

Merton M. Wilner; *Niagara Frontier: A Narrative and Documentary History*. Vols. I-II. (Chicago: The S. J. Clarke Publishing Co., 1931), Vol. I, p. 401.

#### RAILROADS, TELEGRAPH, AND EXPRESS

The project of a railroad to connect with the East suffered inevitably from the business collapse of 1836, but as times improved it was revived, and on January 8, 1843, the Buffalo & Attica line was opened—31.36 miles long.

This was the last of seven independent roads by which passenger and freight might be maintained between Buffalo and Albany. Samuel M. Welch has given an interesting description of travel by this route. He writes:

As late as 1845, I arrived in Buffalo one evening at 10 o'clock, 36 hours from Boston. I was travel-stained, begrimed with dust and smoke. I went directly to my barber's to be renovated. Those there present wished to know where I had come from. I told them I had just arrived from Boston, having left there the previous day. I was disbelieved.

No sleepers nor drawing-room cars then. . . . At that time the ordinary passage from Buffalo to Albany was 24 hours, changing cars and baggage and trains at Rochester, Auburn, Syracuse, Utica and Schenectady. On arrival at Albany the cars were let down the hill by cable with stationary power. There being no railroad down the Hudson, passengers had to change again for the boat, reaching New York the second day at sundown.

Mr. Welch affirms that more than once, when he had missed a train, he overtook it by the speed of his own feet. It was usual, when a train stopped by a woodpile, for passengers to get out and help load the tender. People slept sitting upright in uncomfortable seats, or they might stop in Syracuse, prolonging the journey to 36 hours.