

Early in the spring of 1863, the sea-side recreations were re-
The month of May produced 3 important events. On the 6th, the gold vein went to Chester races, emerging for the first time the famous river Dee, and travelling all round the famous rampart of this ancient city. On the 24th, it made its second voyage to the suspension and tubular bridges over the Menai straits, and on the 28th paid its first visit to the rapidly rising watering place of Southport. Exactly 4 weeks after, the same travelling inland on foot and back by the sea coast.

The recreations of summer ceased, and winter came round when sun and strange occurrences happened. On December 5th, a peculiar trouble attacked the owner, lasting something like 3 weeks. This was a muscular affection by which he was unable to raise his arms; and as he was unable put the guard chain round his master, his master, 853 in consequence was allowed to remain lying in bed. He scarcely had this singular affection ceased when the 2 companions encountered a most unexpected adventure, being no less than thrown down by the violent hurricane of December. The owner only, however, was slightly injured. In April following (1864) another strange occurrence took place - the master being actually struck stone-dead, and unable of course, to hear the beat of his faithful servant though pressed to either ear. Fortunately, this sad state of things did not last longer than 16 or 12...
days, and welcome, indeed, was the sound of 853 when it again became manifest. In capital health through the summer, the two companions resumed their town and country excursions. As regards distance, only one occurred of any importance, and that was on the 8 September, when they sailed and landed for the first time at the new and fashionable watering place of Llandudno. The Great Ormehead was then climbed, and high on the top—there was 853 teething while its master enjoyed the wide prospect around.

Beyond the ordinary excursions in and near Liverpool, the only others standing out in relief, in 1865, were the first visit to Meopham, in E.Wales, June 20, and the second visit to Southport, July 27. On the former occasion, though 853 was as lively as a cricket, it was otherwise with its master, who looked in vain for Meopham after he had landed there.

Up to the close of 1865, 853 has undergone the following alterations or repairs. In December 15, 1859, the mainspring fixed by Thomas of London broke after the long period of 16 years and 9 months. The spring which followed lasted only 4 years and 3 months, though equally expensive. Such was the difference. A link in the movement chain broke January 22, 1864, though a speck of moisture which had got inside and united.
small mishap occurred October 27, 1865, by which one of the diamonds became loose. But these trifles put right, 853 returned to duty, and tilled away as if nothing had occurred.

When writing the concluding sentence as above, I little dreamed the history of 853 was about to cease. On the contrary, I was anticipating a brilliant future, and had arranged, in my life time, at least, that the old traveller should visit numerous places famous in the history of this country. I expected it to be my companion to the graves of Shakespeare, Newton, and Burns — to Stirling and the Cumberlend lakes — to climb with me the Peak of Derryveagh and the lofty Snowdon. Excursions were also projected to the Isle of Man; our was Ireland, and even France overlooked; but, alas! the only new locality we were destined to see together was the handsome modern town of Pyle in W. Wales. This we reached May 22, traveling to and fro by rail. Only 14 days after, Saturday the 26, we parted company and forever. On the evening of that ill-starred day, I wandered out as I most infrequently did for an hour's amusement on the streets, and passing through the Old Town Market. My attention was drawn to a group of people surrounding a man selling pictures. While gazing on the pictures, I felt something like an electric shock at my heart, and looking down saw the guard chain hanging loose.
And the watch gone. In a state of great excitement, I seized the only individual on a portiere to commit the theft, and said the alarm bowling out "police"; but no police came, nor would any one lend a helping hand. The time becoming long, I got tired of office and let go my grip, believing however the fellow would help his grand, as he coolly denied having the watch, and expressed himself willing to be searched by a policeman. As soon as I let go them he holstered, followed by the crowd, was shouting "Stop thief." Still no one tried to stop him, and he escaped into a lane that called Spitalfields. Information was at once lodged at the Detective office, Dale Street, where I offered a reward, and paid for the printing of bells to be distributed among pawnbrokers. This matter settled, I wandered home with a sorrowful heart, while a policeman in plain clothes was sent upon the trail. Soon after midnight the villain was captured, but he had no watch, nor could any trace of it be discovered. On the Monday, I attended the police office first to identify the prisoner, whom I picked out from among some 8 others, and secondly to give my evidence before the Magistrate. The case was remanded to Monday last to see if the watch turned up, but it did not. A further remand then ensued, with no better success, till Thursday last. Then the prisoner, who gave the name of Charles Mitchell, was
committed for trial. In the mean time, attempts continued to be
made to trace out the whereabouts of 853, but all to no purpose.
One rumour maintained that it was purchased by a well-known se-
con of stolen property, the keeper of a pawnshop frequented by this
but there was no evidence to lay hands on. Another rumour was that
853 was sold to a Jew, who melted down the cases the very night of
the robbery. In these inquiries, time fled with painful anxiety
till I received a summons to attend the Sessions in Monday July
23. Upon that day, the prisoner, Charles Mitchell, was arraigned;
and though he pleaded not guilty, the jury without hesitation
found him guilty. Sentence was deferred to see whether the villain
would yet confess, but he would not. On the 25 he received "If you
final amendment," he proved, in that, to be a returned convict. This
conclusion for ever the history of 853.

W. S. P.