

the cars drawn by horses in about an hour and a quarter. From the head of the plane, about a quarter of a mile from Schenectady, the company were conveyed in carriages to Davis's Hotel, where they were joined by several citizens of Schenectady, and partook of a dinner that reflected credit upon the proprietor of that well-known establishment.

"Among the toasts offered was one which has been verified to the letter, viz.: 'The Buffalo Railroad—may we soon breakfast in Utica, dine in Rochester, and sup with our friends on Lake Erie!'

"After dinner the company repaired to the head of the plane, and resumed their seats for the return to Albany. It was an imposing spectacle. It was a practical illustration of the great preference for this mode of travel and conveyance. The American locomotive started with a train of five cars, containing nineteen or twenty persons each, besides the tender, and never did 'Brother Jonathan,' as it was familiarly called, perform the trip in more beautiful style. It came down with its train in thirty-eight minutes, being at the rate of nineteen miles an hour, the last six miles were performed in fourteen minutes. The cavalcade with horses came down in sixty-eight minutes."

From the favorable impressions which Samuel Swartwout obtained on that occasion of the advantages of railroads to facilitate travel and the transportation of freight, he was stimulated to take an active part in the organization of several companies to operate and maintain lines of railway extending from the city of New York. In the act, passed on April 17, 1832, to incorporate the New York and Albany Railroad Company, he was one of the organizers of it, and named as one of the commissioners to open books to receive subscription to the capital stock. The company, as provided by the act, was empowered to construct a single, double, or treble railroad or way between the cities of New York and Albany, and to extend the same to the city of Troy. In the act to incorporate the New York and Erie Railroad Company, passed April 24, 1832, he is also named as one of its incorporators.

He was highly influential in promoting many of the interests of the city of New York during the period of his service as collector. In the celebration of national, state, and municipal anniversaries, he was frequently induced to act as chief marshal of the military and civic processions of such occasions. He was a popular man on committees. As printed in the city newspapers, his name appears first of the persons named to act as a committee to welcome the return of Washington Irving to America, at a banquet given at the City Hotel on Wednesday afternoon, May 30, 1832: Samuel Swartwout, Ogden Hoffman, Peter G. Stuyvesant, Samuel Verplank, William Beach Lawrence, Charles L. Livingston, Charles Graham, Thomas L. Ogden, Thomas R. Mercein, Thomas W. Ludlow, William Kemble, Edward W. Laight, M. C. Paterson, Myndert