

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1833

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All data subject to correction and change

- Jan. 1, 1833 Philadelphia & Trenton Railroad awards contract to build entire line to Richard Morris of Philadelphia. (MB)
- Jan. 1, 1833 First six miles of Lexington & Ohio Railroad open from Lexington with horse power. (RRH)
- Jan. 1, 1833 Carroll County, Ohio, created from parts of Columbiana, Harrison, Jefferson, Stark and Tuscarawas Counties with county seat at Centreville. (Long)
- Jan. 5, 1833 Effingham County, Illinois, fully organized with county seat at Ewington. (Long)
- Jan. 7, 1833 Accident on the NC&F; a spark from a southbound locomotive sets fire to the baggage car, destroying most of the passengers' belongings; Horace Binney and John Sergeant lose all their clothes, and \$60,000 begin conveyed by an agent of the Bank of the United States is stolen in the confusion. (Hone - may be 1/14)
- Jan. 7, 1833 Illinois Canal Commissioners recommend a portage railroad between Lake Michigan and the Illinois River instead of a canal, as Chief Engineer James M. Bucklin's estimates are \$4.1 million for a deep cut water level canal, \$1.6 million for a canal at a level 8 feet above Lake Michigan, and \$1.05 million for a railroad. (Putnam)
- Jan. 9, 1833 William D. Lewis and Thomas Stockton of NC&F present petition in Dover to increase fares, abandon the turnpike, buy steamboats and obtain a local monopoly of cross-Peninsula traffic south of Wilmington. (Holmes)

- Jan. 9, 1833 Danville & Pottsville Railroad Board authorizes application to Girard Estate to lease up to 500 acres of Girard coal lands. (MB)
- Jan. 10, 1833 City of Philadelphia passes an ordinance for building the City Railroad from the terminus of Philadelphia & Columbia Railroad at Broad and Vine Streets down Broad Street to Cedar (South) Street; John C. Trautwine (1810-1883), engineer. (Rept, Scharf)
- Jan. 1833 Rochester Canal & Railroad Company completes a tramroad from Rochester to Carthage, 4 miles, with a self-acting plane descending to the navigable part of the Genesee River. (Peck - verify)
- Jan. 1833 Maj. B. F. Stickney arranges with Otis Hathaway of Lockport, N.Y., to plat the town of Vistula on the Maumee River below Port Lawrence. (Waggoner)
- Jan. 16, 1833 Executive Committee of Joint Board appoints Robert L. Stevens and Edwin A. Stevens Superintendents of Camden & Amboy Railroad. (MB)
- Jan. 16, 1833 Camden & Amboy purchases steamboats and other assets of Union Line Stage & Steamboat Company for \$149,096 (AR says began op. boats of Union Line 1/1/33); fails to come to terms with rival Columbian Line, which demands \$200,000 payment for "goodwill" alone; Columbian Line then continues to operate boats and stages as the "People's Line" in competition with the railroad.
- Jan. 18, 1833 New Jersey Railroad appoints committee to negotiate with Essex & Middlesex Turnpike for laying track on it or buying its stock. (MB)
- Jan. 18, 1833 Seat of Alexander County, Illinois, changed from the house of William Alexander to America. (Long)
- Jan. 18, 1833 Illinois act authorizes a state road from Peoria to Galena. (Rice)
- Jan. 20, 1833 Rogers, Striker & Co. begins running stage from Reeves's ferry at Camden to Bordentown, spending the night at Burlington; connects with Camden & Amboy for South Amboy and steamer *Cinderella*; fare \$4.00.
- Jan. 20, 1833 Benjamin Fish (1785-1880) runs the first horse-drawn freight car over the Camden & Amboy Railroad from South Amboy to Sand Hills (Yardville), where the freight is transferred to wagons for Philadelphia. (Woodward)
- Jan. 22, 1833 Steamboat *Trenton* begins operating between Philadelphia and Bordentown in connection with the Camden & Amboy Railroad. (Scharf)
- Jan. 22, 1833 Delaware passes supplement to NC&F charter granting it a local

monopoly between the Christiana River and Appoquinimink Creek for 20 years; in return, NC&F must take state's \$25,000 stock of Chesapeake & Delaware Canal and pay 6% dividend on it and pay a ½% tax on capital; can buy steamboats and raise fare to 10 cents a mile and abandon turnpike. (PL)

- Jan. 24, 1833 Freight service begins on Camden & Amboy; operated by firm of Hill, Fish & Abbe (Union Transportation Line) under contract; first freight carried in three cars, each drawn by one horse; Benjamin Fish drives first car, John Fine the second, and Edmund Page the third; at Sand Hills, transferred to wagons and delivered on Philadelphia wharf by sunrise next morning. (Fish)
- Jan. 25, 1833 New Castle Manufacturing Company incorporated in Delaware by Thomas Janvier, James Couper, Jr., James Rogers, James Smith and Charles I. du Pont; it builds a foundry in 1834 and becomes an early locomotive manufacturer. (Scharf)
- Jan. 25, 1833 Wilmington, Del., incorporated as a city. (Scharf)
- Jan. 28, 1833 Danville & Pottsville Railroad Board authorizes application to Legislature for subscription of \$300,000. (MB)
- Jan. 28, 1833 New York, Providence & Boston Railroad organized. (NHCorp)
- Jan. 30, 1833 Remonstrances are circulating in New York City against the New York & Harlem Railroad occupying the principal streets, particularly Broadway. (Hone)
- Jan. 31, 1833 Future Lehigh Valley Railroad Pres. Elisha Packer Wilbur (1833-1910) born at Mystic, Conn.; son of Henry Wilbur and Eveline Packer, daughter of LV founder Asa Packer (1805-1879). (BioEncycPa)
- Jan. 31, 1833 Supplement to the charter of the Winchester & Potomac Railroad increases the amount of the state's subscription from one-fifth to two-fifths, which becomes the standard amount that Virginia takes in internal improvement companies. (PL, Kean)
- Early 1833 New York *Journal of Commerce* arranges to run a private express rider between Philadelphia and New York in order to obtain news from Washington in advance of other papers; this draws protests of unfair competition with the regular mail. (HistRyMail)
- Feb. 4, 1833 Schuylkill Navigation Company Pres. Joseph S. Lewis secures a warrant and seizes the Fairmount toll house from the City of Philadelphia and begins installing a larger outlet lock. (Blake)

- Feb. 5, 1833 Maj. J. J. Abert reports to the War Dept. on the survey of the Monongahela River up to Brownsville, Pa. (Rept)
- Feb. 5, 1833 *National Intelligencer* of Washington complains that the Post Office has put on a separate express mail to carry the exchange papers between New York and Philadelphia only, leaving those going beyond to other cities to the regular mail. (HistRyMail)
- Feb. 6, 1833 J. Edgar Thomson presents report on survey for unbuilt extension of Delaware Division Canal from Bristol to Philadelphia run in fall of 1832. (CC)
- Feb. 7, 1833 Josiah White of the Lehigh Coal & Navigation Company prints an address to the Legislature justifying the high rates charged on coal on the Lehigh Canal because of the lack of a general freight traffic. (CLJones)
- Feb. 11, 1833 Delaware & Jobstown Rail or McAdamized Road Company incorporated in N.J., to build a railroad or road for hauling timber and firewood from New Lisbon in the Pine Barrens through Jobstown to the Delaware River. (PL)
- Feb. 11, 1833 Lycoming Coal Company incorporated in Mass. by Thomas H. Perkins, Edmund Dwight, Patrick Tracy Jackson, George W. Lyman of New England, and Elihu Chauncey (1779-1847), Thomas J. Biddle, and William P. Farrand of Philadelphia for the purpose of mining and vending coal; an attempt by the Massachusetts textile magnates to invest in mining, a subject with which they are not familiar; later also incorporated in Pa.; the works will be located at Farrandsville on the West Branch west of Lock Haven. (PL)
- Feb. 11, 1833 Middletown, Ohio, incorporated as a town. (Bartlow)
- Feb. 14, 1833 Philip Hone presides at a public meeting at Tammany Hall protesting the franchises granted to the New York & Harlem Railroad, particularly south of 21st Street; the company has petitioned the Legislature to extend a double track down the Bowery and through Chatham Street (Park Row) and William Street to Wall Street. (Stokes, Greene)
- Feb. 14, 1833 Ohio Legislature tables a bill that would have combined all banks into a single State Bank. (Huntington)
- Feb. 15, 1833 Stockholders of the Boston & Worcester Railroad incorporated in Massachusetts as "The Western Railroad Corporation" to build a railroad from Worcester to Albany, N.Y. (NHCorp, Poor)

- Feb.? 1833 Opponents of the New York & Harlem Railroad publish a pamphlet response to the NY&H's statements and presenting residents' committee's opposition to the railroad occupying the streets below 23rd Street; represent particularly the hackmen, carters and operators of omnibuses. (Pam)
- Feb. 1833 U.S. engineer William Howard makes a survey and estimate for improving the navigation of the Monongahela River with 8 locks and dams as far as Brownsville; however, there is no federal appropriation forthcoming. (StdHistPitts, Crumrine - move up)
- Feb. 16, 1833 Pennsylvania Improvement Act authorizes \$2.54 million permanent loan; to be applied to completion of Philadelphia & Columbia Railroad, Allegheny Portage Railroad, Eastern Division, Wyoming Line, Lycoming Line, French Creek Division and Beaver Division; the loan is taken by Dr. Jesse R. Burden of Philadelphia at a 13.5% premium. (PL, PaArch)
- Feb. 19, 1833 Meeting at Tammany Hall of ward committees appointed on Feb. 14 to oppose the New York & Harlem Railroad's occupation of Broadway; Philip Hone (1780-1851) Chairman. (NYPost)
- Feb. 19, 1833 Franklin Bank of Cincinnati incorporated in Ohio with a capital of \$1 million. (Huntington)
- Feb. 20, 1833 Lykens Valley Railroad & Coal Company lets timber contract for rails. (MB)
- Feb. 21, 1833 Philipsburg & Juniata Railroad receives letters patent; except for Hardman Philips, most investors are New Yorkers, including the Astors. (PaArch)
- Feb. 23, 1833 New York act authorizes construction of the Chenango Canal linking Erie Canal at Utica with upper Susquehanna River at Binghamton. (Sweet)
- Feb. 25, 1833 Ohio Legislative resolution commits the state to build its portion of the Wabash & Erie Canal as a state project or charter a company to build it; the Maumee Valley, heretofore barely populated, is now rife with land speculation and town promotion. (Scheiber)
- Feb. 26, 1833 Iroquois County, Illinois, created from non-county area; not fully organized. (Long)
- Feb. 27, 1833 Maj. John Wilson (1789-1833), Chief Engineer of Philadelphia & Columbia Railroad and formerly of the Camden & Amboy Railroad, dies on board ship in the harbor at Matanzas, Cuba, while attempting to return to Philadelphia to spend his last days with his family. (EncycBioPa)

- Feb. 27, 1833 Whig Elias P. Seeley (1791-1846) elected Gov. of New Jersey by joint meeting, replacing Samuel L. Southard, who was elected to the U.S. Senate. (Sobel, Cushing)
- Feb. 27, 1833 Virginia Legislative resolution calls for surveying a road between Clarksburg and Wheeling. (PL)
- Feb. 28, 1833 Rockaway Association, formed by John Leake Norton, who has purchased all the land that later becomes Far Rockaway and Edgemere, N.Y., and a group of wealthy New Yorkers headed by Philip Hone, Gov. John A. King, banker James Gore King and others, buy an additional tract of land near Far Rockaway from Benjamin C. Lockwood, upon which they will build the Marine Pavilion hotel; the Pavilion is built in the Doric style with a 230-foot front; they are the first to develop the Rockaways as a resort. (Bellot)
- Mar. 1, 1833 Edward F. Gay, formerly Principal Engineer of Juniata Division, appointed Chief Engineer of Philadelphia & Columbia Railroad, replacing John Wilson, deceased. (CC)
- Mar. 1, 1833 Charter supplement authorizes the Philadelphia, Germantown & Norristown Railroad to extend down 9th Street from Spring Garden Street to Vine Street to connect with the City Railroad; power to build a branch through Kensington to the Delaware River repealed. (Scharf - verify PL)
- Mar. 1, 1833 Pa. Legislature passes an act for the abolition of all lotteries, effective Dec. 31; to compensate the Union Canal Company of Pennsylvania, the State issues a loan of \$200,000; however, it is granted in a lump sum, which cannot be divided and sold for cash; the old lotteries have only netted the Union Canal Company of Pennsylvania \$269,210. (AR, Montgomery)
- Mar. 1, 1833 Meeting of cab owners and drivers at Tammany Hall protests occupation of streets by New York & Harlem Railroad; crowd spills out of hall and tears up a piece of track. (Grogan - not found in NYPost or Greene)
- Mar. 1, 1833 Hardin County, Ohio, fully organized and detached from Logan County with county seat at house of William McCloud. (Long)
- Mar. 1, 1833 Branch County, Mich., fully organized; detached from St. Joseph County with county seat at Coldwater. (Long)
- Mar. 1, 1833 Illinois act abolishes the Canal Commission, leaving the state without either a canal or railroad. (Putnam)
- Mar. 1, 1883 Congress passes Henry Clay's Distribution Bill, which calls for the

revenue from federal land sales to be distributed to the states for internal improvements, education and African colonization; it would also guarantee that the tariff would never be reduced below 20%, as it would be needed for revenue in place of the money from land sales; Pres. Jackson pocket vetoes the bill in favor of reducing the sale price of federal land. (Howe)

- Mar. 2, 1833 Pres. Andrew Jackson signs compromise Tariff of 1833 and Force Bill, which permits a president to use the military to enforce the revenue laws; ends threat of Nullification by South Carolina with both sides saving face; the tariff adds worsteds and linens to the free list and provides for reduction of all duties over 20% by removing a tenth of the excess rate at two-year intervals. (EAH, Howe)
- Mar. 2, 1833 Clay and Calhoun forces in the House unite to pass a resolution that federal deposits may remain in the Bank of the United States. (EAH)
- Mar. 2, 1833 Locomotive *Joe Davis* built by Thomas Harris Barlow (1789-1865) and Joseph Bruen (1794-1848) of Lexington makes trial trip on Lexington & Ohio Railroad; used for 17 days only, and line reverts to horse power. (RRH, White)
- Mar. 2, 1833 Act of Congress appropriates \$125,000 for repairs to the National Road east of Wheeling; \$130,000 in Ohio west of Zanesville; \$100,000 in Indiana; \$70,000 in Illinois; \$34,440 in Virginia. (Searight)
- Mar. 2, 1833 Act of Congress surrenders control of the National Road in Virginia to the state. (Jordan)
- Mar. 2, 1833 Act of Congress permits substituting a railroad for the Illinois & Michigan Canal. (Putnam, Smith)
- Mar. 6, 1833 Tioga Coal, Iron Mining & Manufacturing Company (N.Y.) authorized to build a railroad instead of a canal or river improvement from the Chemung River to the Pennsylvania state line in the direction of the Tioga Coal Field. (PL)
- Mar. 7, 1833 Delaware & Raritan Canal Company files survey including feeder from Lumberville to Trenton. (NJCorp)
- Mar. 9, 1833 Maryland act authorizes state to subscribe an additional \$500,000 to B&O to build Washington Branch if private investors subscribe \$1 million; branch stock to be separate from main line; state to receive 20% of gross passenger receipts of branch for 40 years as well as dividends; the through fare is not to be less than \$2.50 without the consent of the state; state to appoint two additional directors; the high fare becomes an obstacle to

travel by the time of the Civil War. (PL, Stover)

- Mar. 11, 1833 Trial runs of the locomotives *Comet* and *Catawissa* on the Little Schuylkill Railroad between Tamaqua and Port Clinton; built by Bury in England; they soon prove too heavy for the strap rail track and are set aside. (Heydinger/RRH 108)
- Mar. 13, 1833 Lykens Valley Railroad & Coal Company contracts hauling of coal to Thomas Elder and Jacob M. Haldeman (1781-1857) of Harrisburg. (MB)
- Mar. 14, 1833 Charter supplement authorizes Baltimore & Susquehanna Railroad to borrow \$350,000; interest, but not principal, to be guaranteed by State in return for a first lien on property. (Digest)
- Mar. 14, 1833 Charter supplement authorizes the Canton Company of Baltimore to hold 3,000 acres of land. (Digest)
- Mar. 15, 1833 Andrew Blair Frazee (1820-1904), future Superintendent of the Camden & Philadelphia Steam Boat Ferry Company, joins the New Brunswick Steam Boat & Canal Transportation Company as part of the crew of the *Napoleon*. (MB)
- Mar. 15, 1833 Western Railroad Corporation incorporated in Mass. to build from Worcester to Springfield. (GrnBk, Bliss – see 2/15)
- Mar. 15, 1833 Worcester & Norwich Railroad incorporated in Mass. (NHCorp)
- Mar. 1833 Postmaster General contracts with mail contractor James Reeside to operate an express mail between New York and Philadelphia to run from Philadelphia to New York in 6 hours, or 15 MPH, regardless of the roads; the mail requires two horses for each trip, which are changed every 5 miles, or 72 horses a day. (HistRyMail)
- Mar. 1833 William P. Farrand manages to ship a small amount of coal from the Lycoming Coal Company mine to Boston; however, 90% of the 7,000 tons mined is lost when arks are wrecked in the Susquehanna River. (Knowles)
- Mar. 1833 Welland Canal opens over its whole length from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. (Aitken)
- Mar. 18, 1833 Baltimore & Susquehanna Railroad appoints George P. De la Roche as Superintendent. (MB)
- Mar. 19, 1833 Pres. Andrew Jackson polls the Cabinet and his advisers on the propriety of removing the government's deposits from the Second Bank of the

- United States, about half its total deposits; only Amos Kendall and Roger B. Taney are in favor. (Howe)
- Mar. 19, 1833 Pa. Legislature appoints a committee chaired by Samuel J. Packer (to investigate the coal trade after complaints against the Lehigh Coal & Navigation Company. (Munsell/Sch)
- Mar. 20, 1833 Somerset & Worcester Railroad incorporated in Maryland to build from Salisbury to a point on the Pocomoke River in Worcester County; not built. (PL)
- Mar. 21, 1833 Seat of Hancock County, Illinois, changed from Montebello to Carthage. (Long)
- Mar. 22, 1833 Maryland authorizes B&O to extend from Point of Rocks to Harpers Ferry, where it is to cross into Virginia and not occupy Maryland shore of Potomac, embodying compromise with the C&O Canal; a Board of Commissioners is to locate the railroad and canal through the Potomac water gaps in Catoclin Mountain, South Mountain and the Blue Ridge between Point of Rocks and Harpers Ferry: B&O is to subscribe for 2,500 shares of the C&O Canal. (PL, Dilts)
- Mar. 23, 1833 Chief Engineer Ephraim Beach and Assistant Lorenzo A. Sykes (1805-1878) make report on surveys for New Jersey Railroad & Transportation Company between Jersey City and Newark and preliminary survey to New Brunswick. (MB)
- Mar. 23, 1833 Superintendent W. B. Mitchell issues a notice to contractors soliciting bids for work on the Philadelphia & Columbia Railroad. (PRRColExpo)
- Mar. 25, 1833 Watermen break West Branch Division Canal banks below Muncy Dam to create a toll-free bypass to the dam.
- Mar. 25, 1833 Select committee of Pennsylvania Legislature, acting with advice of Moncure Robinson, recommends against operating the state railroads as public highways; prefers state-owned locomotives with a single system of management and regulation, preferably by 10-year leases to a single operator; this advice is ignored. (HseJrnl)
- Mar. 26, 1833 Pa. legislative resolution appropriates \$4,012 and orders Columbia Bridge Company to lay track across bridge; company may collect tolls on cars. (PL)
- Mar. 26, 1833 Charter supplement to Tioga Coal, Iron, Mining & Manufacturing Company authorizes construction of a railroad from the Chemung Canal feeder to the Pennsylvania state line. (PL, GrnBk)

- Mar. 27, 1833 Pennsylvania act authorizes \$530,000 permanent loan for public works and \$100,000 temporary loan; the \$530,000 loan is taken by S. & M. Allen of Philadelphia at a 14% premium; they have also acquired the earlier loan from Dr. Jesse R. Burden (1798-1875). (PL, PaArch)
- Mar. 30, 1833 James Reeside & Co. begins operating the Peoples Line of stages between Philadelphia and New Brunswick in competition with Camden & Amboy Railroad; advertised as "No Monopoly." (NYPost) (Lane has Reeside starting as early as 1831? with *New York* on Raritan R - NYPost shows Peoples Line est by 1832)
- Mar. 30, 1833 Pennsylvania act authorizes Philadelphia, Germantown & Norristown Railroad to operate as far as Vine Street (Philadelphia city line), but not using steam power south of Spring Garden Street. (PL)
- Spring 1833 Jacob Tome (1810-1898) arrives at Port Deposit, Md., by a raft from his home upstream in Pennsylvania; he soon enters the lumber business and becomes the town's leading businessman and wealthiest citizen. (portdeposit.org)
- Spring 1833 After four years of poor farming in Springville, Susquehanna County, Asa Packer (1805-1879) travels by raft and foot to Mauch Chunk, where he becomes a boatman on the Lehigh Canal; he expands into boat-building and operating a store; then takes contracts for building sections of canal. (Mathews/Hngrfrd)
- Apr. 1, 1833 Peoples Steam Navigation Company agrees with Chesapeake & Delaware Canal to operate a line of passenger barges at \$10,000 per year. (Holmes)
- Apr. 1, 1833 Stockton & Stokes reduce the frequency of their daily Hagerstown-Wheeling mail coach to tri-weekly. (37 US 524)
- Apr. 1, 1833 Seat of Hardin County, Ohio, changed from the house of William McCloud to Kenton. (Long)
- Apr. 2, 1833 Baltimore & Susquehanna Railroad adopts first operating rules. (MB)
- Apr. 4, 1833 Grand Committee of Pennsylvania Legislature (one member from each county) presents the results of investigations into the conduct of Canal Commissioners. (HseJrnl)
- Apr. 4, 1833 Philadelphia & Reading Railroad Company ("Reading") incorporated in Pa. to build between the two cities along the Schuylkill River. (PL)
- Apr. 4, 1833 Wyoming & Lehigh Railroad incorporated in Pa. by the New Hope group

of Daniel Parry, John C. Parry, Lewis S. Coryell, Joseph D. Murray, plus others, to build from Wilkes-Barre via Solomons Gap to Wright's Creek (White Haven) with a connection to the Beaver Meadow Railroad or an extension to Easton. (PL, Munsell)

- Apr. 4, 1833 Pennsylvania act authorizes Tioga Navigation Company to build a railroad instead and extend it to a connection with the Williamsport & Elmira Railroad. (PL)
- Apr. 4, 1833 Pa. act appropriates \$600 for removing obstructions to the navigation of the Youghiogeny River. (PL)
- Apr. 4, 1833 Haverford School Association incorporated by Gurneyite Orthodox Quakers of Philadelphia and New York, including John Griscom, Samuel B. Morris, John Gummere, Thomas C. James, Thomas Pim Cope, Thomas Kimber, Henry Cope and Charles Yarnall as a men's college for teaching mathematics, science and the Classics in a sectarian Quaker institution; it has purchased a farm on Haverford Road about eight miles west of Philadelphia. (HvfrdCollege)
- Apr. 5, 1833 Canal Commissioners contract for completion of Philadelphia & Columbia Railroad from West Chester Intersection to Columbia.
- Apr. 6, 1833 New Jersey Railroad purchases stock of Essex & Middlesex Turnpike Company from Elias E. Boudinot. (MB)
- Apr. 6, 1833 Rock Cabin & Tangascootack Railroad renamed Tangascootack Coal Company. (PL)
- Apr. 6, 1833 Pa. act appropriates \$1,000 for improving the navigation of the Delaware River between Smithfield Creek and the mouth of the Lehigh River. (PL)
- Apr. 6, 1833 Pennsylvania act appropriates the land of out-of-state corporations; if they discontinue mining within one year, the land will be returned to the individual stockholders in proportion to their holdings; aimed primarily at the New York & Schuylkill Coal Company; the Delaware Coal Company and North American Coal Company, operating north of Pottsville in Schuylkill County may continue operation for three years. (PL)
- Apr. 8, 1833 Pa. Legislative resolution order the Canal Commissioners to investigate the question of damages caused by the Grants Hill Tunnel in Pittsburgh; the tunnel has been replaced by a cut because of slips and falls, with increased property damage. (PaArch)
- Apr. 8, 1833 Supplement to West Chester Railroad charter permits a branch into the Great Valley to reach marble quarries and connect with Philadelphia &

Columbia Railroad east of Downingtown. (PL)

- Apr. 8, 1833 Clause buried in another Pennsylvania act incorporates the Delaware Coal Company and the North American Coal Company for a term of 5 years if they give up their out-of-state charters. (PL)
- Apr. 8, 1833 Lycoming Coal Company incorporated in Pa. by Elihu Chauncey, Matthew C. Ralston, Thomas Biddle, John L. Hodge, Thomas H. Perkins, Patrick Tracy Jackson, Edmund Dwight and George W. Lyman. (PL)
- Apr. 8, 1833 Somerset & Conemaugh Turnpike Road Company incorporated in Pa. to build from Somerset to the canal basin in Johnstown; completed about 1840. (PL, HistSset/Bdfd)
- Apr. 8, 1833 Freeport, Pa., incorporated as a borough. (PL)
- Apr. 8, 1833 Williamsport, Pa. (Monongahela City), incorporated as a borough in Washington County. (Crumrine)
- Apr. 9, 1833 West Chester Extended Railroad Company incorporated in Pa. to extend West Chester Railroad into town; backed by William Everhart, a hotel proprietor on south side of town. (PL, Moore)
- Apr. 9, 1833 Pa. legislative resolutions direct that any state funds be used to meet shortfall in money for Aug. 1, 1833 loan interest; authorizes reimbursing Superintendent William B. Mitchell for \$1,030 spent by him for doctors, medicines and a temporary hospital for laborers on Eastern Division of Philadelphia & Columbia Railroad during cholera epidemic in 1832. (PL)
- Apr. 9, 1833 Eastern Division Canal opens for revenue service between Middletown and Columbia; first boat arrives at Columbia from Reading via Union Canal.
- Apr. 11, 1833 Associates of the Jersey Company appoint committee to arrange for building a new ferry boat, leasing a third ferry boat and taking steps to operate the ferry and local transportation to Newark; to issue \$50,000 in bonds; Robert Schuyler, later notorious as a railroad manipulator and embezzler, is named Superintendent of Ferry; notes that Odgen & Swartwout, the old lessees, were associated with persons hostile to the Jersey City route. (MB)
- Apr. 10, 1833 New Jersey Railroad fixes crossing of Passaic River at Newark's Commercial Dock near foot of Centre Street; authorizes branches up Market Street and Broad Street to Lower Common (Military Park) and south on Broad Street to Elizabeth. (MB)

- Apr. 12, 1833 John B. Jervis appointed Chief Engineer of the Chenango Canal. (Sweet)
- Apr. 13, 1833 New Yorkers elect city officers opposed to granting the New York & Harlem Railroad the use of the streets. (Hone)
- Apr. 15, 1833 Gov. Wolf appoints Robert McCoy one of three Pennsylvania Canal Commissioners, replacing Josiah White resigned. (PaArch)
- Apr. 15, 1833 Through cars begin operating between Belmont Plane and West Chester via Columbia Railroad and West Chester Railroad.
- Apr. 1833 Grading of Philadelphia & Trenton Railroad begins. (SsetMssngr)
- Apr. 1833 Newberry & Dole make the first shipments of food from Chicago: 287 barrels of beef, 14 barrels of tallow, 4,659 pounds of hides, and 2 barrels of beeswax. (CHTaylor)
- Apr. 16, 1833 New Castle & Frenchtown Turnpike & Railroad Company agrees to merge with Pennsylvania, Delaware & Maryland Steam Navigation Company and purchases all its property, including that held by trustees of old Citizens' Union Line. (MB)
- Apr. 16, 1833 New Castle & Frenchtown train hits a cow three miles east of Frenchtown; 9 of 10 cars derailed and overturned; New Castle & Frenchtown then introduces the first system of fixed signals on a U.S. railroad between New Castle and Frenchtown; by Sep. 1833 signal staffs about three miles apart; can transmit a signal from one end of line to the other in three minutes; flags later changed to peach baskets covered with cloth and to colored balls ("highballs") ca. 1837; according to old employees interviewed in the 1890s, the signals were located in the cupola of the New Castle Court House, at Bear station, at Glasgow station, at Walkers Cut and at Frenchtown; signalmen at each station used telescopes to check the next signal; when a train started from either end a white ball was raised, all the other stations then raised a white ball half way; as the train passed the ball would be raised to full height; if the train did not appear, a black ball was raised to call for a relief train. (DelGaz, NilesReg, Watkins, RRGaz)
- Apr. 16, 1833 Romeo & Mt. Clemens Railroad incorporated in Mich.; capital of \$150,000. (PL)
- Apr. 19, 1833 Supplement to charter of New York & Erie amends method of subscription to stock, requiring \$1 million rather than \$10 million to be subscribed before organization; passed over the opposition of the canal interest. (Minor, Mott, PL)
- Apr. 19, 1833 St. Joseph Navigation Company incorporated in Mich. with a capital of

- \$50,000 to improve the St. Joseph River for tow boats from the mouth up to the Indiana state line. (PL)
- Apr. 19, 1833 Future PRR General Counsel and U.S. Attorney General (Isaac) Wayne MacVeagh (1833-1917) born near Phoenixville, Pa.; son of Maj. John MacVeagh and Margaret Lincoln MacVeagh. (WwasW)
- Apr. 22, 1833 James Kennedy Moorhead (1806-1884) appointed Superintendent of Juniata Division Canal. (CC)
- Apr. 22, 1833 Erie & Kalamazoo Railroad incorporated in Mich. to build from Port Lawrence (Toledo) or Adrian to the headwaters of the Kalamazoo River; capital of \$1 million; oldest portion of New York Central system in Michigan. (PL, GrnBk)
- Apr. 23, 1833 Ann Arbor, Mich., incorporated as a village. (PL)
- Apr. 25, 1833 Camden & Amboy Railroad increases service to two round trips for summer. (NYPost)
- Apr. 26, 1833 New Jersey Railroad authorizes construction of a branch from the Commercial dock to intersect the main line at the south end of Broad Street; this became the actual main line, and the plan to run the main line through Broad Street is abandoned; also authorize building main line on Essex & Middlesex Turnpike from south end of Broad Street to Morris Avenue in Elizabeth. (MB)
- Apr. 29, 1833 Utica & Schenectady Railroad incorporated in New York; because it runs along Erie Canal, is barred from carrying freight. (Stevens)
- May 1, 1833 Chief Engineer Ephraim Beach makes a final report on the survey of the New Jersey Railroad & Transportation Company; estimates the cost between Jersey City and Newark at \$290,865 and the whole line to New Brunswick at \$860,235. (Rept)
- May 1, 1833 Camden & Amboy buys Union Transportation Line, employing Hill, Fish & Abbe as agents. (see above! MB says consummated by 4/12)
- May. 1, 1833 Northern Liberties & Penn Township Railroad Board reports it has built a landing on the Delaware River at foot of Willow Street. (MB)
- May 2, 1833 New steamboat *Ohio* built for People's Steam Navigation Company, races Union Line's *William Penn* from Philadelphia to Delaware City; results inconclusive. (Gray)
- May 3, 1833 New Jersey Railroad acquires about 300 shares of Essex & Middlesex

Turnpike Company. (MB)

- May 3, 1833 Committee of John S. Darcy, Thomas Salter and A.W. Corey issues a circular to the stockholders of the New Jersey Railroad & Transportation Company giving an optimistic view of the company's prospects. (Rept)
- May 4, 1833 People's Steam Navigation Company (People's Line) begins rival service between Philadelphia and Baltimore using barges through Chesapeake & Delaware Canal in competition with New Castle & Frenchtown Railroad; uses steamer *Ohio*, Capt. Wilmon Whilldin, Jr., on Delaware and *Kentucky* on Chesapeake; takes 1.5 to 3 hours longer than Union Line, which uses the railroad; Union Line uses *William Penn* and *Robert Morris* on Delaware and *George Washington* and *Charles Carroll* on Chesapeake. (Holmes, Gray)
- May 5, 1833 People's Line cuts Philadelphia-Baltimore fare from \$4 to \$3; New Castle & Frenchtown Railroad cuts to \$2, and People's Line follows. (Holmes)
- May 6, 1833 Thomas M. Pettit declines reelection as Pres. of Danville & Pottsville Railroad, citing other business; salary was also cut to \$500 a year effective May 1; Benjamin W. Richards elected. (MB)
- May 7, 1833 Camden & Amboy Railroad increases service to three round trips; steamboats *Trenton*, *Burlington*, and *New Castle* on Delaware River; *Swan* and *New Philadelphia* on Raritan; baggage now carried in crates to avoid transshipment; also advertises stage connections from Bordentown to Trenton, Princeton and New Brunswick to compete with Peoples Line and between Hightstown and Freehold. (tt)
- May 8, 1833 B&O approves compromise with Chesapeake & Ohio Canal Company; canal to build both railroad and canal through narrow passes between Point of Rocks and Harpers Ferry in return for payment of \$266,000 by B&O; B&O is not to build west of Harpers Ferry until 1840, the date the canal is supposed to be completed to Cumberland. (Digest)
- May 9, 1833 Northern Liberties & Penn Township Railroad rescinds Henry R. Campbell's survey of 1832 and appoints committee to consider a shorter one. (MB)
- May 9, 1833 Future Lines West VP Thomas Doremus Messler (1833-1893) born at Somerville, N.J., son of Rev. Abraham and Elma Doremus Messler. (StdHstPitts)
- May 9, 1833 Chesapeake & Ohio Canal Company approves compromise agreement with B&O. (Digest)

- May 10, 1833 Stockton & Stokes advertise their “United States Mail Line” and “Reliance Line” stagecoaches operating between Baltimore and Wheeling using the B&O as far as Frederick and making through connections for Cincinnati and Maysville by the coaches of Neil, Moore & Co. of Ohio. (BaltAm)
- May 1833 West Chester Railroad begins operating passenger service in partnership with Peters, Tomlinson & Co. as "Union Line" making two round trips. (AR)
- May 1833 Edwin A. Douglas (1805-1859) and Ario Pardee (1810-1892) make the survey for the Beaver Meadow Railroad under the supervision of Canvass White. (Bradsby)
- May 13, 1833 Francis W. Rawle and James Hall of Lancaster County, William B. Norris and Samuel Patton purchase the Freedom Iron Works (forge and abandoned furnace and 18,000 acres) near Lewistown, Pa.; Norris, Rawle & Co. also operate Greenwood Furnace and Rebecca Forge in Huntingdon County. (HistJuniata/Susq)
- May 14, 1833 Floods in Susquehanna Valley put canal lines out of service again.
- May 14, 1833 Future Northern Central Railway Pres. and U.S. Senator James Donald Cameron (1833-1918) born at Middletown, Pa.; son of entrepreneur and career politician Simon Cameron (1799-1889). (CongBio)
- May 15, 1833 Lycoming Coal Company receives letters patent; \$91,000 paid in by Boston capitalists, including Thomas H. Perkins (1764-1854), Patrick Tracy Jackson (1780-1847), and Edmund Dwight (1780-1849). (PaArch)
- May 18, 1833 Camden & Amboy Railroad files revised survey, Camden to South Amboy. (NJCorp)
- May 20, 1833 Danville & Pottsville Railroad Board authorizes sale of 200 tons of iron beyond that already sold. (MB)
- May 27, 1833 New Castle & Frenchtown Railroad introduces second round trip “Evening Line” between Philadelphia and Baltimore; permits travel between New York and Baltimore in 16-17 hours. (Niles)
- May 29, 1833 Northern Liberties & Penn Township Railroad adopts a route leaving Philadelphia & Columbia Railroad, then down James Street to 10th Street, then over to Willow Street and down Willow to the Delaware River. (MB)
- May 29, 1833 Hartford & New York Railroad incorporated in Conn.(NHCorp)

- May 30, 1833 Baltimore & Port Deposit Railroad elects Ebenezer L. Finley as Pres. (MB)
- June 1, 1833 Pres. Jackson removes Louis McLane, who is opposed to removal of federal deposits from Bank of the United States, as Secretary of the Treasury and appoints him Secretary of State; William J. Duane appointed to Treasury, but Duane, a Pennsylvanian, is also opposed to removing the deposits. (EAH - wiki has 5/29 - 6/1 is date Duane took office)
- June 1, 1833 Cornerstone laid for the Marine Pavilion, the first hotel at Far Rockaway, N.Y. (Hazelton)
- June 1, 1833 Conestoga Navigation Company sold at foreclosure to William and Edward Coleman. (Ellis/Evans)
- June 5, 1833 Oxford Railroad receives letters patent. (PaArch)
- June 6, 1833 Pres. Andrew Jackson makes the first rail journey by a sitting president over B&O between Ellicott Mills and Baltimore, having come by carriage on the Washington Turnpike; Jackson is making a goodwill tour of the Northeast where he is lauded for his stand in the Nullification Crisis. (Withers, Howe, BaltAm)
- June 7, 1833 Pres. Andrew Jackson receives Black Hawk (1767-1838) and other Sauk & Fox who are being toured around the East as hostages and delivers a patronizing speech. (BaltAm)
- June 8, 1833 James Reeside's Peoples Line cuts New York-Philadelphia fare to \$1.375 in attempt to compete with Camden & Amboy Railroad. (Lane)
- June 8, 1833 Pres. Andrew Jackson leaves Baltimore on the steamboat *Kentucky* of the Peoples Line via Chesapeake & Delaware Canal; carried by steamboat *Ohio* from Delaware City to Philadelphia, stopping at New Castle and landing at the old Navy Yard. (BaltAm, Scharf - NYPost has the Ohio at NY)
- June 10, 1833 Chief Black Hawk and suite traverse New Castle & Frenchtown Railroad in custody of Maj. Garland bound for New York; Mayor John Swift and the City Councils snub Pres. Jackson and spend their time conducting the Indians. (DelGaz, Scharf)
- June 10, 1833 New York & Harlem Railroad opens on Fourth Avenue between 14th and 32nd Streets with horse power. (GrnBk, RRH)
- June 11, 1833 Chief of Engineers Gen. Charles Gratiot writes to Lt. Richard Delafield telling him he is neglecting the drainage and culverts on the National

Road. (Searight)

- June 12, 1833 Pres. Andrew Jackson travels from Philadelphia to New York via the Peoples Line, traveling from New Brunswick to Perth Amboy on the *New York*; delegation from New York City travels in the steamboats *Ohio* and *North America* to Perth Amboy to escort Jackson to the city, where he is landed at Castle Garden for a reception and parade to City Hall. (NYPost, BaltAm, Hone, Stokes)
- June 14, 1833 Pres. Jackson and VP Van Buren make a side trip to Newark, N.J., returning on the *Cinderella* captained by Cornelius Vanderbilt; they later attend a reception given by the Chamber of Commerce at the Merchants Exchange on Wall Street; Black Hawk and his suite arrive in New York. (Stokes, Stiles)
- June 14, 1833 Schuylkill Navigation Company opens its new alignment through Reading, partly using the natural bed of the river, to avoid leaking in crossing limestone bedrock. (AR)
- June 15, 1833 George Brooke Roberts (1833-1897), fifth PRR president, born at Pencoyd Farm (now Bala), Pa., which his family has held since the time of William Penn; son of Isaac Warner Roberts (1789-1859) and Rosalinda Evans Brooke Roberts (1800-1873); Roberts grows up to be a large man, over 6 feet tall, and befitting someone of Quaker stock, one with a warm and generous disposition. (B&K, MnLnTms)
- June 15, 1833 Directors of Baltimore & Port Deposit Railroad meet those of the Oxford Railroad at Port Deposit to consider formation of through route. (MB)
- June 15, 1833 Pres. Jackson leaves New York by steamboat for Bridgeport, Conn., continuing his tour into New England. (Stokes)
- June 1833 Camden & Amboy Railroad makes the first payment of \$15,000 to the State of New Jersey covering the previous 6 months of operation; first payment under the Monopoly grant. (ARJ)
- June 1833 Robert L. Stevens and Isaac Dripps add pilot or "cowcatcher" supported by own wheels to *John Bull*; serves both to guide locomotive through curves and clear track of obstacles; in order to attach pilot, side rods have to be removed, creating a 2-2-2-0. (White)
- June 1833 Paterson & Hudson River Railroad agrees to use New Jersey Railroad & Transportation Company's line from west end of Bergen Hill Cut (Later Marion Jct.) to Hudson River in Jersey City. (Lucas)
- June 1833 Cornelius and Jacob H. Vanderbilt begin running the steamboat *Water*

- Witch* between New York and Hartford as an opposition line. (Dunbaugh)
- June 1833 Stephen H. Long tests his “Pennsylvania Locomotor” on the Philadelphia, Germantown & Norristown Railroad with bituminous coal. (Scharf)
- June 1833 Having tried being an independent commission merchant at Providence, R.I., Enoch W. Clark again joins S. & M. Allen & Co., exchange brokers, as manager of their Boston office; the business lasts about a year. (Larson)
- June 20, 1833 Heavy flood in the Delaware River. (BucksCoHS:6)
- June 21, 1833 A committee of the Philadelphia City Council, including Richard D. Wood, arrives at Mount Carbon en route to inspect the Girard Estate coal lands at Girardville and the Danville & Pottsville Railroad. (Wood)
- June 23, 1833 A party of 63 settlers from German Flats in the Mohawk Valley led by Samuel Baxter arrives at the present site of Grand Rapids, Mich., originally called “Kent.” (Baxter)
- June 24, 1833 Baltimore & Port Deposit Railroad opens books at Baltimore and Port Deposit. (MB)
- June 24, 1833 *New York Specator* reports active speculation in railroad stocks; values decline in the second half of the year. (WBSmith)
- June 25, 1833 New Castle Manufacturing Company incorporated in Delaware; becomes a pioneer locomotive manufacturer under Edward A.G. Young; continues in operation until about 1859. (Bell)
- June 25, 1833 Steamboat *Kentucky* returns to People’s Line (Chesapeake & Delaware Canal route) service at Baltimore after a new shaft is installed; *Ohio* returns to the Philadelphia leg of the line. (BaltAm)
- June 30, 1833 Ohio contracts for the construction of the first 17 miles of the Miami Extension Canal north of Dayton. (CC)
- July 1, 1833 A Mr. Deschamps establishes the first omnibus line and second local transit line in Philadelphia on 2nd Street between Beach Street, Kensington, and the Navy Yard at Washington Street; the first car is called the “Jim Crow” after the minstrel character created by Thomas D. Rice (?); it is later renamed the “Cinderella.” (SEPTA, Scharf)
- July 1, 1833 New York & Stonington Railroad merged into New York, Providence & Boston Railroad, making a complete line between Providence and Stonington. (NHCorp)

- July 1, 1833 Pres. Jackson cuts short his New England tour at Concord, N.H., because of fatigue and health concerns. (BaltAm)
- July 1, 1833 West Point Superintendent Sylvanus Thayer (1785-1872) resigns over the Jackson Administration's making cadet and military appointments part of the political patronage; this also serves to drive more graduates into the private sector. (DAB, McDougall)
- July 3, 1833 Pres. Jackson arrives at New York in the early morning on the steamboat *Providence* and is transferred directly to the *New Philadelphia* three miles down the bay from the city; passes New Castle, Del., in the evening. (BaltAm, DelStGaz)
- July 4, 1833 Pres. Jackson arrives back in Washington about 10:00 AM, having covered 500 miles in three days. (BaltAm)
- July 4, 1833 Col. Stephen H. Long's "Pennsylvania Locomotor" makes 6 round trips hauling 3 passenger cars carrying 60-70 passengers on the Philadelphia, Germantown & Norristown Railroad; engine weighs 4 tons and can draw 32 tons on a level road at 15 MPH. (Pam, ARJ)
- July 8, 1833 Southwark Railroad appoints committee to employ an engineer. (MB)
- July 9, 1833 Books for the New York & Erie Railroad opened at the Merchants Exchange in New York. (Mott)
- July 10, 1833 Baltimore & Port Deposit Railroad Board orders full survey and location to Port Deposit. (MB)
- July 11, 1833 New York & Albany Railroad opens books at the Eagle Tavern in Albany. (Harlow)
- July 14, 1833 Ground broken for New York, Providence & Boston Railroad at Stonington, Conn.; will bypass the turbulent steamboat passage around Point Judith; John S. Crary of New York, Pres. (BaltAm)
- July 1833 Camden & Amboy Railroad places its third locomotive in service, designed and built by Robert L. Stevens. (Scharf)
- July 1833 Edmund Dwight visits the works of the Lycoming Coal Company at Farrandsville, Pa., and finds them in disarray with most of the company's money wasted; he resigns as an active manager in the fall; the company's bituminous coal is inferior to anthracite for most uses and cannot find a place in the Philadelphia market. (Knowles)
- July? 1833 Farmers Bank of Virginia votes down a proposal to subscribe to the stock

of the James River & Kanawha Company. (Dunaway - but see NilesReg 6/15/33)

- July 1833 Representatives of New York and Ohio canals meet at Albany and agree to reduce tolls on through traffic between the Hudson and Ohio Rivers by 25% for the 1834 season. (CC)
- July 1833 The *Globe*, owned by Eyre & Massey, returns to Philadelphia from Canton, ending Philadelphia's China trade, which has been entirely engrossed by New York and Boston; a symbol of Philadelphia's irreversible decline as a trading port. (Scharf)
- July 16 1833 Engineer Dept. instructs Lt. Richard Delafield to stop work on the National Road east of Wills Creek, as it will interfere with the route for the extension of the Chesapeake & Ohio Canal. (Searight)
- July 20, 1833 Southwark Railroad committee reports that it has engaged J. Edgar Thomson as engineer and presents plans. (MB)
- July 20, 1833 Pres. Jackson orders Secretary of the Treasury William J. Duane to appoint Amos Kendall to arrange a plan of transferring the federal deposits to a selected group of state banks. (Govan)
- July 23, 1833 Steamboat *New Philadelphia* of the Camden & Amboy's line is transferred from New York to Philadelphia via the outside route, making the trip in 19:00. (BaltAm)
- July 25, 1833 Camden & Amboy floats new loan for \$800,000 at 8% premium; John Potter takes \$350,000, Robert L. Stevens \$100,000 and Trenton Banking Company \$50,000. (MB)
- July 25, 1833 North and West Branch Canals reopen after flood repairs.
- July 31, 1833 New Jersey Railroad authorizes construction between Elizabeth and Rahway. (MB)
- July 31, 1833 Commissioners of the Mad River & Lake Erie Railroad meet at Springfield, Ohio; U.S. Engineers have made the survey. (ARJ)
- Aug. 2, 1833 Brooklyn & Jamaica Railroad buys all the stock of the Brooklyn, Jamaica & Flatbush Turnpike Company. (NYState)
- Aug. 1833 Petersburg Railroad opens between Washington & Sycamore Streets in Petersburg, Va., and Blakeley, N.C., on the Roanoke River; oldest portion of the Atlantic Coast Line and first regular steam railroad in Va., excepting the Chesterfield Railroad, which is horse-operated; allows

Petersburg to tap the traffic of the Roanoke River Valley which might otherwise have gone to Norfolk and Portsmouth and prods the those cities to build the Portsmouth & Roanoke Railroad. (BaltAm, Cnls&RR, Brown - by 8/6)

- Aug. 8, 1833 New Castle & Frenchtown cuts through fare to \$1.50. (MB)
- Aug. 9, 1833 New York & Erie Railroad Company formally organized; Eleazar Lord (1788-1871) elected first Pres.; directors include James Boorman (1783-1866), Elihu Townsend (1786-1853), and Samuel B. Ruggles (1800-1881). (Mott)
- Aug. 12, 1833 Chicago incorporated as a village; it has a population of only 100-150, versus about 10,000 at St. Louis. (, CHTaylor - is earlier - first election 8/10 - verify PL)
- Aug. 13, 1833 Bank of the United States orders all but five western branches to discount no new bills and draw no bills of exchange longer than 90 days; the five western branches are instructed to purchase no bills of exchange except those payable in Atlantic cities or those received in payment of existing debts, beginning a policy of contraction in anticipation of the removal of the federal deposits and closing up its affairs. (Catterall)
- Aug. 14, 1833 Ground broken for New York, Providence & Boston Railroad at Stonington, Conn.; designed to avoid choppy seas around Point Judith. (see 7/14?)
- Aug. 14, 1833 Commonwealth of Pennsylvania subscribes \$10,000 to Codorus Navigation Company under act of Apr. 6, 1833. (PaArch)
- Aug. 14, 1833 George Weems resumes running his steamboat *Patuxent* to Fredericksburg on the Rappahannock River; the *Patuxent* has been lengthened 20 feet and given increased passenger and freight accommodations; the rival Baltimore & Rappahannock Steam Packet Company begins a rate war. (Holly)
- Aug. 1833 Meeting held in Pittsburgh to petition Congress to aid the extension of the Chesapeake & Ohio Canal to Pittsburgh. (StdHistPitts)
- Aug. 1833 Engineer William Howard resumes work on the surveys of the Monongahela River up to the crossing of the National Road at Brownsville. (Rept)
- Aug. 1833 Charles Butler (1802-1897) of New York arrives in Chicago and purchases 182 acres on north side of Chicago River; his brother-in-law, William Butler Ogden (1805-1877) later comes to Chicago to manage this

real estate and becomes one of the leading capitalists in the development of Chicago and the promotion of its railroads. (C&NW)

- Aug. 17, 1833 Utica & Schenectady Railroad organized; Erastus Corning (1794-1872) of Albany, an iron merchant and member of the Albany Regency, elected first and only Pres. (Stevens, Neu)
- Aug. 19, 1833 Locomotive *Liverpool* of the Petersburg Railroad hauls a train of 15 freight cars with about 35 tons of goods and a coach with 30 people from Blakeley to Petersburg. (BaltAm)
- Aug. 22, 1833 Nicholas Biddle, Pres. of Second Bank of the United States, subscribes for \$130,000 of Camden & Amboy loan. (MB)
- Aug. 22, 1833 Northern Liberties & Penn Township Railroad stops further work west of Philadelphia & Columbia Railroad. (MB)
- Aug. 24, 1833 F. Wolcott Jackson (1833-1904), future head of PRR interests in New Jersey; born at Newark; son of John P. Jackson. (RyW)
- Aug. 29, 1833 Nicholas Biddle and John Potter subscribe for an additional \$170,000 of new Camden & Amboy loan. (MB)
- Aug. 29, 1833 English civil engineer William Weston (1753-1833), who played a major role in the transfer of civil engineering skills to the U.S., dies. (DAB)
- Aug. 30, 1833 Future Lines West official James D. Layng (1833-1908) born at Columbus, Ohio. (RRG)
- Aug. 31, 1833 Commissioners of Mad River & Lake Erie Railroad meet at Springfield, Ohio; resolve to open books in New York. (HazReg)
- Sep. 3, 1833 Benjamin Day (-) launches the New York *Sun*, the first U.S. “penny paper” aimed at the urban working and lower middle classes; it sells for a penny versus 6 cents for the mercantile and political papers and features want ads and classified ads of interest to its readers, and news of disasters, crime and scandal; it becomes one of the best-selling papers in the world. (Burrows/Wallace)
- Sep. 6, 1833 New ferryboat *Sussex* for Cortlandt Street ferry launched at yard of William H. Brown in New York. (HC)
- Sep. 7, 1833 Trenton & New Brunswick Turnpike Company Board authorizes a profile made of the road to see if a railroad may be built on the right-of-way; note that John Savage of the Philadelphia & Trenton Railroad is now a turnpike director, along with stage coach proprietor James Reeside and Edward

Curtis. (Benedict)

- Sep. 9, 1833 Camden & Amboy begins regular locomotive operation with *John Bull*; first locomotive-hauled train is derailed by running over a hog at Hightstown on return (northbound) trip. (NJStGaz)
- Sep. 9, 1833 Canal Commissioners meet at Pittsburgh to consider the question of damages for the Grants Hill cut. (PaArch)
- Sep. 10, 1833 Pres. Jackson announces to the Cabinet that federal government will cease using the Bank of the United States as a depository starting on Oct. 1 under a plan devised by adviser Amos Kendall to place the funds in state banks instead. (EAH)
- Sep. 10, 1833 Interest rates at 8-9% at New York. (Hidy)
- Sep. 12, 1833 Chief of Engineers Gen. Charles Gratiot approves a location for the National Road in the Narrows west of Cumberland that will avoid interference with the never-built Chesapeake & Ohio Canal. (Searight)
- Sep. 1833 NC&F receives third Stephenson locomotive (c/n 52), *Virginia*. (Holmes - verify RRH - Taber roster shows an earlier locomotive, Phoenix)
- Sep. 1833 Public meeting held at Greensburg, Pa., in support of the improvement of the Monongahela River. (StdHistPitts)
- Sep. 19, 1833 Philadelphia & Trenton Railroad appoints committee to negotiate laying a track over the Trenton-Delaware Bridge. (MB)
- Sep. 20, 1833 Convention held at Harrisburg to promote steamboat navigation of Susquehanna River from Chesapeake Bay as far as Owego, N.Y. (HazReg)
- Sep. 21, 1833 Camden & Amboy places steam locomotives on 10:00 AM "lines" from New York and Philadelphia; operate at 30 MPH. (NYPost)
- Sep. 22, 1833 Steamboat *Lewis*, made by fitting a Schuylkill Canal boat with a Rush & Muhlenberg engine, begins tests on Chesapeake & Delaware Canal, towing a passenger barge and later a sloop; passenger barges are regularly towed by eight horses at 6-8 MPH. (HazR)
- Sep. 23, 1833 Pres. Andrew Jackson removes William J. Duane as Secretary of the Treasury for his refusal to remove the government deposits from the Bank of the United States and replaces him with Attorney-General Roger B. Taney (1777-1864), who favors removal; Taney also continues to serve as Attorney-General until Nov. 15, when he is replaced by New Yorker Benjamin F. Butler (1795-1858), Martin Van Buren's law partner. (EAH,

wiki)

- Sep. 25, 1833 Chief of Engineers Gen. Charles Gratiot approves a relocation of the National Road between Cumberland and Frostburg to reduce the grade. (Searight)
- Sep. 25, 1833 Two-day convention held at Greensboro, Greene County, Pa., for improvement of Monongahela River into Virginia; petition for federal aid. (HazReg)
- Sep. 26, 1833 Secretary of the Treasury Roger B. Taney orders the end of placing government deposits in the Second Bank of the United States, effective Oct. 1, after which they are to be placed in six favored state banks that become known as the "pet banks", i.e., the Girard Bank in Philadelphia, the Commonwealth and Merchants Banks in Boston, the Bank of the Manhattan Company, Mechanics Bank and Bank of America in New York, and the Union Bank of Maryland in Baltimore; Taney is a stockholder in the Union Bank; first transfer is to Girard Bank of Philadelphia; the deposits in the Bank of the United States are to be drawn down gradually; however, Taney secretly gives each bank a \$500,000 draft against the BUS (\$300,000 to the Union Bank) to protect them against BUS calling specie from the pet banks; instead, pet banks use the drafts as basis for loans and are forced to cash the drafts, the Union and Girard Banks within a month, and the others in Nov.; 23 "pet banks" are selected by the end of 1833 and 91 by the end of 1836. (EAH, Hammond, Dilts,)
- Sep. 26, 1833 Northern Liberties & Penn Township Railroad authorizes rails laid along Coates Street if street is not graded before rails arrive. (MB)
- Sep. 26, 1833 Canton Company of Baltimore subscribes for 500 shares of Baltimore & Port Deposit Railroad. (MB)
- Sep. 26, 1833 At the Treaty of Chicago, the Chippewa, Ottawa and Potawatomis cede all their claims to 5 million acres between Lake Michigan and Lake Winnebago, including the northwest corner of Illinois east of the Rock River, and move west of the Mississippi River. (IndLndCessions)
- Sep. 27, 1833 William H. Freeman subscribes for 1,000 shares of Baltimore & Port Deposit Railroad. (MB)
- Sep. 27, 1833 Treaty of Chicago; Chippewa, Ottawa and Potawatomi cede the last reservations south of the Grand River in Michigan. (IndLndCessions)
- Sep. 30, 1833 Joseph Woolston Brick (1805?-1847) buys the abandoned Washington Furnace Tract, at what later becomes Lakewood, N.J.; he renames it

Bergen Iron Works. (Miller)

- Oct. 1, 1833 Baltimore & Susquehanna Superintendent De La Roche notes that locomotive *Herald* has trouble bursting boiler tubes regularly; has replaced all 98 tubes. (MB)
- Oct. 1, 1833 South Carolina Canal & Railroad Company completes railroad from Charleston to Hamburg, opposite Augusta, Ga.; at 136 miles is then the longest railroad in the world owned by a single company. (Harrison)
- Oct. 1, 1833 Bank of the United States adopts a policy of reducing its discounts, especially in its five western branches and the Mississippi Valley, collect balances due from state banks and restrict the receipt of state bank notes; the restrictions on bills of exchange are extended to six more branches. (Catterall)
- Oct. 3, 1833 Commissioners of District of Southwark grant Southwark Railroad rights to landing at the foot of Washington Street. (MB)
- Oct. 4, 1833 Secretary of the Treasury Roger B. Taney issues drafts totaling \$2,300,000 to transfer the federal deposits from the Bank of the United States to five pet banks in Baltimore, Philadelphia and New York. (Govan)
- Oct. 5, 1833 Union Bank of Baltimore presents two of its three drafts (\$200,000) to the Bank of the Union States for immediate payment; Secretary Taney is a stockholder of the Union Bank, whose Pres., Thomas Ellicott (1777-1859), has been speculating with bank funds. (Catterall, Govan)
- Oct. 7, 1833 Trenton Delaware Bridge Company appoints a committee to arrange with the Philadelphia & Trenton Railroad for conveying its passengers across the bridge. (MB)
- Oct. 7, 1833 Nicholas Biddle orders a curtailment of loans held by the Bank of the United States to the extent of \$6 million to meet the upcoming withdrawal of the federal deposits; it is made at an extremely inopportune time, as the new tariff act has required that the full duty be paid at the moment of importation. (Govan)
- Oct. 8, 1833 Democrats retake the New Jersey Legislature and reinstall Peter D. Vroom as Gov. (Sobel)
- Oct. 8, 1833 Thaddeus Stevens (1792-1868) elected to the Pennsylvania House as an Anti-Mason. (Palmer)
- Oct. 9, 1833 Danville & Pottsville Railroad Board requests Moncure Robinson to provide estimates to extend railroads 1) to Girardville, 2) to the Centre

- Turnpike near Greens Tavern, and 3) cost of wagons, etc, needed for coal business; reports sale of 50 tons of iron. (MB)
- Oct. 10, 1833 B&O begins work on its Washington Branch. (AR)
- Oct. 10, 1833 Girard Bank has recklessly expanded its business on the strength of the draft for government deposits. (Catterall)
- Oct. 11, 1833 Public meeting held at Olean, N.Y., in favor of a Genesee Valley Canal. (ARJ)
- Oct. 11, 1833 *Michigan*, at 156 feet long the largest steamboat yet built on Lake Erie, leaves Detroit on its maiden voyage; owned by Oliver Newberry. (Mills)
- Oct. 1833 U.S. begins removing \$8 million in federal deposits from the Second Bank of the United States; Nicholas Biddle, president of the bank, begins calling in loans to the eventual extent of \$18 million, producing a credit crisis and panic that lasts through the fall of 1834, affecting many internal improvement and industrial projects; Biddle had hoped that the stoppage of credit would force voters to put pressure on Pres. Jackson to reverse course. (check figures - Dilts has interest rates rise from 6% to 15% - Hammond, citing committee report, say public deposits cut \$4.5 million, private deposits \$3.4 million and loans and discounts \$9.4 million thru 2/34)
- Oct. 1833 Lock Haven, Pa. laid out. (HazReg)
- Oct. 1833 Chemung Canal opens between Watkins and Elmira, N.Y., with navigable feeder to Corning; links upper Susquehanna River with Seneca Lake and Erie Canal; opening is delayed five months by flood damage; it is built by engineer Holmes Hutchinson with wooden locks to save money, but they soon deteriorate and are rebuilt in wood in 1841-1843; it also suffers water supply problems. (, Whitford)
- Oct. 14, 1844 Books opened for the Mad River & Lake Erie Railroad. (ARJ)
- Oct. 15, 1833 Meeting at Ward's Hotel results in the formation of the Philadelphia Board of Trade; organized a week later at the Franklin Institute with Thomas Pim Cope (1768-1854) Pres., Matthew Newkirk (1794-1868) VP, and George W. Toland (1796-1869) Secretary. (Scharf)
- Oct. 16, 1833 Philadelphia & Trenton Railroad appoints committee to seek terms from Commissioners of Kensington and Northern Liberties for extending track through Front Street to Willow Street and to make connection with Northern Liberties & Penn Township Railroad at Front & Willow Streets. (MB)

- Oct. 21, 1833 Lykens Valley Railroad and Coal Company railroad opens from the Lykens coal mines to Millersburg, Pa., using horse power. (may not have not opened til 4/34, which is date in C&C verify - Gunnarsson - Heydinger?)
- Oct. 31, 1833 Crooked Lake Canal opens between Crooked Lake and Seneca Lake in New York State. (Sweet)
- Oct. 23, 1833 Moncure Robinson reports on survey for Philipsburg & Juniata Railroad; to run from coal mines south of Philipsburg through Tyrone and down to Petersburg pool of Juniata Division Canal; has two inclined planes ascending and four descending; no railroad is built in this area until the early 1860s. (AR)
- Oct. 24, 1833 Charles Chauncey provides Camden & Amboy Railroad with legal opinion that the Monopoly is a contract and that repeal or incorporation of a competing company is unconstitutional. (Pam)
- Oct. 25, 1833 Jacksonian Democrat Peter D. Vroom (1791-1873) elected Gov. of New Jersey, replacing Whig Elias P. Seeley. (Cushing)
- Oct. 26, 1833 Plane No. 2 of Danville & Pottsville Railroad tested. (HazReg)
- Oct. 26, 1833 Water let in to the Lewisburg Side Cut Canal; built by William Cameron (1795-1877), brother of Simon Cameron. (HazR, HistJuniata/Susq)
- Oct. 28, 1833 Haverford School for Quaker boys opens with a first class of 21 students on the former Reese Thomas farm about 8 miles west of Philadelphia near the Philadelphia & Columbia Railroad; later Haverford College, it becomes a Main Line institution; many PRR executives will send their sons there, and students will ride to and from school on the Paoli Locals. (HvrfrdCollege)
- Oct. 30, 1833 Northern Liberties & Penn Township Railroad appoints committee to meet with Philadelphia & Trenton Railroad to arrange a connection. (MB)
- Oct. 30, 1833 Danville & Pottsville Railroad reports sale of 50 tons of iron to Mine Hill & Mill Creek Railroad. (MB)
- Oct. 31, 1833 George Wood, David B. Ogden and Ogden Hoffman provide Camden & Amboy Railroad with legal opinions upholding the Monopoly. (Pam)
- Oct. 31, 1833 Edward F. Gay recommends that the state provide locomotives on the Philadelphia & Columbia Railroad with individuals conducting the transporting business. (CC)

- Fall 1833 Michael Ulrich lays out Waterford, later Ulrichsville, Ohio. (Mansfield)
- Nov. 2, 1833 Girard Bank presents its draft for \$500,000 to the Bank of the United States for payment in cash. (Catterall)
- Nov. 4, 1833 Union Bank of Baltimore presents its last \$100,000 draft to the Bank of the United States. (Catterall)
- Nov. 8, 1833 First serious accident on Camden & Amboy occurs between Spotswood and Hightstown; axle on passenger train breaks; train had been operating at 35 MPH but then slowed to 20 MPH; 2 killed; ex-Pres. John Quincy Adams is on board but is uninjured; steamboat owner and future NYC President Cornelius Vanderbilt is nearly killed; first major U.S. passenger train wreck. (HazReg, Lane)
- Nov. 12, 1833 Delegation of Philadelphia Board of Trade, consisting of Josiah White, Jacob S. Waln, Abraham Miller, Thomas P. Hoopes, J.M. Atwood, Alexander McClurg and George Handy, arrives at Warren, Ohio, after traveling on Main Line and Ohio River to attend a convention for choosing best method for linking internal improvements of Pennsylvania and Ohio. (PhlPriceCurrent, Scharf)
- Nov. 14, 1833 Philadelphia & Trenton Railroad opens from Morrisville, Pa., opposite Trenton, to Bristol Dock with horse power. (Scharf)
- Nov. 15, 1833 Three-day Warren canal convention of 109 delegates chaired by Abner Lacock concludes; decide to back Pennsylvania & Ohio Canal through the Mahoning Valley to Akron over Sandy & Beaver Canal and a railroad from Pittsburgh or Little Beaver to Massillon. (HazReg, PhlPriceCurrent, Kearney Rept)
- Nov. 1833 Camden & Amboy Railroad buys steamboats *Independence* and *New Philadelphia* from Stevens family for \$94,000. (MB)
- Nov. 1833 American Steam-Carriage Company, William Norris, Secretary, issues a prospectus offering Stephen H. Long's "Pennsylvania Locomotor." (Pam)
- Nov. 1833 Beaver Division Canal completed to the "Western Reserve Harbor" 5 miles above New Castle, Pa.; it becomes a major transshipment point for traffic to and from the Western Reserve of Ohio and the Pittsburgh area until the canal is extended further northward. (Hazen, Durant)
- Nov. 16, 1833 Bank of the Manhattan Company cashes its \$500,000 draft on the Bank of the United States; no further use is made of the other drafts issued by Secretary of the Treasury Taney. (Catterall)

- Nov. 22, 1833 Convention in favor of the New York & Erie Railroad held in New York City; western supporters fear that the company will be hijacked by New York speculators and want a state subscription and loan to give politicians from the west more say over the company. (Mott)
- Nov. 23, 1833 New York Collector of Customs Samuel Swartwout informs Nicholas Biddle that unless the Bank of the United States extends its discounts, there will be numerous business failures among New York merchants. (Govan)
- Nov. 24, 1833 New Jersey Railroad & Transportation Company acquires control of Proprietors of the Bridges over the Rivers Passaic and Hackensack to avoid contesting their monopoly claims and opposition to railroad bridges needed between Jersey City and Newark.
- Nov. 25, 1833 The newly-organized General Trades Union shows its muscle by marching separately 4,000-strong in the annual New York City Evacuation Day parade; inflation in prices is beginning to outstrip that of wages, and will continue to increase during the boom cycle that ends in 1837; at the same time, journeymen are becoming permanent wage laborers rather than masters-in-training; the number of strikes for better pay and shorter hours increases over the next years; by 1836, the city is home to 52 confederated labor unions. (Burrows/Wallace)
- Nov. 26, 1833 Philadelphia delegation to Ohio canal convention passes over Allegheny Portage Railroad on its return trip; although a special movement, this is first actual use of Portage Railroad; regular service begins March 18, 1834. (or 11/21?)
- Nov. 28, 1833 Philadelphia & Trenton Railroad authorizes negotiations with Peoples Line of stages to have them use railroad between Morrisville and Bristol. (MB)
- Nov. 29, 1833 Paterson & Hudson River Railroad opens to junction with New Jersey Railroad on west side of Bergen Hill; connects with ferry by stagecoach on Newark Turnpike. (Lucas)
- Fall 1833 Camden & Amboy opens between Bordentown and Delanco. (ETFrancis - verify Paul)
- Dec. 1, 1833 Grading for one track of Allegheny Portage Railroad completed. (Wilson)
- Dec. 2, 1833 Danville & Pottsville Railroad Board asks City of Philadelphia for aid in opening mines on Girard Estate land. (MB)

- Dec. 2, 1833 23rd Congress convenes with the National Republicans having captured a narrow lead in the Senate, and the Jacksonians retaining a 59% majority in the House. (wiki)
- Dec. 3, 1833 Public meeting held at Smithtown, Long Island, in favor of a railroad the length of the island. (ARJ)
- Dec. 3, 1833 In his annual message, Pres. Jackson assumes responsibility for removal of the deposits from the Bank of the United States, charging that the Bank was influencing elections. (EAH)
- Dec. 4, 1833 Philadelphia & Trenton Railroad appoints committee to purchase stock of Trenton & New Brunswick Turnpike in attempt to form through line between New York and Philadelphia. (MB)
- Dec. 4, 1833 In his annual message, Pa. Gov. George Wolf takes a moderate line on incorporation, saying that it is proper in areas where individual effort and capital are wanting, but not in any branch of business that can be carried on by individuals and partnerships. (PaArch)
- Dec. 5, 1833 Philadelphia & Reading Railroad receives letters patent. (PaArch)
- Dec. 7, 1833 First boats pass through the Lewisburg Side-Cut Canal to Lewisburg, Pa. (HistJuniata/Susq)
- Dec. 9, 1833 City Railroad opens on Broad Street between Vine and Cedar (South) Streets, Philadelphia; John C. Trautwine (1810-1883), Chief Engineer, and Henry R. Campbell, Chief Engineer of the Northern Liberties & Penn Township Railroad preside at the opening ceremony; first car continues up the Philadelphia & Columbia Railroad to the Columbia Bridge; warehousemen and forwarding merchants soon begin moving to Broad Street, formerly an undeveloped area. (, Scharf, Cutler/Roberts)
- Dec. 9, 1833 Trial of *John Randel, Jr. v. the Chesapeake & Delaware Canal Company* finally begins in the Delaware Superior Court. (Holloway)
- Dec. 11, 1833 Michigan presents its first formal petition to Congress for admission as a state; as a result, Congress has Capt. Andrew Talcott and Lt. Robert E. Lee run the Ohio-Michigan boundary, which coincides with the line claimed by Michigan giving it possession of the mouth of the Maumee River, slated to be the terminus for Ohio and Indiana canals. (Dunbar)
- Dec. 13, 1833 The Treasury notifies the pet banks that the federal funds in the Bank of the United States are almost exhausted and that they must be ready to meet the Treasury's drafts for the government's expenses, forcing them to contract their loans. (Govan)

- Dec. 15, 1833 In economy move, Philadelphia & Trenton Railroad discharges all engineering corps except Principal Engineer Samuel H. Kneass, one rodman and one axeman. (MB)
- Dec. 1833 Capt. Richard Delafield reports to Congress on the macadamizing of the National Road east of Wheeling; he has begun work on the mountain sections; however, the entire project will cost \$645,000, requiring additional appropriations; at this point the initial appropriation is exhausted and work stops. (Crumrine)
- Dec. 16, 1833 Delegates to Warren Convention report to a special meeting of the Philadelphia Board of Trade. (HazR, PhilPriceCurrent)
- Dec. 17, 1833 Pennsylvania Senate resolution directs Canal Commissioners to investigate possible use of locomotives on state railroads. (SenJrnl)
- Dec. 17, 1833 Wadesville Tunnel of the Danville & Pottsville Railroad holed through. (Heydinger/RRH 107)
- Dec. 18, 1833 Bank of the United States sends a memorial to Congress protesting that the removal of the federal deposits violates its charter and asking for redress; a war of speeches follows, pitting Henry Clay and the National Republicans against the Democrats; however, the supporters of the Bank are divided among Clay, Webster and Calhoun, who each push their own remedies. (Catterall)
- Dec. 19, 1833 Canal Commissioners report to Legislature on extension of canal to Erie; make no recommendation for either Beaver or Allegheny route. (HazR)
- Dec. 19, 1833 Rev. Frederick W. Geissenhainer (1771-1838) is awarded a U.S. patent for smelting iron with anthracite coal and either a hot blast or an atmospheric blast; the use of anthracite is the invention, not the hot blast itself. (Swank)
- Dec. 19, 1833 First lots sold in Vistula, Mich., now part of Toledo. (Waggoner)
- Dec. 1833 Franklin Line of French Creek Division completed between Franklin and junction with French Creek Feeder; is used only by arks descending French Creek when Allegheny River is high.
- Dec. 20, 1833 New York diarist Philip Hone notes ordinary interest rates have risen to 7% and stocks have fallen. (Hone)
- Dec. 21, 1833 Georgia Railroad Company incorporated to build westward from Augusta to Athens and beyond; it is pushed primarily by residents of Athens, a college and factory town. (Harrison, Ward, Cumming)

- Dec. 22, 1833 William Neill, the stagecoach proprietor of Columbus, Ohio, petitions the Ohio Legislature for the privilege of running a line of steam carriages over the National Road in Ohio; a bill passes the Senate by a one-vote margin on Jan. 21, 1834, but its defeated in the House. (Sarchet)
- Dec. 23, 1833 Pennsylvania appropriates \$100,000 for repairs of state canals and railroads. (PL)
- Dec. 23, 1833 Erastus Corning (1794-1872) elected Mayor of Albany, effective Jan. 1, 1834. (Reynolds)
- Dec. 24, 1833 James Howard elected Pres. of Baltimore & Susquehanna Railroad, replacing George Winchester, resigned. (MB)
- Dec. 25, 1833 Philadelphia & Columbia Railroad opens between Broad & Vine Streets, Philadelphia, and head of Belmont Plane, including what becomes known as the Columbia Bridge over Schuylkill River, a 7-span wooden truss; a horse-drawn car with local dignitaries makes trip from Philadelphia to West Chester and return; West Chester Railroad cars begin running through, ending use of stages to head of Belmont Plane. (AR, C&C)
- Dec. 25, 1833 Car of Slaymaker & Co. of Lancaster makes experimental trip over the Philadelphia & Columbia Railroad between Lancaster and Rohrerstown. (ColSpy)
- Dec. 26, 1833 New Jersey Railroad Board authorizes construction of a temporary track over Bergen Hill to be built by next summer; hears application of Zephaniah Drake for a depot on his lot at the Eagle Tavern in Newark. (MB)
- Dec. 30, 1833 New York diarist Philip Hone notes that his investments in Camden & Amboy, Delaware & Hudson and Boston & Providence have fallen by \$20,000 over the last two months; D&H has fallen suddenly from 125 to 75; C&A from 150 to 125, and B&P from 115 to 88. (Hone)
- Dec. 30, 1833 Wilmington & Raleigh Railroad incorporated in N.C. (Brown)
- Dec. 31, 1833 Large meeting held in State House Yard in Philadelphia to protest removal of deposits from Bank of the United States. (HazR)
- Dec. 31, 1833 Baltimore & Port Deposit Railroad Board chooses Benjamin Henry Latrobe, Jr. (1806-1878), as Chief Engineer by one vote over Walter Gwynn (1802-1882). (MB)
- Dec. 31, 1833 Georgia Railroad incorporated to build from Augusta, opposite the

terminus of the South Carolina Railroad, to Athens and beyond.
(Cumming - see above)

- 1833? The New York banking house of Nevins, Townsend & Company, along with some of their New York and New England associates, acquire 90% of the stock of New Jersey Railroad & Transportation Company, in part because of inadequacy of local subscriptions. (AR, Freeman - get date from MB)
- 1833 Steamboat operators on the Hudson River form the Hudson River Steamboat Association in an attempt to control destructive competition and rate wars. (Shaw)
- 1833 Toll receipts on the Erie Canal exceed \$1 million for the first time. (Sweet)
- 1833 Rochester, N.Y., ships 300,000 bbls. of flour eastward on the Erie Canal, about a third of the flour reaching New York City; Rochester ships large quantities of boards, staves and furniture milled from timber rafts floated down the Genesee River. (Shaw)
- 1833 William B. Foster, Jr., returns to Pennsylvania Public Works after job on the Green River in Kentucky; made engineer on North & West Branch Canals. (Wilson, Hare)
- 1833 J. Edgar Thomson surveys a canal from the Fairmount Dam along the west bank of the Schuylkill River to a basin at the mouth of Mill Creek near Maylandville for Thomas Mitchell, the owner of "Woodlands" estate, where the canal is to terminate; the object is apparently to create a major coal transshipment terminal on the site; curiously, Woodlands will become a cemetery and Thomson's final resting place. (Rept)
- 1833/34? D. Leech & Co., doing business as Western Transportation Co., begin through service between Philadelphia and Pittsburgh over Main Line. (definitely in operation at start of 1835 season - prob. 4/34) Company includes D. Leech of Leechburg, Pa., Thomas S. Clarke of Pittsburgh, John Tustin and Thomas Tustin of Philadelphia;
- 1833?? Col. Stephen H. Long builds a locomotive of his own unorthodox design in partnership with William Norris; the *Black Hawk* is tested on P&C; is first loco on P&C - when? put on shortly after 1/7/34 - used to carry legislators back to Phila. in spring of 1834
- 1833 Long & Norris open a locomotive works at Bush Hill near Spring Garden & 17th Streets. (Scharf)

- 1833 B&O considers building separate baggage cars rather than placing it on top of the coaches as was done by stagecoach operators. (AR)
- 1833 Thomas Rogers (1792-1856), already a successful manufacturer of textile machinery at Paterson, N.J., forms the new partnership of Rogers, Ketchum & Grosvenor with merchant Morris Ketchum (1796-1880) and Jasper Grosvenor. (joe-photo.com – see 1832?)
- 1833 Connecticut Yankee Anson Greene Phelps (1781-1853) and his son-in-law William E. Dodge (1805-1883) establish Phelps, Dodge & Co. in New York; originally a metals-importing house, it will become a leader in the copper and brass industries; both Phelps and Dodge will invest some of their profits in railroads. (Trager - Burrows has 1833??)
- 1833 Grinnell, Minturn & Co. established in New York by Henry Grinnell (1799?-1874), his brother Moses Hicks Grinnell (1803-1877) and brother-in-law Robert Bowne Minturn (1805-1866) as successor to the shipping line (Blue Swallowtail?) founded by Joseph Grinnell (1788-1885) and Preserved Fish (1766-1846) in 1815. (Trager)
- 1833 E.A.G. Young begins the manufacture of locomotives at New Castle, Del. (Scharf)
- 1833 Burd Patterson and Henry C. Carey sink the first slope mine below the water level (that is, below which the water will run out of the mine by gravity) near Pottsville, Pa. (Yearley)
- 1833 Girard Estate authorizes coal mining on its lands at Bear Ridge, Schuylkill County; begins driving a tunnel laid out by Moncure Robinson, but hits solid rock after 100 feet; means Danville & Pottsville Railroad has no coal available when it opens. (Hoffman)
- 1833 Canal Commissioners complete covered road and towpath bridge across the Susquehanna River at Clarks Ferry. (PaNews - verify)
- 1833 Stacy Costell's locomotive is tried on the Philadelphia & Columbia Railroad, but is unsuccessful; the locomotive is broken up in 1834 and the boiler used for a stationary engine. (Scharf)
- 1833? John P. Baily leaves the Philadelphia & Columbia Railroad to become a civil engineer with the U.S. Topographical Bureau; lays out a road from Toledo to the Mississippi River and surveys the Cumberland River. (Futhey)
- 1833 Schuylkill Navigation Company completes a reservoir at the mouth of Tumbling Run, just south of Pottsville to cope with water shortages at the

upper end of the canal. (AR)

- 1833 Beaver Meadow Railroad surveyed from the mines to the Lehigh River and down the river to present-day Parryville above the Lehigh Gap by Canvass White, John H. Hopkins and Ario Pardee. (Heydinger/RRH 109)
- 1833 Ridgway, Pa., laid out by James L. Gillis, son-in-law of Jacob Ridgway of Philadelphia and manager of his local real estate; originally the center of a lumbering operation. (McKnight, Leeson)
- 1833 Line of stage coaches established between Hagerstown and Martinsburg, Va. (Norris)
- 1833 National Road reaches Columbus, Ohio, entering on Friends Street and High Street. (Jordan, Gephart, Marvin)
- 1833 U.S. Engineers survey Mad River & Lake Erie Railroad. (Marvin)
- 1833 Ohio & Erie Canal opens between Cleveland and Portsmouth. (??see 10/32!!)
- 1833 Coal first shipped from the Massillon, Ohio, Field via the Ohio & Erie Canal. (Eavenson)
- 1833 Coal from the Pittsburgh Seam in the Pomeroy, Ohio, Field is first shipped on the Ohio River. (Eavenson)
- 1833 Vistula, now the North Side of Toledo, Ohio, platted by Benjamin F. Stickney and Edward Bissell. (OhioHS)
- 1833 Villages of Port Lawrence and Vistula, Ohio, merge to form the Town of Toledo. (Waggoner)
- 1833 Road built around the south side of Lake Michigan to Chicago. (Howat)
- 1833 Dr. William Bowles, a physician from Paoli, Ind., buys land at French Lick Springs and later builds the first French Lick Springs Hotel; French Lick Springs will become a popular resort destination for PRR travelers in the late 19th and early 20th centuries, although it is reached with through service over the Monon. (frenchlick.com)
- 1833 Illinois act authorizes a state road from Peoria to Chicago. (Rice)
- 1833 Bank of Louisville incorporated in Kentucky. (Duke - verify PL)
- 1833 E. & T. Fairbanks of St. Johnsbury, Vt., begin manufacturing scales,

becoming one of the leading U.S. manufacturers; it will evolve into Fairbanks, Morse & Co. (NCAB)

- 1833 New York and New Jersey fix their boundary in the middle of the Hudson River, the Kill von Kull and Arthur Kill; New York abandons its claim of land up to the low-water line on the New Jersey shore. (Burrows/Wallace - verify PL?)
- 1833 The British East India Company loses its monopoly on the shipment of opium from British India to China; Houqua (-), the leading hong merchant at Canton, shifts all his trade to the New England firm of Russell & Co. and develops a deep friendship with the brothers Robert Bennet Forbes and John Murray Forbes; they will help invest part of Houqua's fortune in the U.S. (Haddad)
- 1833 William S. Wetmore (1801-1862) arrives in China and becomes a partner in Dunn & Company, founded by Quaker Nathan Dunn of Philadelphia; with junior partner Joseph Archer, he soon founds Wetmore & Co. (wiki)