

other." This is a small amount of freight and number of passengers to us, but for that day indicates that great business activity had begun in eastern Massachusetts. It was evident that something must be done speedily, and certain enterprises in England and other parts of this country attracted their attention and directed their efforts.

In 1827, a road three miles in length, with rails of wood covered with iron, was opened from the Quincy granite quarries to the Neponset River, and successfully used with horse-propelling power. This same year another similar road, nine miles in length, was opened among the coal mines of the Lehigh region in Pennsylvania; and, in 1829, the Delaware & Hudson Canal Co. constructed a third railroad. All of these were operated either by gravity, animals, or stationary steam engines, and were for freight transportation only. The latter company, hearing of the success of Stephenson in moving loads of coal in England on a railroad, sent an agent there, who purchased a locomotive steam engine named the "Stourbridge Lion," which was tested on their road at Honesdale, Penn., August 8, 1829, "which was, without a shadow of doubt, the day the first locomotive turned a driving wheel upon a road on the American continent."

The Massachusetts Legislature of 1829 had ordered a survey, at State expense, to ascertain the practicability of a railroad between Boston and Lowell. It was made by Mr. James Haywood, and his report transmitted to the Legislature by Gov. Levi Lincoln on Jan. 1, 1830. The previous October, Stephenson had made his successful experiment with a locomotive steam engine on the Manchester & Liverpool Railroad. All these movements had been closely watched by those interested in the Lowell "Locks and Canal Co.," and on Jan. 18, 1830, Patrick T. Jackson, Esq., requested Kirk Boott, Esq., agent, to call a meeting of the directors, by whom he hoped a meeting of the "proprietors" would be called, and he states that his "object is to draw the attention of the proprietors of that stock to the project for building a railroad from this place (Boston) to Lowell." The directors' meeting was the 22d and the proprietors the 27th of January, at the house of Mr. Jackson, No. 22 Winter Street, Boston, when the first step was taken for the organization of a company to build the Boston & Lowell Railroad. The project was strenuously opposed by the owners of the Middlesex Canal, but the Legislature of that year granted a charter, giving the company the exclusive right to railroad transportation between Boston and Lowell for thirty years, which rights the courts afterwards sustained them in asserting. The road was so well located and built that there was no grade over ten feet to the mile, except at the overhead crossing of the Fitchburg Railroad in Somerville, and all the curves are wide and easy.

A copy of "The Merchants' and Traders' Guide and Strangers' Memorandum Book for the year of our Lord 1836," says: "This road was opened for public accommodation on the 24th of June, 1835, [the Providence road was opened June 11th, and the Worcester, July 4th, of the same year,] and its cost thus far exceeds \$1,000,000. The road is