

built with a single track, and is constructed of the iron edge-rail, supported by cast-iron chairs on stone blocks and stone sleepers, resting on stone foundation walls. A second track is commenced and laid about five miles." This second track was not so expensively laid with stone foundation walls, as it was found that the frost would not heave the sleepers so much as was feared. All of the stone blocks and stone sleepers have now been removed, being replaced with wood; but many of them may yet be seen lying by the railroad side between Boston and Lowell. The rails were not of the now universal "T" pattern, but what were called "fish bellies," because they were wider perpendicularly in the middle than the ends where they rested on the chairs; they were of iron and weighed only 35 pounds to the yard and broke easily. The first locomotive used on the road was built in England and named the "Stephenson," and, among other peculiarities, had the plates on the side of her fire-box *welded* instead of riveted. The first passenger car was an open one; covers were soon provided, above which was a chaise-top for the conductor, who was the lookout, and carried a silver whistle to blow as a signal, which however could hardly be heard when the train was in motion, on account of the force of the wind. The engines had no cabs, and the engineer and fireman were exposed to all the extremes of weather.

"The Merchants' and Traders' Guide," before quoted, also contains the following interesting notice in connection with the above: "Before the starting of the cars, stages leave Nos. 9 and 11 Elm Street, and City Tavern, Brattle Street, and call at almost any part of the city for passengers, and take them to the depot free of charge. Arrangements have not yet been made, though they are in progress, for the conveyance of merchandise, but there is a private car attached to the train for the purpose of conveying small quantities of merchandise. Probably this was the forerunner of the modern express company."

The Boston terminus was then at the foot of Lowell Street, where the freight-house now is. In 1857, the present site of the station on Causeway Street was occupied, and the present costly and commodious depot, 700 feet long, having a frontage of 205 feet, with a train-house having an arch with a clear span of 120 feet without any central support, was occupied in 1874. The spot upon which it stands is made land, and the Blackstone Canal which formerly crossed Boston along the line of the street of that name, intersected Causeway Street near this point, that street being originally what its name implies, a causeway with water on either side. The writer's father has told him he had often seen vessel's jib-booms extending over that street, the water allowing them to be moored by its side.

#### A SIGNIFICANT FACT.

The Boston and Lowell is now a double-track road as far as Nashua, (and the Concord Railroad, constituting a part of the through line, is double-tracked to Concord,) and, including all its branches and leased lines, is in the best possible condition as regards the road-bed, bridges,