

and Horace Binney as his associates, he projected a railroad from Philadelphia to Harrisburg and Pittsburgh, which resulted in the incorporation of the Pennsylvania Railroad Company, twenty-three years before the present corporation was chartered. In 1826 Colonel Stevens built at his own cost the first steam locomotive that ran on rails in America. This engine was furnished with a sectional boiler of high efficiency, and coursed upon a circular track laid within a few hundred yards of the present Stevens Institute. This was three years before Horatio Allen ran the "Stourbridge Lion" at Honesdale, Pennsylvania, and nearly four years before Stephenson won his prize with the "Rocket" at Rainhill in England.

About 1829, Colonel Stevens conceived a bold project, which, duly modified, forty years afterward was developed as the elevated railroad system of New York. He sketched a scheme for a railway starting from the Battery, and proceeding along Greenwich or Washington Street, to a suitable spot opposite Castle Point, Hoboken, and from an elevated structure there to cross the Hudson River upon a high bridge made chiefly of Manila hemp, supported by several piers. The track was to be "supported on pillars of stone, iron, or wood, placed near the curb stones, and elevated about ten or twelve feet above the pavement." After crossing the river, the railway was to proceed over Bergen Hill to the Little Falls of the Passaic River. The real objective point was Philadelphia, and thence to Washington. Stoves were to be erected on the bridge, and a supply of pure water was to cross with it—brought from Little Falls.

It was not in this bold project, but in ordinary railroad-ing, that Colonel Stevens was to engage. Less ambitious than the proposed line from Philadelphia to Pittsburgh was a scheme requiring comparatively small outlay, to provide a short railroad which should complete a steam route be-