

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

By Christopher T. Baer

1842

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All data subject to correction and change

- Jan. 1, 1842 Philadelphia & Reading Railroad (“the Reading”) runs its first train from Mount Carbon (Pottsville) to Philadelphia with locomotive *Hichens & Harrison*, opening the line north of Reading. (Hare)
- Jan. 1, 1842 PW&B VP Jacob I. Cohen, Jr., resigns and office abolished to save money. (MB)
- Jan. 1, 1842 Railroad delegates meeting in Washington at summons of Postmaster General C.A. Wickliffe to cope with problems of schedules and connections and mail contracts; committee appointed including Louis McLane of B&O and Robert L. Stevens of Camden & Amboy. (ARJ)
- Jan. 1, 1842 Indiana act authorizes contracting to complete the Wabash & Erie Canal from the Tippecanoe (Lafayette) to Terre Haute. (PL)
- Jan. 1, 1842 Michigan defaults on interest payments; state debt exceeds \$6 million.
- Jan. 1, 1842 Illinois defaults on interest payments; remains in default until 1846. (Smith)
- Jan. 1, 1842 Ohio avoids default by illegal emergency short-term \$300,000 loan from the Ohio Life Insurance & Trust Company for \$200,000 and by the Canal Fund Commissioners giving personal guarantees against repudiation of construction debts. (Scheiber)
- Jan. 2, 1842 Wire suspension bridge designed by Charles Ellet opens across the Schuylkill River at Callowhill Street on the site of the destroyed wooden “Colossus” of 1812; the first regular wire suspension bridge in the U.S. (Scharf, Lewis)
- Jan. 3, 1842 Future PRR traffic officer George Breed Edwards (1842-1887) born in Allegheny County of an old Yankee family. (NCAB)

- Jan. 4, 1842 Norristown & Valley Railroad Board holds its last meeting; appoints a committee to examine the books; authorizes seeking an extension of the bonds on the iron still impounded in the Customs House and a supplement to extend the time for completion; the roadbed is later utilized by the Chester Valley Railroad in the 1850s, and it becomes part of the Reading system instead of a road to avoid the Belmont Plane on the Philadelphia & Columbia Railroad. (MB, Rdg)
- Jan. 4, 1842 N.Y. Gov. William H. Seward in his annual message calls for an appropriation of \$17 million for the canals; the Democratic Legislature has been elected to oppose further spending; the state debt stands at \$27.5 million, and state bonds are selling at a discount; the Democrats appoint 6 new Canal Commissioners, only one of whom has canal experience. (Shaw)
- Jan. 4, 1842 Broker John Thompson (1802-1891), later founder of the First National Bank of the City of New York, begins the publication of *Thompson's Bank Note Reporter*, which identifies the many varieties of state bank notes in circulation, including counterfeits and notes of failed or failing banks, a valuable service in hard times. (Logan)
- Jan. 6, 1842 In his annual message, Gov. David R. Porter denounces the "monopoly" of the Main Line transporting companies and recommends that the state perform all common carrier services on the Philadelphia & Columbia Railroad; notes that the collapse of stock prices over the last year has reduced the value of the state's bank stock from \$2.16 million to \$902,000; affirms his determination to pay rather than repudiate the state debt and hid opposition to the sale or rental of the Public Works; also calls for improvement of the Ohio River, as the insurance on goods sent from Philadelphia to Cincinnati is now lower via New York City, the Erie Canal and the Ohio Canal. (PaArch)
- Jan. 6, 1842 Total outstanding debt of the Commonwealth of Pennsylvania is \$36,331,006, of which \$30,055,014 is for the state Public Works and \$3,304,303 for interest. (PaArch)
- Jan. 6, 1842 PW&B Board gives B&O an extension to allow Baltimore City Council to increase value of its notes, but has stopped accepting them after Jan. 3. (MB)
- Jan. 6, 1842 Baltimore Mayor Samuel Brady returns a City Council resolution to appropriate 5% interest on city bonds to redeem the B&O stock orders; Council then fails to override his veto before adjournment on Jan. 8. (BaltAm)
- Jan. 7, 1842 Gov. David R. Porter vetoes the last session's bill calling for the popular election of Canal Commissioners; state was to have been divided into five districts with each to elect one Commissioner; Commissioners to serve five-year terms with one elected each year; Porter objects to the way in which the

districts are drawn, claiming that outside of Philadelphia and environs, they combine counties that have little in common; he also objects to the length of a five-year term for Commissioners. (PaArch, Snyder)

- Jan. 9, 1842 Charles L. Schlatter makes his final report on the all-rail surveys between Harrisburg and Pittsburgh; recommends the Middle Route similar to that later adopted by the PRR, crossing the summit at Sugar Run Gap; Schlatter's line generally runs higher on the mountain and with more curves to follow the contours in order to get a relatively low grade, typical of engineering practice in the late 1830s and early 1840s; estimated cost is \$7,066,043. (CC)
- Jan. 10, 1842 PW&B passes semi-annual dividend; dividends not resumed until 1848; new Board elected, including John A. Brown, Samuel Breck, M. Brooke Buckley (1794-1856) and Isaac Hazlehurst (1779-1855) of Philadelphia, George Bush (1797-1863) and Mahlon Betts (1795-1867) of Wilmington, and Phillip E. Thomas and A.F. Henderson of Baltimore. (MB)
- Jan. 10, 1842 Miami Exporting Company, a Cincinnati bank, fails for the second and last time. (Huntington, Smiths)
- Jan. 11, 1842 Joint Companies Executive Committee orders Chief Engineer William Cook to survey for a coal depot on New York Bay or the Raritan River; eventually located at Bergen Point. (MB)
- Jan. 11, 1842 The Bank of Cincinnati and the Farmers & Mechanics Bank close their doors; angry depositors and Democratic mobs sack the closed offices of both the Bank of Cincinnati and Miami Exporting Company. (Smiths, HistCinHamCo)
- Jan. 12, 1842 Mob trashes Bates's Exchange in Cincinnati; open rioting between mobs on one side and police and volunteer fire companies on the other; for a time, the rioters control the city. (Smiths, HistCinHamCo)
- Jan. 1842 John Dougherty is in Harrisburg lobbying for bill to have the state operate boat trucks for section boats on the Allegheny Portage and Philadelphia & Columbia Railroads; bill as passed limited expenditure to \$40,000 and refused to pay Dougherty for his patent; whereupon Dougherty begins a long newspaper campaign against Gov. David R. Porter, the Canal Commissioners and Allegheny Portage Railroad Supt. and Westmoreland County political boss John Snodgrass (1798-1878). (Hartman)
- Jan. 13, 1842 Philadelphia & Reading Railroad ("Reading") opens for revenue freight and passenger service to Mount Carbon, beginning all-rail movement of coal from the Schuylkill Coal Field in competition with the parallel Schuylkill Canal; its success explodes the popular belief that a railroad cannot compete with a canal for heavy freight. (AR, Hare)

- Jan. 14, 1842 Charles Walker Raymond (1842-1913), later Chairman of Board of Engineers for the Penn Station project, born at Hartford, Conn. (Couper)
- Jan. 15, 1842 Canal Commissioners in annual report again call for state to provide trucks for section boats to encourage competition; blame high rates charged by transporting companies for discouraging traffic; also urge state to operate all passenger cars on the Philadelphia & Columbia and Allegheny Portage Railroads. (CC)
- Jan. 15, 1842 State Bank of Indiana resumes specie payments. (Sulgrove)
- Jan. 15, 1842 Lexington & Ohio Railroad sold at foreclosure to the State of Kentucky, which has guaranteed its bonds and has a first lien on the property; the road between Lexington and Frankfort is rebuilt and leased to private contractors in 1843; it is conveyed back to private companies in 1848. (TDCClark, ICC)
- Jan.? 1842 Francis R. Shunk resigns as Secretary of the Commonwealth over Gov. David R. Porter's order to transfer the state printing from a Buchanan paper to one favoring the presidential aspirations of VP Richard M. Johnson; Shunk moves to Pittsburgh; Shunk is positioning himself for a run for Gov. in 1844, while Porter is becoming more and more identified with the Improvement Democrats; Henry Petrikin, Shunk's deputy also resigns, as do Attorney General __, State Treasurer ___ and State Librarian __, all supporters of Buchanan. (Snyder, Klein - check DAB?)
- Jan. 1842 Nicholas Biddle, Samuel Jaudon, Thomas Dunlap, Joseph Cowperthwaite and John Andrews are charged with defrauding the stockholders of the Bank of the United States (Pa.); Jaudon and Dunlap are discharged on pleas of *habeas corpus*. (Scharf)
- Jan. 1842 Seventy Democratic Ohio legislators petition for an investigation of the Mad River & Lake Erie Railroad. (Smiths)
- Jan. 1842 European financiers, including the Rothschilds, unite in refusing the U.S. government's request for loans unless it does something about the state debts. (McGrane)
- Jan. 1842 Great Western Iron Company places its rail-rolling mill at Bradys Bend, Pa., in full operation; can roll 30 tons of strap rail per day or 6,000 tons per year; has 200 tons for shipment to Cincinnati, but Superintendent Philander C. Raymond sells at below cost to attract business. (Fell)
- Jan. 1842 Great Western Iron Company rolls 200 tons of railroad iron for the Madison & Indianapolis Railroad at 50. (ARJ)
- Jan. 17, 1842 Third and final report of Charles L. Schlatter on surveys for the all-rail route

between Harrisburg and Pittsburgh is presented to the House of Representatives. (Rept)

- Jan. 17, 1842 Reliance Portable Boat Company petitions Canal Commissioners to carry fresh relay horses in its boats and railroad cars without toll instead of stationing them at points along the line; says is necessary to cut costs and be competitive with the Erie Canal. (CC)
- Jan. 17, 1842 New PW&B Board creates three Executive Committees to manage the railroad: a Northern one of M. Brooke Buckley, Samuel Breck and Isaac Hazlehurst in Philadelphia; a Central one of George Bush, James Rogers and Mahlon Betts in Wilmington; and a Southern one of Phillip E. Thomas, Jacob I. Cohen and A.F. Henderson in Baltimore. (MB)
- Jan. 17, 1842 PW&B Board authorizes applications to City Councils for permission to operate locomotives from Canton to the corner of President & Fleet Streets in Baltimore and from Grays Ferry to Broad Street in Philadelphia; refers the question of operating locomotives east of Grays Ferry to Broad & South Streets to the Northern Committee. (MB)
- Jan. 18, 1842 PW&B appoints Isaac R. Trimble to new post of Chief Engineer & General Superintendent; orders crew of train ferry *Susquehanna* not to board on vessel or do cooking on it at company expense; orders further layoffs. (MB)
- Jan. 18, 1842 A new New York legislative committee reports on charges of malfeasance against the management of the New York & Erie Railroad. (Mott)
- Jan. 18, 1842 First blast furnace of Scrantons, Grant & Co., consisting of George W. Scranton (1811-1861), Selden T. Scranton (1814-1891) and Sanford Grant, is blown in at "Harrison," Pa., renamed Scranton around 1848; the iron has to be wagoned to Pittston on the North Branch Canal. (Munsell, Taber)
- Jan. 20, 1842 New York & Erie Railroad petitions the N.Y. Legislature for aid. (Mott)
- Jan. 20, 1842 White Water Valley Canal Company incorporated in Indiana to complete the line from Brookville to the National Road at Cambridge City; must finish by May 1, 1847. (PL)
- Jan. 22, 1842 Indiana joint legislative resolution appoints Nathan B. Palmer (1790-1875) agent to examine the accounts of the State Bank of Indiana. (PL)
- Jan. 24, 1842 Indiana act authorizes the election of commissioners for the Wabash & Erie Canal west of the Tippecanoe (Lafayette) and the employment of an engineer to be paid in scrip. (PL)
- Jan. 24?, 1842 Charles Dickens arrives at Boston on the Cunard Line steamship *Britannia* for

a tour of the U.S. and Canada, which he will later describe in *American Notes*. (Hone - may be 1/22-23? – see 2/1)

- Jan. 25, 1842 Baldwin & Vail 6-wheel geared locomotive for heavy freight tested between Broad Street and Columbia Bridge for a committee of the Franklin Institute; draws train of 2,000 tons; later placed on Philadelphia & Reading Railroad. (ARJ)
- Jan. 26, 1842 Bank crisis begins in Philadelphia; Bank of Northern Liberties refuses to receive notes of Girard Bank; causes a run on the Girard Bank which spreads to other Philadelphia banks; on same day, Gov. Porter arrives in Philadelphia to check on the state's deposits in the Bank of Pennsylvania. (PubLdgr)
- Jan. 27, 1842 Girard Bank, the largest in the city since the failure of the Bank of the United States, closes; reopens in 1844. (PubLdgr, Scharf)
- Jan. 27, 1842 Indiana act prevents the further sale or hypothecation of state bonds by any state agent. (PL)
- Jan. 28, 1842 Indiana act abolishes Board of Improvement, Fund Commissioners, and Chief Engineer, effective Mar. 1, and authorizes the sale of various state-owned public works with the exception of the Wabash & Erie Canal; turnpikes may be finished as clay roads; no new company is to be formed for the White-Water Canal, but a Richmond & Brookville Canal Company may be organized to extend it; the Cross Cut Canal and the Southern Division of the Central Canal from the Newbury feeder to Evansville are to be combined as the “Wabash & Ohio Canal”; a company may be organized to build a branch from the Madison & Indianapolis Railroad to Shelbyville; work on Wabash & Erie continues using state scrip which is accepted for state taxes or canal tolls; state had spent \$1.624 million on Madison & Indianapolis Railroad vs. only \$62,000 in income; road is partly graded for 28 miles beyond Griffiths. (PL, Blank, Church, Daniels)
- Jan. 29, 1842 Indiana act orders the Board of Commissioners of Vanderbergh County to take charge of the southern end of the Southern Division of the Central Canal between Evansville and Pigeon Creek and keep it in repair. (PL)
- Jan. 29, 1842 Run begins on Bank of Pennsylvania after other banks refuse to accept its notes; bank has \$500,000 in state deposits earmarked for Feb. interest payments. (Scharf, Wainwright)
- Jan. 31, 1842 On orders of Gov. David R. Porter, Bank of Pennsylvania is served with a state injunction to prevent its using state deposits for other purposes and ordered not to open its doors; the state seizes \$500,000 in assets but loses \$280,000 in deposits. (McGrane, Snyder)

- Jan. 31, 1842 Baltimore City Council authorizes \$500,000 loan to retire B&O stock orders; becomes law without Mayor Brady's signature. (Digest, BaltAm)
- Jan. 31, 1842 Indiana joint legislative resolution orders the State Bank of Indiana to resume specie payments on June 15, 1842; authorizes a further issue of \$5 notes, which are then to be returned to the Treasury for liquidation. (PL)
- Jan. 31, 1842 Indiana joint legislative resolution makes the counties responsible for the repairs to the National Road and Michigan Road. (PL)
- Early 1842 William B. Dinsmore (1810-1888) becomes the head of the New York office of Adams & Co. (FranksofAdamsExp - Harlow has 1841)
- Feb. 1, 1842 Pennsylvania interest payment delayed until Feb. 15; Bank of Pennsylvania makes agreement to pay out \$500,000 of state's \$850,000 deposits.
- Feb. 1, 1842 Gov. David R. Porter appoints John B. Butler of Allegheny County, Levi Reynolds of Mifflin County, and George M. Hollenback of Wilkes-Barre as Canal Commissioners; Edward B. Hubley and William F. Packer decline reappointment. (WBFrmr&Jrnl)
- Feb. 1, 1842 Charles Dickens arrives at Boston on his American tour. (OfficialChronicle)
- Feb. 2, 1842 Canal Commissioner James Clarke writes to John A. Roebling approving his plan for replacing the hemp cables on the Allegheny Portage Railroad inclined planes with his wire rope, particularly his generous offer to assume all risk. (Schuyler)
- Feb. 4, 1842 Gov. David R. Porter makes immediate calls on all banks for loans under his notice of Nov. 25.
- Feb. 5, 1842 Gov. David R. Porter issues special message on banks urging complete separation of government deposits from banks. (PaArch)
- Feb. 7, 1842 Canal Commissioners refuse to make allotment to build Old Forge feeder dam on North Branch Division; Canal Commissioner George M. Hollenback (1791-1866) of Wilkes-Barre resigns in protest and is replaced by William Overfield (1768-1864) of Wayne County. (CC)
- Feb. 7, 1842 Joint Companies Executive Committee authorizes building an office for the Joint Board at Bordentown; developing a new design of towboat for the Raritan River; planning a boat as a replacement for the *Independence* and rebuilding the *Thistle*. (MB)
- Feb. 8, 1842 PW&B Board declines request of Jacob Ridgway's Salem, Delaware & Philadelphia Steam Boat Company for use of its wharf at Dock Street; orders

- Wilmington station closed once steamboat begins running from Philadelphia for season on Mar. 1; authorizes selling all the horses used in street service in Philadelphia and Baltimore as soon as possible; Northern Committee authorizes leasing operation of Grays Ferry pleasure cars; authorizes moving the freight forces from the 11th & Market Street depot to the Dock Street Wharf; authorizes sale or lease of property at 11th & Market Street and building a depot in Broad Street for winter business. (MB)
- Feb. 8, 1842 Thomas Shriver and John A. West of the rival Good Intent and National Road Stage companies request PW&B to establish through ticketing between Philadelphia, Wheeling and Pittsburgh; not acted on. (MB)
- Feb. 9, 1842 Canal Commissioners reduce number of Principal Engineers from 5 to 3: William B. Foster, Jr., Anthony B. Warford and Charles L. Schlatter; Foster is Principal Engineer for North Branch Extension. (CC)
- Feb. 10, 1842 Pennsylvania Legislature appoints joint committee consisting of two Whigs, two Improvement Democrats and one Van Buren Democrat to investigate charges of bribery and corruption in securing the 1836 charter for the United States Bank of Pennsylvania and the bank's subsequent actions. (PubLdgr, Snyder)
- Feb. 10, 1842 Daniel Drew and Isaac Newton begin supplying a connecting steamboat service for the New York & Erie Railroad between New York City and Piermont. (Stiles)
- Feb. 10, 1842 Michigan act makes debts due the state payable only in specie, Michigan treasury notes or notes of specie-paying banks. (Parks)
- Feb. 1842 Canal Commissioners appoint John Dougherty weighmaster at Hollidaysburg. (Africa - verify in Journal)
- Feb. 12, 1842 Gov. David R. Porter notes that Bank of Chambersburg has refused to comply with state demand for loans and urges that its charter be revoked. (PaArch)
- Feb. 12, 1842 Little Miami Railroad cancels rail contract with R. Buchanan at his request. (MB)
- Feb. 14, 1842 British novelist Charles Dickens (1812-1870) arrives in New York, having traveled from Boston via rail and steamboat from New Haven; Dickens later publishes an account of his travels in the U.S. and Canada as *American Notes*. (Trager, AmNotes)
- Feb. 16, 1842 Name of Kent, Mich., changed to Grand Rapids. (Baxter)
- Feb. 18, 1842 Report to Canal Commissioners sets probably cost of completely abandoning

Erie Extension Canal as \$4.4 million; of suspending work for one year at \$256,000. (CC)

- Feb. 18, 1842 Ohio's Democratic Legislature passes new draconian "Act to Regulate Banking"; banks that fail to redeem notes in specie are to lose charters; cannot make assignments to protect assets; officers and stockholders to be individually liable for debts; all capital is to be paid in in specie; banks are not allowed to discount notes. (PL - is 3/7??) (is the Latham Act from Bela Latham; limits note circulation to paid-in capital in ratio of \$1 specie to \$3 paper; banks formed under this act are to be partnerships, not corporations; no banks are organized under act as is too restrictive - Smiths, Shade - check Ohio HS site)
- Feb. 19, 1842 Lycoming Navigation, Railroad & Coal Company at Ralston, Pa., renamed Red Run Coal Company; the company remains dormant until the railroad is extended to Elmira in 1854. (PL, Meginnis/Lycoming)
- Feb. 22, 1842 Canal Commissioners cut Columbia Railroad to a single supervisor and move headquarters from Philadelphia to Parkesburg. (CC)
- Feb. 22, 1842 LIRR Board authorizes granting commuted fare to James C. Haviland between Brooklyn and Jericho. (MB)
- Feb. 25, 1842 Future PRR VP Charles Edmund Pugh (1842-1913) born in Unionville, Chester County, Pa.; son of Elijah Pugh, a merchant. (PRRMN)
- Feb. 26, 1842 Former canal engineer James Dunlop Harris (1797-1842) dies at Bellefonte of pneumonia incurred while overseeing the burial of a young nephew in inclement weather; had worked as local surveyor after being purged by the Democrats in 1839. (Linn/Centre, Cummings)
- Feb. 1842 State Bank of Illinois suspends all operations. (Dowrie, Shade)
- Mar. 1, 1842 PW&B begins operating steamboat *Robert Morris* to Wilmington, leaving Philadelphia at 7:00 AM; closes freight office in Broad Street and at 11th & Market Streets and conducts all freight business at Dock Street. (MB)
- Mar. 1, 1842 Little Miami Railroad suspends all work above Todds Fork. (MB)
- Mar. 1, 1842 Indiana Legislature appoints one commissioner for the Wabash & Erie Canal east of Lafayette and the Erie & Michigan Canal; also one agent for the Madison & Indianapolis Railroad, one for the White-Water Canal, and one for the New Albany & Vincennes Road; the Fund Commissioners are replaced by a State Agent without the power to sell or hypothecate state bonds. (PL)
- Mar. 2, 1842 U.S. House committee headed by Whig William Cost Johnson (1806-1860) of

Maryland proposes a \$200 million federal bond issue to be distributed to the states to relieve their debts, backed by sales of public lands; New York is to get \$24.2 million, Pennsylvania \$17.6 million, Ohio \$15.7 million, Indiana \$8.5 million, Illinois \$6.6 million, and Maryland \$5.9 million; report is tabled as only Pennsylvania and Maryland support federal assumption of state debts. (McGrane)

- Mar. 2, 1842 Dr. Peter Shoenger complains that the Portable Boat Line on the Main Line is unprofitable, and he would be willing to give it to anyone who could take it off his hands. (Hartman)
- Mar. 2, 1842 John Hough James's Urbana Banking Company closes on runs sparked by Democratic editorials; company had extensive note circulation across the Midwest, Pennsylvania and New York; within two weeks, Bank of Lake Erie, Bank of Cleveland and banks in Greenville, Hamilton, Lancaster and Chillicothe close. (Smiths)
- Mar. 3, 1842 Canal Commissioners grant D. Leech & Company (Western Transportation Company) a \$1.50 rebate on each through passenger on their first class "Express Line" and of \$1.00 on the second class "Pioneer Line." (CC)
- Mar. 3, 1842 Schuylkill coal operator Gideon Bast (-) sends 18 cars of coal from his Wolf Creek mines to Philadelphia, the first direct shipment from the Mine Hill & Schuylkill Haven Railroad to the Reading. (Heydinger/RRH 107)
- Mar. 4, 1842 Joint resolution of New Jersey Legislature sets New Jersey Railroad transit duty at 8 cents per passenger and 12 cents per ton carried between Jersey City and New Brunswick. (Digest)
- Mar. 4, 1842 Ohio act requires banks to resume specie payments or lose charters; remaining 28 banks do so. (Smiths, Shade - is this the Latham Law, if so, what date?)
- Mar. 5, 1842 Maryland reverses 1841 law and outlaws circulation of B&O stock orders; also Tide Water Canal Company toll notes or any other type of company scrip. (PL)
- Mar. 5, 1842 Ohio authorizes Clark County to subscribe up to \$30,000 to Little Miami Railroad. (Church)
- Mar. 7, 1842 Ohio passes an act to pay the temporary liabilities and interest; Canal Fund is to place a \$500,000 temporary loan and also borrow \$1.3 million to pay the balance due on the canals; interests and principal are to be paid in Ohio, not at New York, as previously; suspends work on all improvements except Wabash & Erie Canal and stops all further subscriptions and loans of state credit to private companies under the 1837 Loan Law. (PL)

- Mar. 7, 1842 Ohio's Democratic Legislature passes a new act to regulate banking; all capital must be paid in in specie, imposes a tax of ½% on capital; stockholders, directors and officers to be fully liable for loss of capital or mismanagement; no one would invest under those conditions, and Ohio has to rely on neighboring states for a circulating medium. (Huntington)
- Mar. 7, 1842 Ohio's Democratic Legislature passes an additional act forcing non-banking companies that are insolvent or have failed to pay debts to liquidate; directors are to be individually liable for debts and stockholders liable for any debt contracted thereafter; state may remove officers, and Legislature is to appoint liquidation trustees; terms stifle further railroad investment until repealed in 1845. (PL, Marvin)
- Mar. 7, 1842 Ohio act reduces number of members of the Board of Public Works to three. (McClelland)
- Mar. 7, 1842 Ohio Legislature passes resolution ordering an investigation of those railroads that received aid under the Loan ("Plunder") Law. (PL)
- Mar. 7, 1842 Ohio Legislature order forfeiture of charter of Columbus & Sandusky Turnpike Company because road was not built of specified materials. (PL)
- Mar. 7, 1842 Ohio Legislature repeals the charters of the Farmers & Mechanics Bank of Cincinnati and the Farmers, Mechanics & Manufacturers Bank of Chillicothe. (PL)
- Mar. 8, 1842 PW&B Board approves contract with Andrew Benner to haul all cars and passengers between Philadelphia and Grays Ferry; company has disposed of its horses at Philadelphia; reports have arranged to operate locomotives as far as the City Block in Baltimore; authorize joint agencies with NC&F in Philadelphia and Baltimore. (MB)
- Mar. 8, 1842 Baltimore ordinance instructs city directors of B&O and Baltimore & Susquehanna Railroads to push for greater economies and reduction in officers' salaries. (Digest)
- Mar. 8, 1842 Maryland act "to facilitate the collection of the direct tax" allows banks that have loaned money to the state to be paid in notes as low as \$1. (PL)
- Mar. 9, 1842 In lieu of allowing stock notes to circulate as money, Maryland act permits the City of Baltimore to issue shares of B&O stock for under \$100 but not less than \$10. (PL)
- Mar. 9, 1842 Maryland act requires banks to resume specie payments by May 1, 1842; those that do may issue notes as low as \$1; other banks are to issue none smaller than \$5 and to no more than 5% of paid in capital. (PL).

- Mar. 10, 1842 Joint resolution of New Jersey Legislature holds Camden & Amboy transit duty must be paid on all traffic between Delaware and Raritan by any route; 10 cents per passenger and 15 cents per ton. (Digest)
- Mar. 10, 1842 Gov. David R. Porter urges the Legislature for making provisions for winding up the affairs of the Bank of Pennsylvania in case it should fail. (PaArch)
- Mar. 10, 1842 Middletown Bank (Simon Cameron, Pres.?) offers to subscribe an additional \$10,000 to the state loan. (PaArch)
- Mar. 12, 1842 Gov. David R. Porter signs a Democratic bill, passed with some Whig support, requiring immediate resumption by banks. (Scharf, Snyder)
- Mar. 12, 1842 Canal Commissioners contract with John A. Roebling for a wire rope for Plane No. 3 of Portage Railroad; installed in 1842 but foundation found defective and not functioning until 1843 season; Roebling's first ropes are "selvage" ropes made of parallel strands held together by a wire wrapping; Roebling is to install the rope at his own risk, to be paid over time when and if it proves successful; the wire wrapping wears out from scraping and is soon replaced with twisted wire rope. (CC, Zink)
- Mar. 12, 1842 New York & Erie Railroad Pres. James Bowen informs Gov. William H. Seward that the company is unable to meet the Apr. 1 interest payment on the state stock. (Mott)
- Mar. 14, 1842 LIRR opens between Farmingdale and Deer Park, N.Y. (Poor, Val)
- Mar. 14, 1842 PW&B establishes extra local between Philadelphia and Wilmington at 25 cent fare. (MB)
- Mar. 14, 1842 James Seymour reports to the New York Assembly on the survey of a railroad from Goshen on the New York & Erie Railroad to Albany. (NYState)
- Mar. 15, 1842 Bank of Pennsylvania pays public creditors. (Scharf)
- Mar. 1842 Schuylkill Navigation Company cuts the toll on coal from 90 cents a ton to 70 cents a ton to meet the competition of the Philadelphia & Reading Railroad; it is cut to 54 cents later in the year. (CLJones)
- Mar. 1842 Railroad convention held at Poughkeepsie led by brewer Matthew Vassar (-) and newspaper editor Isaac Platt to push for a railroad along the east bank of the Hudson River; they then engage R.F. Morgan of Massachusetts, who runs a survey from Mott Haven to opposite Albany; runs inland north of Fishkill; originally promoted by Poughkeepsie interests but blocked by New York City steamboat interests in the Legislature. (Harlow, ARJ)

- Mar. 1842 Robert M. Shoemaker returns to Mad River & Lake Erie Railroad, as the Little Miami Railroad can't pay his salary and owes him \$2,500. (Smiths - but see 11/42)
- Mar. 1842 Convention held in Madison, Ind., calls for subscriptions to complete Madison & Indianapolis Railroad and for subscriptions from counties. (Blank)
- Mar. 16, 1842 Runs force closure of Bank of Penn Township; Girard Bank makes an assignment to protect its creditors. (Scharf, FisherDiary)
- Mar. 17, 1842 In Philadelphia, Manufacturers & Mechanics Bank and Mechanics Bank closed by runs; Philadelphia banks meet and the majority agree to resume specie payments; the demise of the United States Bank of Pennsylvania and economic revival in 1843 end the Bank and currency question as a divisive issue for Pennsylvania Democrats; they also contribute to the political demise of Gov. David R. Porter. (, Scharf, Snyder)
- Mar. 17, 1842 City of Baltimore revokes ordinance making B&O stock orders valid for payment of city taxes and dues. (Digest)
- Mar. 17, 1842 Canal Commissioners increase rebate to D. Leech & Co. to \$2.00 and \$1.50. (CC)
- Mar. 17, 1842 Treaty of Upper Sandusky; the Wyandot cede their last reservations in Ohio and on both sides of the Huron River in Michigan and move west of the Mississippi, clearing Ohio and the Lower Peninsula of Michigan of Indian land titles. (IndLndCessions)
- Mar. 18, 1842 Nine Philadelphia banks reopen, six remain in suspension, and the Bank of Penn Township, Manufacturers & Mechanics Bank and Mechanics Bank close.
- Mar. 21, 1842 New Jersey Railroad Board votes to discontinue freight operations on Sundays; vote to stop Sunday morning passenger train fails 2-3. (MB)
- Mar. 24, 1842 Charles Dickens leaves Baltimore on Baltimore & Susquehanna Railroad at 8:30 AM bound for Pittsburgh; travels from York to Harrisburg in the mail coach, arriving in the evening. (AmNotes)
- Mar. 25, 1842 Virginia act grants a \$250,000 mortgage loan to the James River & Kanawha Company, but requires it to make no new contracts, leaving the work above Lynchburg in a half-finished state for many years, although they might have been completed for another \$375,000. (Dunaway)
- Mar. 25, 1842 Charles Dickens leaves Harrisburg on a canal packet en route to Pittsburgh;

his description, published in *American Notes*, is one of the best of Main Line canal travel. (AmNotes)

- Mar. 27, 1842 Charles Dickens traverses the Portage Railroad, leaving Hollidaysburg in the morning. (AmNotes)
- Mar. 28, 1842 Charles Dickens arrives in Pittsburgh in evening. (AmNotes)
- Mar. 29, 1842 New York passes the "Stop Law" proposed by Radical Democrats, halting all new work on state canals, including the Erie Canal enlargement, Black River, and Genesee Valley Canals; ex-Gov. Seward's internal improvement program has increased the state debt to \$18 million; the law authorizes a tax of 1 mill on real and personal property in 1843 to pay the canal debts; the Chenango, Chemung and Crooked Lake branch canals have been unproductive, losing over \$2.5 million since their construction; the total state debt is now at \$28 million; canal construction remains suspended for 12 years; passage of the law causes state bonds to return to par and is supported by the banking community; passage of the law splits the Democrats into conservatives (later called "Hunkers") akin to the Improvement Democrats in Pennsylvania who profit from the public works and led by William L. Marcy, and radicals (later called "Barnburners") who want strict enforcement of the Stop Law, paying down the state debt and led by Silas Wright. (Sweet, Seavoy, Larson, Burrows/Wallace, Shaw)
- Mar. 29, 1842 Pennsylvania Legislature passes law authorizing the Bank of Pennsylvania to make an assignment to protect its creditors, which will allow it to keep its charter, providing the state is made a preferred creditor. (PaArch)
- Mar. 31, 1842 Andrew Kershner obtains judgment against Franklin Railroad in Washington County (Md.) Courts; foreclosure not completed until 1850s. (Digest)
- Spring 1842 Section boats begin operating over Portage Railroad using trucks invented and built by John Dougherty; Dougherty charges \$1 per ton for use of trucks; by using section boats, through freights cut from \$1.375 to \$1.125 per cwt. (NO boat trucks began in spring of 1840!! - possibly D began operating in own name rather than by Reliance Trans. Co.)
- Spring 1842 William Turner, having accumulated a boat-load of coke from his furnaces sends the first flatboat from Connellsville to Cincinnati, where it is sold with difficulty. (Albert, Swank)
- Spring 1842 Pittsburgh & Cincinnati Packet Line of steamboats organized with 6 or 7 large boats; it becomes the dominant line on the upper Ohio, carrying 75% of the passengers and 50% of the freight between the two cities. (Hunter)
- Spring 1841 Welsh miner Thomas Davis (1803-) builds a short railroad from the Brier Hill

Coal Mine of David Tod (1805-1868) near Youngstown, Ohio, to the Pennsylvania & Ohio Canal and begins shipping coal to Cleveland for the purpose of introducing it as steamboat fuel; by 1845, coal supplants wood as fuel on the Lower Lakes. (Trumbull/Mahoning, Swank)

- Apr. 1, 1842 New Jersey Railroad cuts commutation fare from \$100 to \$75 to all points as far as New Brunswick. (MB)
- Apr. 1, 1842 Railroad Hotel, aka Elwell's Hotel, located at foot of Bridge Street, Camden, destroyed by fire; rebuilt as a four-storey brick building operated by James Elwell. (Prowell, Boyer)
- Apr. 1, 1842 *American Railroad Journal* runs a mocking report of Josiah White's pamphlet addressed to Gov. David R. Porter on improving the performance of the canals and reducing the state debt. (ARJ)
- Apr. 1, 1842 Canal Commissioners discontinue locktenders on French Creek Division; give lock houses free of rent to those who will tend locks. (CC)
- Apr. 1, 1842 Canal Commissioners appoint Joel Barlow Moorhead (1813-1889) Superintendent of Motive Power and Supervisor of Columbia Railroad, replacing Thomas Tustin demoted to Assistant Supervisor. (CC)
- Apr. 1, 1842 New York & Erie Railroad defaults on interest on the state stock. (Mott)
- Apr. 1, 1842 Indiana appoints Nathan B. Palmer (1790-1875) commissioner to receive subscriptions to the Madison & Indianapolis Railroad to continue construction; permitted to sell stock for 26,795 acres of land instead of cash; about \$80,000 subscribed, mostly land at cash prices, over next two months. (C&C, Daniels, Anderson)
- Apr. 4, 1842 Gov. David R. Porter recommends repeal of the act permitting the Bank of Pennsylvania to reorganize and letting it fail. (PaArch)
- Apr. 4, 1842 LIRR Board authorizes general scheme of commutation tickets to be offered in packets of six months or a year; authorizes purchase of "Poughkeepsie" locomotive now on road; (may not have been done). (MB)
- Apr. 4, 1842 Gov. David R. Porter in special message, denounces evidence, introduced in the recent investigation of corruption in Legislature of 1840, linking him to bribes paid to favor the United States Bank of Pennsylvania and demanding that either he or the persons making the charges be punished; break between Porter and the Improvement Democrats on one side, and the Van Buren Democrats on the other widens. (Snyder, PaArch)
- Apr. 7, 1842 Pa. Legislature passes a resolution covering the debts owed to domestic, as

opposed to foreign, creditors; those domestic creditors, primarily contractors on the Public Works, that do not accept state stock are to be registered on the books of the Auditor General and receive 6% interest. (PaArch)

- Apr. 7, 1842 Charles A. McAnulty of Pittsburgh, a nephew of Samuel McAnulty of Blairsville, who operated the Perseverance Line of stages in the 1820s, places an ad for his United States Portable Boat Line in the Pittsburgh papers headed "Individual Enterprise"; claiming it is the only line whose boats are owned by their individual captains and are operating outside the combination of transporters. (Hunter/Ohio/PittsMrngChron)
- Apr. 7, 1842 Little Miami Railroad authorizes work to extend road from Montauk (Milford) to turnpike above Phillips Mills; company has conveyed all rolling stock as security for debt owed to Bank of Xenia and is unable to pay. (MB)
- Apr. 10, 1842 Canal Commissioners discontinue "Night Line" on Columbia Railroad, leaving "Morning Line" and "Accommodation Line." (CC)
- Apr. 11, 1842 Village of Jefferson, N.Y., now Watkins Glen, incorporated. (French)
- Apr. 12, 1842 PW&B contracts package express business to J.B. Peck; appoints committee of three to negotiate with NC&F for coordinated service; NC&F stock now held in trust by Thomas Smith to be transferred to PW&B Secretary. (MB)
- Apr. 12, 1842 Erie & North East Railroad incorporated in Pa. to build from Erie to North East, Pa. with the intent of being the western extension of the New York & Erie Railroad. (PL, Church, GrnBk, Harlow)
- Apr. 14, 1842 LIRR Board orders placing 17 miles east of Ronkonkoma under contract. (MB)
- Apr. 14, 1842 PW&B stockholders authorize new mortgage of £182,500 (\$2,161,776) to fund old debts coming due in 1842-44; Board authorizes extending Wilmington local to Elkton. (MB, AR)
- Apr. 14, 1842 Boiler of the new Baltimore Steam Packet Company boat *Medora* explodes as it is backing away from the dock in Baltimore on a trial run; 26 killed, including company Pres. Andrew F. Henderson; he is replaced by Robert A. Taylor. (Brown, Burgess)
- Apr. 19, 1842 New York & Erie Railroad placed in the hands of assignees; has suspended all construction work on 270 miles of road with only 64 miles completed. (Mott has 4/9!!! - ARJ has 4/16 - notes Hezekiah C. Seymour named Superintendent to operate Eastern Division - Mott says assignees are Pres. James Bowen, engineers Hezekiah C. Seymour and Edward Miller and Freeman Campbell)

- Apr. 20, 1842 Philadelphia & Columbia Railroad Superintendent Joel Barlow Moorhead sells the experimental anthracite-burning locomotive built by Ross Winans as it is too light and of defective design. (was possibly either Atlantic, Baltimore or Columbus - check 1841 roster)
- Apr. 21, 1842 "New Line" established between Norwich and New York, using the *Flushing* from Norwich to New London, connecting with the *Kosciusko* for New York; fare cut from \$1.00 to 50 cents. (Farnham)
- Apr. 1842 Cornelius Vanderbilt begins competition against Menemon Sanford's Norwich & New London Steamboat Company with a cut-rate service between New York and New London. (Dunbaugh)
- Apr. 22, 1842 LIRR Board authorizes purchase of "Austrian" locomotive for up to \$7,000. (MB)
- Apr. 22, 1842 Erie & North East Railroad incorporated to build along lake shore to New York state line. (Poor - see 4/12)
- Apr. 22, 1842 Freight propeller *Vandalia* owned by Capt. James Van Cleve leaves Buffalo on its first trip to Cleveland, having been brought from Oswego via the Welland Canal; it is the first propeller steamboat on the Great Lakes. (Heyl)
- Apr. 23, 1842 Charles Dickens travels over Mad River & Lake Erie Railroad from Tiffin to Sandusky. (RRH, AmNotes)
- Apr. 24, 1842 First 14 miles of the enlarged Erie Canal open at the Albany end. (Shaw)
- Apr. 26, 1842 PW&B Board authorizes use of steamboat *Robert Morris* as excursion boat when not on regular run. (MB)
- Apr. 27, 1842 Michigan Gov. John S. Barry (1802-1870) issues order recalling \$2.86 million bonds for which state has received no consideration.
- Apr. 28, 1842 Camden & Amboy Railroad stockholders approve purchase of Philadelphia & Trenton Railroad stock in exchange for bonds. (MB)
- May 1, 1842 Bank of the United States (Pa.) makes a partial assignment to secure payment of post notes due other banks in Philadelphia. (Scharf)
- May 5, 1842 Bartley Committee reports to Ohio Legislature; condemns Mad River & Lake Erie Railroad for issue of "paper money" (i.e., paying by check). (Smiths)
- May 10, 1842 Match race held at the Union Course on Long Island between "Fashion" and "Boston" for a stakes of \$40,000; thousands try to go to the race on the LIRR, but the train is so heavy, the locomotive cannot start it, after which the crowd

- overturns some of the cars and commits other acts of vandalism. (Hone)
- May 10, 1842 PW&B Board authorizes 25% reduction in through fares to Wheeling and Pittsburgh; Philadelphia-Wheeling fare is cut to \$15.00. (MB)
- May 11, 1842 Canal Commissioners rescind rebates to D. Leech & Co. as they have discontinued the "Pioneer Line." (CC)
- May 12, 1842 Future LIRR Pres. Adolph Conrad Poppenhusen (1842-1882) born at Brooklyn, N.Y.; son of Conrad Poppenhusen (1818-1883). (Schlegel's AmrcnFmlies ofGermnAncestry)
- May 13, 1842 Northern Cross Railroad opens from Jacksonville to Springfield, Ill., completing 23.5 mile line from Meredosia; only state railroad brought to completion in Illinois. (Ystrdy&Tdy, RRH)
- May 1842 At the annual meeting of the Georgia Railroad & Banking Company, a move to terminate J. Edgar Thomson's employment at the end of the year is defeated. (Ward)
- May 1842 Wilmon Whilldin purchases the 1839 steamboat *Balloon*, formerly used on Narragansett Bay, for use on the Delaware River with the *Sun* and *Bolivar* between Philadelphia and Wilmington in opposition to the Union Line. (Heyl)
- May 1842 Contracts let for 46 miles of the Wabash & Erie Canal, using non-interest bearing state scrip called "Blue Dog" (\$5) and "Blue Pup" (\$1); "Blue Dog" is issued west of Lafayette and "White Dog" east of Lafayette. (Fatout, Poinsette)
- May 1842 State Bank of Illinois closes its branches at Chicago, Danville and Jacksonville. (Dowrie)
- May 1842 Seneca sign a compromise settlement for the sale of the Buffalo Creek and Tonawanda Reservations to the Ogden Company, retaining the Cattaraugus and Allegany Reservations; the residents at Buffalo Creek agree to emigrate, but the residents at Tonawanda reject the deal; eventually, the federal government buys the Ogden Company claim to the Tonawanda Reservation and presents it to the Seneca, who retain it in fee simple; the elimination of the Buffalo Creek Reservation opens the rest of the Towns of Black Rock, Cheektowaga, Lancaster, Alden, Hamburg, Aurora and Wales to settlement. (HPSmith)
- May 1842 English banker Alfred Morrison's older brother Charles Morrison (1817-1909) joins him in America; Charles is a much better businessman (Alfred will become a noted art collector) and manages to get about £1 million invested in relatively safe North American investments, while the riskier ones are sold or

written off. (Dakers)

- May 1842 British Parliament rejects a new Chartist petition. (wiki)
- May 17, 1842 Reading opens a branch from the Falls of Schuylkill to Port Richmond on the Delaware River north of Philadelphia, which becomes the country's first big railroad coal terminal; the Falls Grade leading up from the Schuylkill River is the only adverse grade against the current of the Reading's coal traffic. (AR, Hare)
- May 19, 1842 Lewistown Bank offers to subscribe an additional \$25,000 to the state loan. (PaArch)
- May 21, 1842 PW&B executes new mortgage for £182,500; \$811,111 Sterling bonds remain as second lien; this protects the company's debt; it has been negotiated by Charles Henry Fisher (1814-1862). (MB, AR, FisherDiary)
- May 23, 1842 London banker Charles Morrison writes to his father describing a ride from New York to Philadelphia on the Camden & Amboy Railroad, "apparently no very large capital laid out, either on the construction of the road itself or the accessories -&c, the rate of traveling is not good"; this would seem to confirm criticisms that the company's monopoly was a disincentive to efficient operation; it did not help that Morrison's train ran over a cow; the two brothers meet in Philadelphia and begin examining their investments. (Dakers)
- May 23, 1842 PW&B reduces frequency of its freight train from daily to twice a week. (BaltAm)
- May 24, 1842 Blast furnace of Shamokin Coal & Iron Company at Shamokin burns and is abandoned. (CoHist)
- May 26, 1842 PW&B begins running trains with steam power west of Canton to President Street. (Scharf)
- May 30, 1842 Joint Companies Executive Committee authorizes placing anthracite boilers in the *Swan*. (MB)
- June 1, 1842 Canal Commissioners reduce tolls on coal carried through to Columbia to 1.5 mills per 1,000 lb. per mile. (CC)
- June 1, 1842 M. Brooke Buckley (1794-1856) elected Pres. of PB&W, replacing Matthew Newkirk, resigned; Board reports that they now use steam between Canton and the freight station at President Street and have eliminated half of the horses used at Baltimore; hope to make President Street the main station and discontinue lease of Pratt Street office and use of B&O tracks. (MB)

- June 1, 1842 B&O opens for revenue service between Harpers Ferry and a point opposite Hancock, Md. (AR)
- June 1, 1842 State-owned Walhonding Canal opens between the Ohio & Erie Canal at Roscoe and a point on the Mohican River below Rochester, 23.5 miles. (Woods)
- June? 1842 Transporting companies on Main Line meet in Pittsburgh and adopt a "constitution" amalgamating interests and fixing prices; Canal Commissioners respond by bringing suit for conspiracy to defraud the public and having the members of the cartel's governing board jailed. (, PubLdgr)
- June 4, 1842 PW&B Superintendent Isaac R. Trimble reports on Dr. Earle's method for preserving timber. (MB)
- June 6, 1842 New Jersey Railroad makes annual contract with Elizabethtown & Somerville Railroad. (MB)
- June 7, 1842 Charles Dickens departs New York. (Hone)
- June 8, 1842 Canal Commissioners bar supervisors from contracting for any repairs without their consent and from building any farm or road bridges. (CC)
- June 10, 1842 Gov. David R. Porter again suggests to the Legislature that they arrange for selling the state's bank stock or vesting them in trustees for the benefit of the state's creditors. (PaArch)
- June 13, 1842 Supplement to Philadelphia & Trenton Railroad charter secured through the efforts of Capt. Thomas M. Scott, Assemblyman from Kensington, repeals 1841 act permitting it to use the railroad along Frankford Road and Marden (?) Street; Kensington is to pay compensation for all work done since May 3, 1841. (Digest, PubLdgr)
- June 13, 1842 Charles A. McNulty of the United States Portable Boat Line appears before a Pittsburgh alderman and charges the ten principal Main Line transporters with having formed a combination to regulate the price of transportation; McNulty has quit the combination, whose articles he signed in Dec. 1841; warrants are sworn for the transporters and they are bound for trial. (Hunter/Ohio)
- Jan. 14, 1842 PW&B Northern Committee authorizes extending James B. Peck's contract to operate an express car for one year; orders bond of Nicholas Biddle, on which no interest has been paid, to be put out for collection. (MB - check date)
- June 15, 1842 New Jersey Railroad Board authorizes negotiating a loan of £18,000 in London. (MB)

- June 15, 1842 *American Railroad Journal* reports that the Western Railroad of Massachusetts is planning to use ice-cooled refrigerator cars to ship fresh fruits, fish, meat and other perishables from Michigan and Ohio to Boston. (ARJ)
- June 15, 1842 Second State Bank of Indiana resumes specie payments after ordered to do so by the Legislature. (Esarey)
- June 15, 1842 Second State Bank of Illinois and John Marshall's Bank of Illinois at Shawneetown fail to resume specie payments; Bank of Illinois suspends operations; this leaves Illinois without any banks until the passage of a Free Banking Law in Nov. 1851. (Huston, Dowrie, Larson)
- June 15, 1842 John C. Fremont, who has married Jessie, the daughter of powerful Missouri Senator Thomas Hart Benton, departs Kansas City on a mission to map the Far West for the Topographical Engineers; he is accompanied by Kit Carson (1809-1868) as scout; Fremont explores the South Pass in the Rocky Mountains. (DAB, McDougall)
- June 1842 John A. Roebling receives his first patent for improvements in manufacturing wire rope. (Zink)
- June 1842 Alfred and Charles Morrison sell the large number of Reading and PW&B shares received from the Bank of the United States as collateral for £200,000, but they later buy back £130,000 of PW&B on their own account; Charles buys \$75,000 in stock of the Hazleton Coal Company, considering it a good investment; he notes that the Morris Canal & Banking Company (probably the Little Schuylkill & Susquehanna Railroad) had bought land nearby, but the coal was not worth working; the Morrisons write off their holdings of Morris Canal; Charles is impressed by the coal-hauling ability of the Reading and the Morrisons agree to loan the Reading £40,000, eventually holding \$311,000 in bonds and \$459,000 in notes. (Dakers)
- June 16, 1842 British forces take the city of Wusong at the mouth of the Yangtze River as the First Opium War moves into its final phase. (Hanes)
- June 17, 1842 New Jersey Railroad Board authorizes purchasing 125 tons of H-rail and chairs from John O. Sterns of the Elizabethtown & Somerville Railroad at \$35 per ton; E&S is in need of funds; is not relaid with H-rail until 1846. (MB, CNJ)
- June 17, 1842 Commissioners of the private Madison & Indianapolis Railroad Company meet at Columbus, Ind., and organize a Board; Nathan B. Palmer, Pres. (MB, Church, C&C)
- June 18, 1842 Erie & Kalamazoo Railroad locomotives *Toledo* and *Adrian*, 2 passenger cars,

- 9 freight cars and 1 stake car sold at sheriff's sale for debts of \$15,000.
(Waggoner)
- June 19, 1842 PW&B inaugurates Sunday service between Philadelphia and Wilmington.
(MB)
- June 19, 1842 Shanghai surrenders to the British without firing a shot; the city is looted by Western soldiers and local Chinese criminals in the ensuing chaos; the British then advance up the Yangtze River towards the old Ming Dynasty capital of Nanjing. (Hanes)
- June 20, 1842 Repeal of the Philadelphia & Trenton Railroad's right to lay track through Kensington is greeted with public rejoicing in the streets and illumination of the houses along Front Street from Cohocksink Creek to Oxford Street; Manuel Eyre and other leaders address the crowd; lantern transparencies hung at Front & Phoenix Streets include statements such as "Free Passage to All" and "The Constitution Protects the People in the Use of Their Highways."
(PubLdgr, Schwartz)
- June 20, 1842 Gov. Samuel Bigger proclaims the private Madison & Indianapolis Railroad Company to be properly incorporated. (Church, C&C)
- June 21, 1842 LIRR committee reports that Brooklyn & Jamaica Railroad has rejected proposed reduction in rent; Board orders all construction stopped. (MB)
- June 21, 1842 Cumberland Valley Railroad begins operating Franklin Railroad without agreement. (C&C)
- June 22, 1842 First water admitted to the Croton Aqueduct which carries fresh water from reservoirs on the Croton River 41 miles to New York City, providing a reliable water supply; it arrives at the receiving reservoir in what is now Central Park 22 hours later; John B. Jervis, Chief Engineer. (Trager - Burrows/Wallace has reach the receiving reservoir in what becomes Central Park on 6/23 - verify)
- June 24, 1842 Gov. David R. Porter orders cessation of all work on state canals and railroads except emergency repairs.
- June 24, 1842 Pennsylvania Legislature passes joint resolution stopping all work on the Public Works except repairs; ends work on the North Branch Extension and Erie Extension; only 3 miles of Erie Extension left unfinished vs. \$2.9 million spent; after July 1, 1842, there is to be only one engineer at \$1,500, and after Aug. 1, only one Supervisor and no Superintendent on the Erie Canal. (PL)
- June 24, 1842 LIRR opens between Deer Park and Thompson (Brentwood), N.Y. (Poor, Val)

- June 27, 1842 New Jersey Railroad promotes Robert O. Robinson from Superintendent to General Superintendent. (MB)
- July 1, 1842 Pa. act authorizes the Canal Commissioners to purchase and place upon the Philadelphia & Columbia and Allegheny Portage Railroads a sufficient number of trucks for the transportation of section boats. (PaArch)
- July 1, 1842 Canal Commissioners authorize purchase of 18 state-owned trucks (carriages) of 4 sections each for carrying canal boats over Columbia and Portage Railroads to enable small boat-owners to better compete with transporting companies. (was there a law? passed earlier in 1842! - says maximum to be spent \$40,000 to be paid for out of rentals of trucks on pay-as-you go basis; John Dougherty is dissatisfied with payment he is to receive for his pending patent (actually got nothing)!. (CC, Hartman - Hunter/Ohio notes partisans thought the section boats would lower rates 30-40% and restore importance of the Main Line - actually the boats are small and inefficient)
- ca. July 1, 1842 New York & Erie Railroad suspends work on its Western Division, the grading having reached the western line of Cattaraugus County. (Mott)
- July 2, 1842 Erie & Kalamazoo Railroad placed in the hands of Horace Meech of Albany and S. B. Comstock and M. H. Tilden of Toledo to manage the road for the company; grants the Palmyra & Jacksonburg Railroad trackage rights between Palmyra and Toledo for 10 years. (Waggoner)
- July 4, 1842 Camden & Philadelphia Steam Boat Ferry Company establishes first night boat with last trip leaving Philadelphia at 9:30 PM. (Boyer)
- July 4, 1842 Croton water flows into the 24 million-gallon Distributing Reservoir on 5th Avenue & 42nd Street where the New York Public Library now stands and thence to the distribution mains. (Burrows/Wallace)
- July 5, 1842 Canal Commissioners direct Charles L. Schlatter to report on the best method of transferring section boats between canal and railroad and to prepare plans for boat planes at Columbia, Hollidaysburg and Johnstown; contract for construction of 8 sets of trucks for Portage Railroad and 10 sets for Columbia Railroad. (CC)
- July 7, 1842 First significant strike of anthracite coal miners begins at Minersville in Schuylkill County. (Nolan/Unger)
- July 8, 1842 LIRR Board approves renewing mortgage on moveables to State of Michigan as assigned by Morris Canal & Banking Company. (MB)
- July 9, 1842 Striking miners march en masse through Pottsville and drive off laborers loading coal at the various docks of the Schuylkill Canal; the first units of

- militia are called out to restore order. (Nolan/Unger)
- July 11, 1842 Johnstown, Pa., incorporated as a borough. (PL)
- July 12, 1842 New Jersey Railroad Board requires that all locomotives have cowcatchers; authorizes covering Hackensack River bridge; accept offer of George Lee Schuyler and half-brother Robert Schuyler; Robert Schuyler to be VP (Chief Operating Officer) at salary of \$3,000; consider proposition of Schuylers to run a steamboat from Liberty Street to New Brighton and Elizabethport. (MB)
- July 12, 1842 PW&B orders Nicholas Biddle's bond for £20,000 given to Isaac Hazlehurst for collection; reviews Camden & Amboy Railroad proposal for transfer of passengers at Philadelphia; reports have discontinued Elkton local, leaving one Wilmington local and two through trains. (MB)
- July 12, 1842 Committee investigating procurement of United States Bank of Pennsylvania charter and operations in the Legislature of 1840 makes two reports; majority of Whigs and Van Buren Democrats find no evidence of corruption; minority of Improvement Democrats note the failure of the Whigs, Anti-Masons or Bank supporters to incriminate Gov. Porter. (Snyder verify date - Hasse?)
- July 12, 1842 State of Indiana files in suit of Dutch banker Wilhelm Willink (1750-1841) to foreclose on Morris Canal & Banking Company; asserts Willink's prior mortgage is void and does not cover the section of canal between Jersey City and Newark. (NJEq 3 Green)
- July 13, 1842 Wiconisco Canal Company incorporated in Pa. to take over and complete Wiconisco Division Canal; nothing done under this act. (PL)
- July 13, 1842 Bear Mountain Railroad incorporated in Pa. by Christopher Hager, William T. Rogers of Bucks, John A. Gamble of Lycoming, Job R. Tyson of Philadelphia, et al., to build from Millersburg on Wiconisco Canal to Rausch Gap, tunneling Big Lick Mountain into Bear Valley coal basin; some grading done under this charter. (PL, Digest)
- July 14, 1842 LIRR opens between Thompson (Brentwood) and Suffolk Station (Central Islip), N.Y. (Poor, Val)
- July 14, 1842 Madison & Indianapolis Railroad Company appoints Thomas A. Morris Chief Engineer; Robert M. Patterson Assistant Engineer; authorizes contracting for building from Section 51 to Columbus, Ind. (MB)
- July 14, 1842 Future PRR Chief Chemist and Chemical Laboratory founder Charles Benjamin Dudley (1842-1909) born.
- July 1842 Madison & Indianapolis Railroad contracts for 13 miles north of Griffiths.

(Daniels)

- July 1842 Flood on the James River greatly damages the canal of the James River & Kanawha Company. (Dunaway)
- July 16, 1842 Jailed heads of the transporting companies accused of conspiring to fix prices are given a hearing in front of Judge Grier at Pittsburgh and released on bail pending a trial. (PubLdgr - Hunter/Ohio/PittsMrngChron indicates trial took place before 7/13? - 8 defendants sentenced to 2 months in prison and fines ranging from \$10 to \$100; the ninth was sentenced to 2 weeks in prison and \$150 in fines)
- July 19, 1842 PW&B Northern Committee refuses the request of George Stevens to have New York and Baltimore boats dock at Philadelphia at the same time. (MB)
- July 20, 1842 PW&B cuts service to one round trip between Philadelphia and Baltimore; establishes accommodation train between Baltimore and Havre-de-Grace. (BaltAm)
- July 22, 1842 Iron propellers *Black Diamond* and *Vulcan* leave North River opposite Phoenix Works for first time; Robert F. Stockton on *Black Diamond* and John Ericsson in command of *Vulcan*; run around harbor at about 6 MPH to cheers and whistles from other ships and then proceed to Philadelphia via Delaware & Raritan Canal; are to be operated New York-Philadelphia, New York-Albany and New York-Hartford. (ARJ)
- July 22, 1842 North Branch Canal Company incorporated in Pa. for purpose of completing the North Branch Extension Canal from Pittston to the New York state line as a private enterprise; not successfully organized. (PL)
- July 22, 1842 New York lines begin selling through passenger tickets between Albany and Rochester, N.Y. (Stevens)
- July 23, 1842 Gov. David R. Porter vetoes a bill repealing the act allowing the Bank of Pennsylvania to make an assignment on the grounds that it will weaken the state's claims for state funds deposited there. (PaArch)
- July 26, 1842 Clause buried in a Pa. act incorporating the Liberty Fire Company of Holmesburg rules that selling railroad or canal bonds at a discount does not violate the state laws against usury, even though the effect is equal to charging more than 6% legal interest. (Digest)
- July 27, 1842 Pennsylvania legislature authorizes sale of the Main Line; persons holding state debt certificates may redeem them for any corporate stocks held by the state; also authorizes sale of all bank, canal, railroad and turnpike stocks held by the state; sets a minimum price assuming that the dividends paid in 1841

represents 5%; also authorizes \$866,625 in 6% notes to meet public works interest due Aug. 1, plus \$5,000 to pay state guarantee of interest on Bald Eagle & Spring Creek Navigation Company and \$15,000 on Danville & Pottsville. (Bishop)

- July 28, 1842 White Water Valley Canal Company breaks ground at Cambridge City, Ind. (Fatout)
- July 29, 1842 New Jersey Railroad Board authorizes leasing Liberty Street ferry slip to George L. Schuyler. (MB)
- July 29, 1842 Canal Commissioners abolish toll collector at Franklin and offer house free to anyone who will tend lock and look after property of Franklin Line. (CC)
- Summer 1842 Work is suspended on the Pennsylvania Geological Survey, as the bankrupt state is unable to continue funding; no final report is printed; the Survey has been marked by disputes between State Geologist Henry Darwin Rogers (1808-1866) and his field assistant J. Peter Lesley (1819-1903), who believes Rogers denies him proper credit; the geologists also are using state money to do pure science and attempt to develop theoretical knowledge, while taxpayers want practical results; farmers press for the scientifically uninteresting search for better fertilizers; mineral land owners are also wary of investigations that might reveal that their lands are worth less than they claim; Rogers makes some progress at unraveling the history of the Appalachians, but gives too much emphasis to catastrophic floods and earthquakes, which puts him outside of contemporary geological thinking, and he dismisses the idea of using fossils to prove that different rock formations were laid down at the same time, now a basic geological tool; he also creates a fanciful and confusing Latinate nomenclature for rocks based on different times of the geological “day” representing the Paleozoic Era, a system that would work only if conditions were uniform over the entire globe; Rogers finally publishes *The Geology of Pennsylvania* in Scotland in 1858. (PaHrtg)
- Summer 1842 Pres. Tyler abandons further attempts to court the Whig Party and begins moving to create his own party by purging Whigs from office and replacing them with states rights Democrats. (Howe)
- Aug. 1, 1842 Commonwealth of Pennsylvania passes interest payments on state debt as unable to secure loan authorized by act of July 27, 1842; paid in 6% interest-bearing scrip; also provides for paying a percentage of amounts to contractors on Public Works; destroys the state's credit and makes any further expenditures on public works impossible; of the state debt, \$10.7 million is held in the U.S; \$23.7 million is held in Europe, including \$20 million in Great Britain, mostly by middle class investors. (PaArch, Worthington, McGrane)

- Aug. 1, 1842 Southwark Railroad authorizes Agent Charles Boyer and selling horses if expedient; appears not to have been done. (MB)
- Aug. 1, 1842 Ground broken for New York & Albany Railroad at Pawling. (ARJ)
- Aug. 1, 1842 Democrat Thomas Ford (1800-1850) elected Gov. of Illinois, defeating ex-Gov. Joseph Duncan running as a Whig. (Dowrie, Smith, Sobel)
- Aug. 3, 1842 PW&B Northern Committee authorizes Isaac Hazlehurst to negotiate for a lot at Broad & Prime Streets for a depot. (MB)
- Aug. 6, 1842 James M. Davis of Reliance Portable Boat Company offers to sell 12 boat trucks on Columbia Railroad and 13 trucks on Portage Railroad for \$16,875. (MS - note Reliance Transportation Co. is now defunct)
- Aug. 9, 1842 Canal Commissioners arrange to contract repairs to Columbia Railroad to outside parties for 1843 season rather than have done by state employees directed by supervisors. (CC)
- Aug. 9, 1842 PW&B Board authorizes construction of depot at Fleet & President Streets as main depot in Baltimore for \$3,000; orders Sunday Wilmington local discontinued immediately. (MB)
- Aug. 9, 1842 Pres. Tyler vetoes the Tariff Bill. (Hone)
- Aug. 9, 1842 Webster-Ashburton Treaty signed compromising the last disputed parts of the boundary between Canada and the U.S. east of the Rocky Mountains; includes the border between Canada and Maine; it also fixes the boundary between Canada and Minnesota; Britain agrees to cede most of its claims to most of the north shore of Lake Superior, including the future site of Duluth and the fantastically rich but yet-to-be-discovered Mesabi and Vermillion iron ranges that will be the foundation of a steel industry that will surpass that of Great Britain. (avalonproject, Howe)
- Aug. 12, 1842 PW&B Northern Committee agrees to let E.B. Galusha to make a daily round trip between Philadelphia and Baltimore with a carpetbag for regular parcels at \$50 per month. (MB)
- Aug. 15, 1842 Albany City Council votes to guarantee \$100,000 of bonds of the Mohawk & Hudson Railroad to enable it to eliminate the inclined plane at Schenectady. (Pierce)
- Aug. 17, 1842 PW&B discontinues Baltimore-Havre-de-Grace accommodation train. (BaltAm)
- Aug. 19, 1842 Delaware & Hudson Canal Company Board orders enlarging the canal for

boats of 35 tons. (CntryofPrgrss)

- Aug. 24, 1842 Lloyd Chamberlain of the Beaver Meadow Railroad & Coal Company writes to John A. Roebling informing him that there is great opportunity for introducing his wire rope to replace chains in the Anthracite Coal Region's mines and inclined planes. (Schuyler)
- Aug. 25, 1842 Future PRR civil engineer Joseph Ury Crawford (1842-1924) born at Ury Farm in Philadelphia. (MB)
- Aug. 25, 1842 Resolution of the New York Legislature postpones foreclosure sale of the New York & Erie Railroad until May 1843. (PL)
- Aug. 25, 1842 Matthias Baldwin receives a patent for the flexible beam truck. (RRH 87)
- Aug. 29, 1842 Joint Companies Executive Committee orders investigating having the deck hands load and unload boats and dispensing with gangs on the piers at South Amboy and New York; Edwin A. Stevens proposes to the New Jersey Railroad that all passenger cars be numbered with numbered seats assigned according to tickets. (MB)
- Aug. 29, 1842 With the city under the British guns, the Daoguang Emperor's representatives sign the humiliating Treaty of Nanjing, ending the First Opium War between Britain and China; China is forced to cede Hong Kong to Britain and open the ports of Canton, Amoy, Fuzhou, Ningbo and Shanghai to western trade; the Cohong, the merchants' guild at Canton that has previously been the conduit of all trade with the West is abolished; China agrees to pay a \$21 million indemnity; however the end result is to glut the Chinese market, causing the profits of China merchants to fall; many American China merchants abandon the trade and shift their money to railroads and other domestic development projects. (Hanes, Johnson/Supple)
- Aug. 30, 1842 Whig Congress enacts a new tariff act (called by its enemies the "Black Tariff") restoring the high levels of 1832, after Pres. Tyler vetoes two earlier versions, that contained Henry Clay's provision that the proceeds of public land sales should be distributed to the states for internal improvements, which the increased tariff revenue would be used by the federal government (??); as it raises the average rates above 20%, the distribution of land revenues to the states ceases, creating a sense of betrayal in both North and South; sets duties of \$17 a ton on bar iron and \$25 per ton on rolled iron; the promise of protection and a 77% duty on railroad iron encourages investment in modern iron works and the first U.S. rail-rolling mills, but raises the cost of states and companies importing railroad rail; Democrats James Buchanan of Pennsylvania and Silas Wright of New York join the pro-tariff forces. (WwasW, Howe, Parks, Knowles, Ratner)

- Aug. 31, 1842 Gov. David R. Porter advertises for bids to buy any and all parts of the Public Works. (PaArch)
- Sep. 1, 1842 Canal Commissioners dispense with locktenders on West Branch Division west of Williamsport; rescinded on Oct. 29 after engineer notes that section does not have enough waste weirs to leave unguarded. (CC)
- Sep. 2, 1842 Charles A. McAnulty of Pittsburgh, a nephew of Samuel McAnulty of Blairsville, who operated the Perseverance Line of stages in the 1820s, begins United States Portable Boat Line of four-section boats on Main Line; Thomas Borbidge is Philadelphia agent; boats are owned by their captains rather than by line proprietors and rely on use of state trucks in opposition to the older lines; cut freight rates substantially undercutting older lines in combination. (PittsPost)
- Sep. 3, 1842 New York & Harlem Railroad opens between 135th Street, Manhattan, and Williamsbridge in present Borough of The Bronx. (GrnBk, Poor)
- Sep. 3, 1842 James Reeside (1791?-1842), the mail coach czar, the “land admiral,” dies at Philadelphia in his 52nd year, his disputes with the federal government still unresolved. (PubLdgr, Searight - says brought to U.S. about 1789??)
- Sep. 4, 1842 Bank of the United States makes an assignment to 5 trustees of certain other property, except certain stocks. (Scharf)
- Sep. 6, 1842 Bank of the United States makes a supplementary assignment of all rights in hypothecated stocks, loans, and all other property. (Scharf)
- Sep. 6, 1842 Bank of Kentucky files an amended bill against the Schuylkill Bank in the City of Philadelphia and Hosea J. Levis for the issue of fraudulent shares of the Kentucky Bank while its transfer agent; the Schuylkill Bank maintains that it was not responsible because it was not the legal agent, and that Levis was solely to blame and was indebted to the Schuylkill Bank for even greater sums; the litigation is not finally settled until 1849. (Duke)
- Sep. 6, 1842 Melville Ezra Ingalls (1842-1914), future Pres. of C&O and Big Four (CCC&StL), born at Harrison, Maine. (Bias)
- Sep. 7, 1842 LIRR Board authorizes cancelling £40,000 bonds issued Dec. 29, 1840 and taken to England by Davis, Brooks & Co. but not sold. (MB)
- Sep. 10, 1842 Cornelius Vanderbilt succeeds in forcing Menemon Sanford off the New York-Norwich steamboat run and purchasing the Norwich & New London Steamboat Company (Farnham has Norwich & New York Steamboat Co. from W.W. Coit [1798-]) and Sanford’s stock in the Norwich & Worcester and Boston & Worcester Railroads; obtains the right to connect with the

Norwich & Worcester Railroad with his steamboats *Cleopatra*, *Worcester* and *New Haven*; Sanford sells his interest in the Connecticut River Steamboat Company to Curtis Peck (Farnham, Dunbaugh)

- Sep. 12, 1842 Albany & West Stockbridge Railroad opens its own line between Chatham and West Stockbridge on the Massachusetts state line, completing a continuous rail line between Boston and Greenbush (Rensselaer) opposite Albany under the control of the Western Railroad Corporation of Massachusetts and the Boston & Worcester Railroad; use of the lightly-built Hudson & Berkshire Railroad ends. (Bliss, Poor)
- Sep. 12, 1842 PW&B Board authorizes construction of depot and ticket office on part of lot at 11th & Market Streets. (MB)
- Sep. 13, 1842 Joint Companies Executive Committee authorizes Edwin A. Stevens to purchase the steamboat *Champlain*, if the price is right. (MB)
- Sep. 14, 1842 Cornelius Vanderbilt begins advertising "Vanderbilt's Independent Line of Boston" running the *Cleopatra* and *Worcester* in connection with the Norwich & Worcester Railroad "in consequence of the oppressive course pursued by the Boston & Providence Railroad Company." (NYPost)
- Sep. 14, 1842 E.A. & G.W. Corliss begin the Regular Opposition Line to Boston via Newport or Providence, running three times a week with the *Charter Oak*. (NYPost)
- Sep. 15, 1842 Madison & Indianapolis Railroad Board authorizes purchasing the iron to finish 10 miles from Griffiths and building a station at Columbus, Ind. (MB)
- Sep. 15, 1842 Bank of Virginia resumes specie payments. (Starnes)
- Sep. 1842 Cornelius Vanderbilt discontinues his Independent Line to Providence in order to run his steamboats to Norwich. (Dunbaugh)
- Sep. 16, 1842 LIRR Board authorizes placing whole 17 miles east of Ronkonkoma under contract. (MB)
- Sep. 18, 1842 All other Virginia banks resume specie payments. (Starnes)
- Sep. 19, 1842 PW&B gives B&O one year's notice of evacuating depot on Pratt Street. (MB)
- Sep. 23, 1842 PW&B Northern Committee authorizes paying \$600 per year in tolls for the use of the City Railroad; discontinues suit against Nicholas Biddle. (MB)
- Sep. 28, 1842 Southwark Railroad appoints committee to negotiate for sale of all or part of Southwark Railroad to PW&B. (MB)

- Sep. 30, 1842 New Jersey Railroad Board authorizes \$100,000 bonds to refinance old bonds. (MB)
- Sep. 30, 1842 Jonathan Knight (1787-1858) resigns as Chief Engineer of the B&O and is replaced by Benjamin H. Latrobe (1806-1878). (DAB)
- Oct. 1, 1842 Joint Companies cut all salaries and wages by 20%. (MB)
- Oct. 1, 1842 Franklin Jones “Frank” Firth (1842-1912), future officer of Empire Line and Anchor Line, born at Philadelphia; son of Thomas T. Firth (1805-1881), future PRR Secretary. (PRRMN)
- Oct. 2, 1842 James River & Kanawha Company canal reopens between Richmond and Lynchburg after flood repairs made. (Dunaway)
- Oct. 3, 1842 Joint Board accepts N.J. act regarding the transit duty, but authorizes lobbying to end the tax on way passengers. (MB)
- Oct. 4, 1842 At the Treaty of La Pointe, the Chippewa cede their last lands in Michigan consisting of the western part of the Northern Peninsula west of the Escabana River, leaving only a few small reservations. (IndLndCessions)
- Oct. 5, 1842 Peck & Lore establish new overnight steamboat line between Philadelphia and Baltimore with propeller steamer *Ericsson* operating through Chesapeake & Delaware Canal three times a week; \$2.50 cabin fare. (BaltAm)
- Oct. 11, 1842 Wilson Shannon (1802-1877) elected to a second, non-consecutive term as Gov. of Ohio, defeating Whig incumbent Thomas Corwin (1794-1865). (Sobel)
- Oct. 12, 1842 Having collected the first \$6 million of the \$21 million ransom, the British fleet departs from Nanjing; acts of Chinese revenge against Westerners will spark a second and more destructive Opium War with Britain and France in 1856-1860, setting in motion events that will bring the fall of the Manchu Ching Dynasty in 1912 and after revolution and civil wars, the resurgence of China by the end of the 20th century. (Hanes)
- Oct. 14, 1842 New York City stages a massive celebration to mark the completion of the Croton Aqueduct, carrying fresh water from a reservoir on the Croton River north of the city; John B. Jervis, Chief Engineer. (Stokes, Larkin)
- Oct. 1842 New York & Albany Railroad is planning branches from Dover to the Housatonic Railroad and to the Hudson River opposite Piermont so that it can be a connection to the New York & Erie Railroad. (ARJ)

- Oct. 1842 New Board elected for the New York & Erie Railroad with greater representation from Upstate. (Mott)
- Oct. 16, 1842 Little Miami Railroad reports that road is nearly complete from Milford to turnpike at Phillips Mills; agents have contracted for 600 tons of iron in New York and obtained loan of \$10,000 from Richard H. Winslow on security of \$20,000 in Ohio bonds. (MB)
- Oct. 17, 1842 At Mad River & Lake Erie Railroad election, John Hough James resigns under pressure from Sandusky interests who elect Joseph Vance Pres. (Smiths)
- Oct. 18, 1842 Madison & Indianapolis Railroad authorizes borrowing \$6,000 secured by a mortgage. (MB)
- Oct. 19, 1842 Little Miami Railroad leases lot on river in Cincinnati for terminal from John Kugler. (MB)
- Oct. 25, 1842 German Catholic Brotherhood of Philadelphia & Baltimore organized at Baltimore; their members have purchased over 25,000 acres from the Fox Land Company of Massachusetts in Clearfield, Jefferson and McKean Counties, Pa., for the purpose of establishing a Catholic colony. (Leeson)
- Oct. 27, 1842 New Jersey Railroad Board authorizes trading in *New Brunswick* for new locomotive built by Rogers, Ketchum & Grosvenor; later rescinded because locomotive is not adapted to the NJRR. (MB)
- Oct. 27, 1842 Canal Commissioners appoint Charles L. Schlatter sole Principal Engineer. (CC)
- Oct. 28, 1842 Hartford & New Haven Railroad authorizes an extension to Springfield, Mass. (NHCorp)
- Oct. 31, 1842 New Jersey Railroad Board authorizes counsel to consider possible methods of abandoning Essex & Middlesex Turnpike between Newark and Rahway, either by not electing officers or not collecting tolls. (MB)
- Oct. 31, 1842 George M. Lauman and Daniel Kendig of Middletown offer Canal Commissioners \$10,000 for Portsmouth outlet lock. (CC)
- Fall 1842 Line of stage coaches established between Grand Rapids and Pontiac, running three times a week and connecting with stages for Detroit. (Baxter)
- Nov. 1, 1842 Second Division of Little Miami Railroad opens between Milford and Zerbe's Crossing. (MB - verify)
- Nov. 1, 1842 First B&O locomotive arrives at Cumberland, Md. (Williams/Allegany)

- Nov. 1, 1842 Richmond, Fredericksburg & Potomac Railroad opens extension from Fredericksburg to Aquia Creek on Potomac River and a connection with the new Washington & Fredericksburg Steamboat Company. (Mordecai - AR has 11/18??)
- Nov. 1, 1842 Genesee Valley Canal completed between Rochester and Dansville, N.Y.. (Sweet)
- Nov. 3, 1842 Schenectady & Troy Railroad opens linking the cross-state rail line with the Hudson River bridge of the Rensselaer & Saratoga Railroad (later part of the Delaware & Hudson system) at Troy; it is the first part of the future New York Central Railroad to be built with T-rail instead of strap rail. (- Stevens, Harlow have 11/1)
- Nov. 3, 1842 Excursion opening B&O to Cumberland, at the foot of Allegheny Mountain, leaves Pratt Street, Baltimore at 7:00 AM; party returns on evening of Nov. 4. (BaltAm)
- Nov. 4, 1842 Lehigh Crane Iron Company blows in anthracite blast furnace No. 2 at Craneville (Catasauqua), Pa.; four other furnaces are built by 1868 (Mathews/Hngrfrd)
- Nov. 5, 1842 B&O begins revenue passenger service to Cumberland, Md.; as many as 15-25 stagecoaches and 40 freight wagons per day run between the B&O at Cumberland and Wheeling over the National Road; the short stagecoach portage over the National Road to steamboats on the Monongahela River at Brownsville substantially reduces travel time to Wheeling and Pittsburgh compared to the Pennsylvania Main Line to Pittsburgh and diverts traffic; creates large increase of western travel on PW&B. (BaltAm, PWB AR, Callahan HistofWV, Crumrine)
- Nov. 7, 1842 B&O begins revenue freight service to Cumberland. (BaltAm)
- Nov. 7, 1842 Conservative Democrat William C. Bouck (1786-1859) elected Gov. of New York, defeating Whig Luther Bradish; the Whigs had favored continuing state aid to the New York & Erie Railroad, while the Democrats favored taking it over as a state project. (Sobel, Mott)
- Nov. 7, 1842 The steamship *Great Western* arrives at New York with the first copies of Charles Dickens's *Notes on America for General Circulation*, his description of his recent travels. (Hone)
- Nov. 8, 1842 William S. Freeman applies to PW&B on behalf of transporting companies for a continuous line from New York to Wheeling via Camden & Amboy, PW&B and B&O. (MB)

- Nov. 8, 1842 PW&B Board orders ban on carrying any African Americans from Maryland into Delaware or Pennsylvania without proof of free status, except when traveling with a master; authorizes construction of second class passenger cars from freight cars, on which a \$2.00 fare is to be charged. (MB)
- Nov. 14, 1842 Camden & Amboy Railroad Executive Committee denies request of Harnden & Co. to run express crate by 5:00 mail line; appoints committee to negotiate with A. Decker, William S. Freeman and ___ Ashmead re through line between New York and Wheeling via Baltimore. (MB)
- Nov. 15, 1842 Syracuse & Utica Railroad resolves to enter into agreement with other lines between Albany and Buffalo for charging a uniform fare of 3 cents a mile. (Stevens)
- Nov. 21, 1842 New Jersey Railroad Board approves plan for new ferry house at the foot of Cortlandt Street. (MB)
- Nov. 22, 1842 Little Miami Railroad Board authorizes appeal to Legislature for aid, stating embarrassed condition following repeal of the "Plunder Law"; committee on condition of road reports that cannot continue construction. Note: still uses animal power in city of Cincinnati. (MB)
- Nov. 23, 1842 First day advertised for sale of stocks held by Commonwealth of Pennsylvania; sale repeatedly postponed by Gov. David R. Porter as prices offered are below even current market price. (Snyder, PaArch)
- Nov. 23, 1842 Little Miami Railroad Engineer Robert M. Shoemaker appointed General Agent, a post combining duties of Engineer and Treasurer; Clark Williams resigns as Treasurer. (MB)
- Nov. 24, 1842 Philadelphia ordinance requires all cars using City Railroad to be equipped with brakes. (Digest)
- Nov. 24, 1842 Attica & Buffalo Railroad opens between Buffalo and connection with Tonawanda Railroad at Attica; forms railroad between Albany and Buffalo with physical break at Rochester. (Stevens - C&RR has 1/8/43 - was Tonawanda finished later? - see 1843)
- Nov. 25, 1842 John Bingham, Simon Cameron, James Bingham and William Cameron offer Canal Commissioners \$3 million for the Philadelphia & Columbia Railroad; this and the bid for the Columbia outlet lock are the only bids received. (CC)
- Nov. 26, 1842 Robert O. Robinson, General Superintendent of New Jersey Railroad, dies and office abolished. (MB)

- Nov. 28, 1842 Second state auction of its bank, turnpike and railroad stocks held at Harrisburg; no bidders. (PaArch)
- Dec. 1, 1842 Housatonic Railroad opens between New Milford and the Massachusetts state line, and the Berkshire Railroad opens from the Connecticut line to West Stockbridge, completing a continuous railroad between Bridgeport and West Stockbridge; by taking a steamboat from New York to Bridgeport, it is possible to travel by rail to Albany. (NHCorp)
- Dec. 2, 1842 Canal Commissioners give Andrew P. Wilson and William Cameron exclusive contract to operate passenger cars over the Philadelphia & Columbia Railroad for 1843 season at fixed fee of 36¢ per passenger; chosen over rival bids from Jacob Dock, George Wolf, George M. Lauman, and 9 others. (CC)
- Dec. 3, 1842 Meeting at Franklin, Pa., calls for the repair of the Franklin Line and protests the diversion of water from French Creek via the feeder to the Beaver & Erie Division. (Babcock)
- Dec. 4, 1842 William Read Shelby (1842-1930), future Pres. of PRR lines in Michigan, born at Lincoln County, Ky. (WwaW)
- Dec. 5, 1842 Annual message of Pres. Tyler is carried over the B&O to Cumberland, 200 miles in 5:40, and then west via the National Road. (Stover)
- Dec. 7, 1842 Maryland Mining Company and Maryland & New York Iron & Coal Company asks B&O Board for terms for carrying coal to Baltimore. (Munroe)
- Dec. 8, 1842 Advance party of the German Catholic Brotherhood of Philadelphia & Baltimore arrives at the site of their settlement on Elk Creek, in present Elk County, having traveled by way of the Main Line as far as Freeport; as it is the feast day of the Immaculate Conception, they name the settlement St. Marys. (Leeson)
- Dec. 14, 1842 New York City Council orders the New York & Harlem Railroad to cease operating steam locomotives south of 32nd Street by Aug. 1, 1845. (Stokes)
- Dec. 14, 1842 New York City Council passes a resolution in support of the New York & Albany Railroad. (Stokes)
- Dec. 1842 Indiana State Agent Michael G. Bright of Madison reports that the outstanding state bonds total \$12,751,000, for which the state has received only \$8,732,205 from the lenders in cash, the arrearages being paid for in many cases in depreciated or worthless securities; nearly \$2 million in bonds are unaccounted for and represent embezzlements of Milton Stapp and Isaac Coe. (Esarey)

- Dec. 1842 National Road Stage Company, Lucius W. Stockton, Pres., announces that its mail stages will operate between Wheeling and Cumberland in 33:00, connecting with the B&O for the East. (Lee/Columbus)
- Dec. 17, 1842 Future PRR official Edmund Louis Du Barry, Jr. (1842-1908) born at Washington, D.C.; son of Edmund Louis Du Barry (1797-1853) and Emma Duane Du Barry (1812-1893) and younger brother of future PRR VP Joseph Napoleon Du Barry (1830-1892). (ancestry.com)
- Late 1842 PW&B completes new depot on southeast corner of 11th & Market Streets in Philadelphia; is 103' front x 180' deep; four stores facing Market Street, plus two gates for cars and a ticket office and waiting room; in rear of stores is a clear span shed 103' x 120' for passengers and freight; previously leased warehouse space for freight and deposited passengers in street. (AR - note following AR has completed in 1843? - dwg show car house to have been designed by Thomas Ustick Walter adjoining the old Mansion House Hotel on the corner of 11th & Market)
- Dec. 26, 1842 William Maxwell (1794-1856) of Elmira elected Pres. of the New York & Erie Railroad. (Mott)
- 1842 After the failure of 11 banks, New York's bank Safety Fund is bankrupt. (Seavoy)
- 1842 Despite deepening depression, eastbound produce sent over Main Line exceeds that sent in 1841.
- 1842 Work on the Main Line's Western Reservoir is suspended for lack of funds; Engineer William E. Morris is discharged. (Kaktins)
- 1842 Erie Extension Canal opens from Greenville to head of pool of Bemus's dam on French Creek Feeder.
- 1842 Wire rope manufactured by John A. Roebling used experimentally in place of hemp rope on Plane No. 3 of Portage Railroad. (CC AR says 1843! - says first wire rope installed 1842 at ___ boat slip; actually Roebling was engineer for Hollidaysburg boat plane in 1843)
- 1842 Locomotives *North Star* and *Mountaineer* and other rolling stock of the Danville & Pottsville Railroad sold at sheriff's sale; the Western Division of the road is then leased to William and Reuben Fagely for 10 years, and they operate it with horse power. (Heydinger/RRH107 - verify)
- 1842 Herman Haupt anonymously publishes "Hints on Bridge Construction." (Ward - see 1841)

- 1842 With railroad projects stopped, Herman Haupt opens the Oakridge Select Academy for boys at his home near Gettysburg; it is absorbed into Pennsylvania College (Gettysburg College) in 1845. (Ward)
- 1842 Norristown & Valley Railroad abandons work between Bridgeport and Downingtown without completing any portion; road is later revived in 1850 as the Chester Valley Railroad. (Rdg - check MB)
- 1842 Baltimore & Susquehanna Railroad opens first depot on North Street, Baltimore, replacing a rented room. (AR)
- 1842 Baltimore & Susquehanna Railroad builds its first station at York, Pa., replacing the use of a local inn. (AR)
- 1842 Stevens brothers name Andrew B. Frazee (1820-1904) captain of their steamboat *Joseph Belknap*. (Prowell)
- 1842 Iron propellers *Black Diamond* and *Vulcan* placed in service between Philadelphia and Albany, and *Anthracite* and *Ironsides* between Philadelphia and Hartford via the Delaware & Raritan Canal; cut back to Philadelphia-New York in 1844. (StmbtBlI)
- 1842 Thomas Clyde (1812-1885) establishes line of steamboats on the outside route between Philadelphia and New York. (Scharf)
- 1842 Solomon White Roberts named Pres. & General Superintendent of Philadelphia, Germantown & Norristown Railroad. (PubLdgr obit)
- 1842 Early in the season and responding to the pleas of coal shippers, the Schuylkill Navigation Company makes further cuts in tolls to 54 cents per ton from Mount Carbon to Philadelphia, down from 90 cents in 1841; the reduction combines with poor business conditions and cutthroat competition from the Philadelphia & Reading Railroad to force the suspension of dividends, which had been as high as 18½% in 1838; dividends are not resumed until the years 1853-1856, and then at no more than 6%. (AR, Poor)
- 1842 126,554 tons of anthracite coal sent directly from the Schuylkill Canal to New York in decked boats. (AR)
- 1842 Pardee, Miner & Co. is reorganized as Ario Pardee & Co. with the departure of Robert Miner and William Hunt and the addition of J. Gillingham Fell (1816-1878) as partner; the new firm agrees to market part of the output of the Hazleton Coal Company as well as working the mines and railroad; Pardee become the major coal operator of the Hazleton basin and develops extensive interests in bituminous coal, iron and lumber across Pennsylvania, New Jersey, Virginia, West Virginia, Michigan and other states; a superb

entrepreneur with a knack for money-making, he keeps a low profile and is known in Hazelton, where he is the richest citizen, as “the silent man.”; Fell manages the coal sales in Philadelphia. (Bradsby, Foulke&Foulke)

- 1842 William Thaw and others later associated with PRR's western lines establish Pittsburgh & Cincinnati Packet Line with six or seven large steamboats operating daily; soon carry 50% of freight and 75% of passenger traffic between the two cities.
- 1842 Hartford & New Haven Railroad agrees with the Connecticut River Steamboat Company for coordinated service between New York and Hartford. (NHCorp)
- 1842 Petersburg Railroad completes a branch to Weldon, N.C., and abandons its original terminal on the Roanoke River at Blakely. (ARJ)
- 1842 Failure of the Bank of the United States deprives the Monongahela Navigation Company of the second \$50,000 installment of its stock subscription; the second \$100,000 subscription by the state is paid in state bonds that can only be sold for about half their face value. (Crumrine)
- 1842 Steamboat *Traveler* built as the first boat for towing coal on the Monongahela River. (Crumrine)
- 1842 Samuel Riddle (1800-1888) establishes Glen Riddle Mills on Chester Creek west of present-day Media. (Baltzell - try Wallace)
- 1842 Mad River & Lake Erie Railroad opens to Tiffin, Ohio. (onebellevue.com - by 4/23)
- 1842 Portion of Wabash & Erie Canal in Ohio opens. (McClelland - verify - no - Fatout says open 1843!)
- 1842 Macadamizing of the Western Reserve & Maumee Road is completed to the western border of the Western Reserve at Bellevue, Ohio. (Waggoner)
- 1842 Indiana appoints Michael G. Bright as agent to try to collect the collateral on the defaulted loans from the Morris Canal & Banking Company and others negotiated by Dr. Isaac Coe and Milton Stapp; after two years he manages to recover only \$111,000. (Fatout - try PL)
- 1842? The collateral for the Indiana bonds includes a [second] mortgage on the Morris Canal of \$1,250,000, 13,600 shares of the Little Schuylkill & Susquehanna Railroad of \$260,000 par value, \$100,000 in stock of the Beaver Meadow Railroad & Coal Company, and 75,000 shares of the B&O; the canal mortgage and LS&S stock will soon be worthless. (Heydinger/RRH 109)

- 1842 Work suspended on Indiana improvements; engineer Jesse L. Williams becomes a merchant and manufacturer at Fort Wayne.
- 1842 Michigan act bans the Board of Internal Improvements from making new contracts except those for repairs. (Parks)
- 1842 Michigan Legislature declares that it will not pay the interest or principal on any bonds for which it has not received compensation; in the end, however, these bonds are redeemed for about one-third their value and those for which money was received are paid in full. (Dunbar - check PL)
- 1842 Southern Railroad of Michigan extended from Adrian to Hudson. (Parks)
- 1842 Pioneer Erie Canal engineer Benjamin Wright (1770-1842) dies; replaced as Chief Engineer of the James River & Kanawha Company by Edward H. Gill. (check DAB, Minor/EaglesByte)
- 1842 Future PRR Pres. and manufacturer Samuel Vaughan Merrick (1801-1870) elected Pres. of the Franklin Institute. (DAB)
- 1842 Future PRR General Counsel and U.S. Senator John Scott (1824-1896) begins reading law in the Chambersburg office of Alexander Thomson (1788-1848), father of future PRR Pres. Frank Thomson. (Jordan/Juniata)
- 1842 William B. Dinsmore opens an Adams & Company express office in Philadelphia with E.S. Sanford as agent; have an exclusive contract with the Union Transportation Company to run two crates daily over the Camden & Amboy Railroad. (RyW obit, Harlow - check Ldgr - probably May)
- 1842 William J. Daniels, late of Lockport, N.Y., appointed receiver of the Erie & Kalamazoo Railroad. (LS&MS AR)
- 1842 Conemaugh Furnace blown in on the John Seigh Tract near Johnstown by George S. King & Co., consisting of George Shryock King (1809?-) and David Stewart. (Storey)
- 1842 Edward Nock, James Dangerfield and Edward Pratt, formerly of the Great Western Iron Works, establish the Franklin Iron Works, a rolling mill and nail factory at Franklin, Pa.; it cannot compete with the rich ores in surrounding counties, and is abandoned in the 1850s. (Babcock)
- 1842 James Ward (1813-1884) establishes the first puddling and rolling mill west of Pittsburgh in the Mahoning Valley at Heaton's Furnace (Niles), Ohio. (Paskoff ed)
- 1842 Amasa Stone (1818-1883) and Azariah Boody (1815-1885) form a company

to buy the New England patent rights to the truss bridge designs of Stone's brother-in-law William Howe (1803-1852); it lasts until 1847. (Paskoff ed)

- 1842 St. Louis merchant Pierre Chouteau, Jr. (1789-1865) establishes the commission house of Chouteau, Merle & Sanford at New York. (Scharf)
- 1842 Joseph Dart, a Buffalo warehouseman, builds the first vertical-storage grain elevator. (Cronon, Shaw)
- 1842 John A. Roebling receives his first patent for an improved method of making wire rope. (Schuyler - verify GooglePtnt)