

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

By Christopher T. Baer

1820 to 1824

April 2005 Edition

- Jan. 8, 1820 Virginia directs Thomas Moore, Principal Engineer of Board of Public Works, to survey a route to the Ohio River via the Potomac. (Ward)
- Jan. 26, 1820 William Lehman, from Pennsylvania House Committee on Roads & Inland Navigation, reports an "Act for the Improvement of the State," an omnibus bill granting money to turnpike companies and for river clearings; in introductory speech, Lehman calls completion of Union Canal first object of program; bill gives canal part of Philadelphia auction duties for 20 years and calls for state subscription of \$50,000. (HseJrnl)
- Jan. 28, 1820 Pennsylvania House Committee chaired by William J. Duane reports on causes and remedies for depression; blames on excessive chartering of banks in 1814 and inflationary issue of bank notes; rejects moratorium on foreclosures and establishment of a land bank; suggests lobbying Congress for high tariff to keep out British dumping of goods and state borrowing to complete turnpikes and other improvements now suspended.
- Jan. 28, 1820 Land of Associates of the Jersey Company incorporated as "City of Jersey." (GnlglHistof Hud& Berg)
- Feb. 9, 1820 House sends Improvement Bill back to committee to make it more comprehensive. (HseJrnl)
- Feb. 22, 1820 Pennsylvania Committee on Roads & Inland Navigation reports revised Improvement Bill. (HseJrnl)
- Feb. 23, 1820 Ohio appoints three commissioners to employ engineer to locate a canal between the Ohio River and Lake Erie, providing Congress donate federal lands along route to finance project; these terms not accepted and project aborted.

- Feb. 25, 1820 New Jersey passes retaliatory law barring steamboats operating under New York monopoly from New Jersey waters. (PL)
- Mar. 2, 1820 New Jersey, Delaware & Raritan Canal Company incorporated in New Jersey; capitalized at \$800,000; charter specifies canal nine feet deep and 56 feet wide based on 1816 survey, which proves too expensive. (PL)
- Mar. 3, 1820 Missouri Compromise admits Missouri as a slave state and Maine as a free state to maintain sectional parity in the Senate; slavery is banned in the Louisiana Purchase territory north of 36°30'. (EAH)
- Mar. 8, 1820 William Lehman, from Pennsylvania House Committee on Roads & Inland Navigation, reports a bill calling for a canal survey between the Schuylkill and Susquehanna via the Great Valley and Lancaster; bill is tabled and not taken up. (HseJrnl)
- Mar. 11, 1820 Pennsylvania House passes Improvement Bill by vote of 65-28. (HseJrnl)
- Mar. 1820 Steamboat *Maryland* begins operating between Baltimore and Chestertown via Queenstown. (Emory)
- Mar. 27, 1820 Pennsylvania Senate votes 16-12 to postpone Improvement Bill, killing it for the session (SenJrnl); earmarked \$663,500 for roads and rivers with \$50,000 for Union Canal.
- Mar. 28, 1820 Pennsylvania Senate votes 14-13 not to extend session two days to Mar. 30 to vote on Improvement Bill, despite pleas from House. (SenJrnl)
- Mar. 28, 1820 Pennsylvania act authorizes James Hopkins, who had built a canal around the Conewago Falls at Falmouth, to build slackwater locks and dams on Conestoga Creek up to Lancaster; abandons attempt after building one lock. (PL)
- Mar. 28, 1820 Pennsylvania act calls for removal of part of wing dam built by James Hopkins to feed his canal on the east side of the Susquehanna River at Conewago Falls; Hopkins's canal was improperly located and useless in low water. (PL, PaHJ 1826/7)
- Apr. 15, 1820 New York establishes rules for operation of state canals.
- Apr. 24, 1820 Books for New Jersey, Delaware & Raritan Canal Company opened at Merchants Coffee House in Philadelphia. (Scharf)
- Apr. 24, 1820 Land Act of 1820 abolishes four-year credits that had fueled western land speculation but cuts price from \$1.64 an acre to \$1.25 and minimum purchases from 160 to 80 acres; cash requirement benefits speculators and

- absentee owners. (EAH)
- May 15, 1820 Congress authorizes extension of National Road from Wheeling to St. Louis.
- May 1820 Navigation begins on 96 miles of Middle Division of Erie Canal. (Whitford)
- July 4, 1820 Branch of Erie Canal opens between Syracuse and Salina, creating improved access to market for Onondaga salt industry. (Whitford)
- July 1820 Period of distress on New York money market. (Wyckoff)
- Sep. 16, 1820 Baltimore banks agree not to issue or receive notes less than \$5 nor receive any notes but each other's. (Vexler)
- Oct. 2, 1820 New York State buys property of Western Inland Lock Navigation Company for \$91,616. (Whitford)
- Oct. 3, 1820 "Old School" Republican Joseph Hiester (1752-1832), a wealthy farmer of Reading, defeats "New School" William Findlay for Governor by narrow margin; Hiester undermines his administration from the start by stating he will serve only one term and be non-partisan in matter of appointments; Hiester favors internal improvements, but his administration is soon stalemated by Democrats in the Assembly. (PaGov)
- Dec. 4, 1820 John Stevens proposes a railroad from Philadelphia to Pittsburgh and offers to build a quarter-mile demonstration railroad on Market Street. (Rubin, Stevens papers)
- Dec. 4, 1820 Vandalia becomes the capital of Illinois with first sitting of the legislature.
- Dec. 24? 1820 Steamboat *William Penn* catches fire between New York and Perth Amboy; beached. (Lane)
- Dec. 27, 1820 Thomas Moore of Virginia and Isaac Briggs of Maryland make first report on Potomac survey; favors continuous canal from Georgetown to Cumberland estimated to cost \$1.1 million; extension to Ohio River is feasible; first concrete plan to build a canal over the Allegheny Mountains. (Ward)
- 1820 Population of New York City is 123,706. (Vexler)
- 1820 Pioneer Livingston steamboat *Rariton* scrapped. (Heyl)
- 1820 Gulicks' Common Stock Line of stages across New Jersey dissolved. (Lane)

- 1820 Union Canal again petitions Legislature for a 25-year guarantee of 6% dividend on \$800,000; defeated. (AR)
- 1820 Chambersburg & Bedford Turnpike completes last link in so-called "Southern Turnpike" between Philadelphia and Pittsburgh (now U.S 30); increases average speed of stage coaches west of Chambersburg from 2 MPH to 4-5 MPH.
- 1820 Harrisburg, Carlisle & Chambersburg Turnpike opens, linking Harrisburg with "Southern Turnpike" to Pittsburgh.
- 1820 Baltimore ranks first in U.S. flour exports with 577,000 barrels, followed by Philadelphia with 400,000 barrels and New York with 267,000 barrels.
- 1820 Stagecoach line established between Pittsburgh and Steubenville, Ohio.
- 1820 Alfred Kelley's Commercial Bank of Lake Erie fails; later revived in 1832. (Vexler)
- 1820 Cincinnati surpasses Pittsburgh in population.
- 1820 Pierre Freischutz Navarre of the American Fur Company establishes a trading post on the South Bend of the St. Joseph River in Indiana.
- 1820 Thomas Gray publishes *Observations on a General Iron Rail Way or Land Steam-Conveyance* in ___ and begins agitation for a railway between Manchester and Liverpool. (Dilts)
- Jan. 1821 Indianapolis established as the site of the future state capital; location was based on the erroneous assumption that the White River was navigable, so town remains small until the building of the National Road and later the first railroad in 1847. (Hetherington - or 1820?)
- Jan. 29, 1821 Virginia appoints commissioners to cooperate with commissioners to be appointed by Maryland on prosecuting Potomac route to the West.
- Mar. 26, 1821 Commonwealth of Pennsylvania passes Improvement Act including state subscription to Union Canal Company and guarantee 6% interest to Union Canal by agreeing to make up any shortfall from lottery proceeds; as passed bill cut from \$1 million to \$800,000; cut \$450,000 for Union Canal; most money actually used to pay debts incurred by turnpike companies for previous construction; first omnibus internal improvement act since 1817; act appropriates \$23,280 for clearing Susquehanna River and branches, \$15,000 for Ohio River, \$10,000 for Delaware River, \$5,000 for Youghiogheny River and \$4,500 for Beaver River. (PL,)

- Apr. 2, 1821 Pennsylvania act authorizes Gov. to borrow \$1 million at 5% to fund debts remaining from War of 1812; also establishes a shop tax or flat fee license on shops except auctioneers and licensed taverns. (PL, Worthington)
- Apr. 19, 1821 Stockton & Darlington Railway incorporated in Great Britain to build from coal mines to Stockton on the River Tees. (James)
- June 23, 1821 William T. Stockton and the Gulicks withdraw from Columbian Post Chaise Line and form Columbian Pilot Line running between Trenton and New Brunswick. (Lane)
- July 2, 1821 Maryland and Virginia Commissioners meet at Georgetown to examine condition of Potowmack Company; conclude it has failed to complete work and lacks means to do so. (Ward)
- July 24, 1821 Union Line advertises steamboat *Philadelphia* operating Philadelphia-Bordentown with stage connection to Gibbons's and Vanderbilt's steamer *Bellona* at New Brunswick. (may have run earlier)
- Aug. 10, 1821 Missouri admitted as 24th state.
- Sep. 5, 1821 Jacob Nessly McCullough (1821-1891), future Pres. of Cleveland & Pittsburgh Railroad and VP of PRR Lines West, born at Yellow Springs, Ohio. (MB)
- Sep. 10, 1821 American Philosophical Society appoints committee to develop new surveys for Chesapeake & Delaware Canal; consists of William Strickland (1787-1854), John G. Biddle (1793-1826), Rueben Haines, Dr. Robert M. Patterson (1787-1854) and James Mease (1771-1846) of Pa., E.I. du Pont (1771-1834) of Del., and John Adlum and Dr. DeButts of Md. (Gray)
- Sep. 11, 1821 Mathew Carey (1760-1839), Philadelphia publisher and political writer, organizes public meeting in Philadelphia chaired by John Kintzing Kane (1795-1858) to revive Chesapeake & Delaware Canal; appoints Committee of Five consisting of Carey, Paul Beck, Jr. (1760?-1844), Simon Gratz (1773-1839), William Lehman and William Meredith (1772-1844). (Gray)
- Sep. 13, 1821 Union Canal Company of Pennsylvania appoints Loammi Baldwin of Mass. Chief Engineer. (AR)
- Oct. 9, 1821 New School Democrats win control of Pennsylvania House, restoring gridlock on improvement questions.
- Oct. 9, 1821 Carey's Committee of Five writes to the directors of the Chesapeake & Delaware Canal urging them to resign in favor of Philadelphians, as Philadelphia will supply all the capital. (Gray)

- Oct. 1821 First auction of lots in Indianapolis.
- Nov. 1, 1821 Pioneer steamboat *Walk-in-the-Water* driven ashore near Buffalo in a gale and wrecked.
- Fall 1821 Bill for 4-foot deep canal across New Jersey passes Assembly but fails to pass Council as too small for traffic.
- Dec. 1, 1821 Enoch Lewis (1821-1902), future PRR General Superintendent and Purchasing Agent, born at Wilmington, Del. of Welsh Quaker family. (Wilson)
- Dec. 28, 1821 Supporters of Secretary of War John C. Calhoun, then a nationalist backed by the entrepreneurial element, announce he will be a candidate for Pres. in 1824; leads to infighting in the Cabinet with Secretary of the Treasury William H. Crawford (1772-1834), a strict Jeffersonian and rival presidential candidate. (EAH)
- 1821 New York upgrades its system of flour inspection, formerly marred by corruption and low quality; by 1822 is exporting superfine flour to Philadelphia and Richmond, Va., long-established milling centers, at premium prices. (Albion)
- 1821 Erie Canal opens between Utica and Little Falls, where connection is made with navigable waters of Mohawk River. (Whitford)
- 1821 Pennsylvania & New Jersey Steamboat Company builds *Union*, first modern type ferry on Delaware River; designed by Robert L. Stevens. (Watkins - verify)
- 1821 Schuylkill Navigation Company completes first U.S. canal tunnel at Auburn, Pa.; 450 feet long; constructed under supervision of Scots engineer George Duncan. (Hare)
- 1821 Merchants Bank incorporated in Maryland. (Vexler)
- 1821 John W. Russell establishes first line of packets between New York and New Orleans.
- 1821 Columbus, Ind., established by Col John Tipton.
- 1821 First State Bank of Indiana, consisting of four branches, fails; no incorporated state bank until 1834.
- 1821 At Treaty of Chicago, Ottawa, Chippewa and Potowatomis cede the rest of

their territory comprising the southwestern part of Michigan.

- Jan. 2, 1822 House Committee on Roads & Canals submits bill for federal construction of a road from Washington to New Orleans and canals along the east coast, at the Falls of the Ohio, between the Ohio and Lake Erie, Susquehanna and Seneca/Genesee, and Tennessee and Savannah Rivers.
- Jan. 12, 1822 William Lehman (1779-1829) introduces bill for establishing a Board of Commissioners for Internal Improvement to explore all feasible routes connecting the Schuylkill and Susquehanna and Susquehanna and Allegheny, with portage railroads or roads if canals not practicable.
- Jan. 15, 1822 Maryland authorizes City of Baltimore to raise \$50,000 by sale of bonds and names Isaac McKim (1775-1838), John E. Howard, Thomas Ellicott (1771-1859), Joseph W. Patterson, and William H. Winder commissioners to improve Susquehanna River. (PL)
- Jan. 28, 1822 Despite earlier assurance of a compromise, Carey's committee controls the Chesapeake & Delaware Canal's stockholders' meeting and elects a Board dominated by Philadelphians, with Kensey Johns (1759-1848) the sole holdover member from Delaware; nevertheless, few subscribers come forward. (Gray)
- Jan. 29, 1822 Clearfield County fully organized from parts of Centre County with county seat at Clearfield. (Long)
- Jan. 31, 1822 Ohio establishes a seven-man Board of Canal Commissioners, consisting of Benjamin Tappan, Alfred Kelley, Thomas Worthington, Ethan A. Brown, Jeremiah Morrow, Isaac Minor and Ebenezer Buckingham, Jr., and secures services of James Geddes of Erie Canal as Chief Engineer; orders surveys on five routes between Ohio River and Lake Erie: Mahoning-Grand River, Cuyahoga-Muskingum River, Black-Muskingum River, Scioto-Sandusky River, and Miami-Maumee River. (McClelland)
- Jan. 31, 1822 *Meteor* leaves New York for Liverpool, inaugurating Red Star Line packet service. (Albion)
- Feb. 1822 New bill for a Delaware & Raritan Canal Company defeated in upper house (Council) of N.J. Legislature. (Thompson)
- Feb. 1822 Delaware subscribes \$25,000 to Chesapeake & Delaware Canal.
- Feb. 25, 1822 John Stevens writes to Stephen Girard advocating a railroad from Philadelphia and Pittsburgh. (Watkins)
- Mar. 4, 1822 A state nominating convention in Harrisburg, Pa., chooses Andrew Jackson

of Tennessee for Pres. in 1824; first sign of national support for Jackson and of opposition to having candidates nominated by party Congressional caucuses. (EAH)

- Mar. 7, 1822 Pennsylvania authorizes \$100,000 subscription to Chesapeake & Delaware Canal. (PL)
- Mar. 1822 Chesapeake & Delaware Canal engages William Strickland to run new surveys. (Gray)
- Mar. 19, 1822 Philadelphia representatives defeat state appropriation of \$50,000 for Susquehanna River improvements, enraging residents of the central part of the state and furthering sectional animosity.
- Mar. 20, 1822 Congress grants a strip 90 feet wide on each side for a proposed canal between the Chicago and Illinois Rivers, the easiest link between the Great Lakes and Mississippi.
- Mar. 23, 1822 Pa. Senate Committee on Roads, Bridges & Inland Navigation, Condy Raguet (1784-1842) Chairman, makes report on state of turnpike roads, bridges, canals and navigation companies in state; finds 1,807 miles of turnpike built, for which state has provided \$1.9 million of \$4.2 million; \$382,000 to bridge companies, and \$130,000 to canal and navigation companies; 146 turnpikes chartered and 84 built; 49 bridge companies chartered and 30 built; 18 canal and navigation companies, of which 9 built. (Rept)
- Apr. 1, 1822 Pennsylvania declares further section of Bald Eagle Creek up to Laurel Run to be public highway. (PL)
- Apr. 23, 1822 *Superior*, second steamboat on Lake Erie, launched at Black Rock, N.Y.
- Spring 1822 Anson G. Phelps (1781-1853), et al., establish first regular packets between New York and Charleston, S.C., increasing New York's lock on the cotton trade. (Albion)
- May 3, 1823 Isaac Briggs reports on second survey for canal along Potomac River to Cumberland; estimate \$1.57 million. (Sanderlin)
- May 4, 1822 Pres. Monroe vetoes bill for establishing tolls on the National Road to permit federal government to keep road in repair; issues message to Congress calling for a constitutional amendment. (Ward)
- May 1822 U.S. House Committee on District of Columbia reports in favor of canal along Potomac River and west to the Ohio. (Rubin)

- May 13, 1822 William Strickland reports on resurvey of old route of Chesapeake & Delaware Canal. (Gray)
- May 31, 1822 Monongahela Navigation Company resolves to liquidate, having spent \$500 at Brownsville. (PaArch)
- June 6, 1822 Steamboat *Connecticut* arrives in Providence, R.I., making first run from New York around Point Judith.
- July 22, 1822 William Strickland reports on new survey for Chesapeake & Delaware Canal crossing the peninsula lower down at Back Creek. (Gray)
- Sep. 8, 1822 Preserved Fish (1766-1846) and Joseph Grinnell (1788-1885), transplanted Yankees from New Bedford, begin Blue Swallowtail line of packets between New York and Liverpool with sailing of *Robert Fulton* from New York. (Albion)
- Oct. 3, 1822 Thomas Moore, Principal Engineer of Virginia, dies; replaced by Isaac Briggs. (BPW)
- Oct. 29, 1822 First canal boat of flour milled in Rochester leaves for eastern markets via Erie Canal.
- Nov. 1822? Elections bring Congress more receptive to strong economic action, including tariff and federal aid to internal improvements. (Ward - verify)
- Nov. 16, 1822 Hetton Colliery Railway, a private coal road, opens between Hetton Colliery and Sunderland, Durhamshire; consists of a series of inclined planes and levels crossing a divide; much visited by touring Americans, it serves as model for Delaware & Hudson Canal Company's first railroad and the Allegheny Portage Railroad. (James)
- Nov. 22, 1822 Washington Canal Company incorporated in New Jersey to build a cut from Washington, Middlesex County (?) to Raritan River; built and later associated with Columbian Line of steamboats and stages. (PL)
- Dec. 9, 1822 St. Louis incorporated as a city.
- Dec. 11, 1822 John Stevens petitions Pennsylvania Senate for a charter for a railroad from Harrisburg to Pittsburgh. (SenJrnl)
- Dec. 1822 New Jersey Council defeats \$2,000 appropriation for Delaware & Raritan canal survey.
- Dec. 1822 Union Canal Company of Pennsylvania fires Chief Engineer Loammi Baldwin in dispute over size of canal. (AR)

- Dec. 19, 1822 Final report of Potomac canal survey presented to Virginia and Maryland; estimate canal with prism of 30 x 3 x 20 to Cumberland will cost \$1.57 million. (Ward)
- Dec. 1822 Maryland Legislature passes resolution ordering survey for canal between Baltimore and Susquehanna River near York Haven; appoints Theodoric Bland, John Patterson and George Winchester as commissioners. (Rept)
- Dec. 28, 1822 First Pennsylvania meeting in favor of Andrew Jackson for the presidency held at Greensburg; Jackson at first appeals to disaffected Scotch-Irish leaders in the western part of the state. (Klein)
- Dec. 28, 1822 Jeremiah Morrow elected Gov. of Ohio.
- 1822 *Union* withdrawn from Camden-Philadelphia ferry; replaced by *Norristown* to hold charter; it is soon destroyed by fire (Watkins); *Norristown* was a small steamer originally built to run on the Schuylkill Canal. (Brown notes)
- 1822 Group of Philadelphia and Delaware capitalists headed by John and Thomas Janvier of New Castle purchase Baltimore Union Line as "Union Line Transportation Company." (Zerin - Scharf has John and Thomas Janvier begin running a daily four-horse coach between the "Union Line Hotel" in New Castle and Frenchtown in 1822)
- 1822 Abner Lacock, a Virginia native living in Beaver County, Pa. (and Rep.?), proposes a canal from the Ohio River to tidewater via the Potomac route. (Sanderlin)
- 1822 Virginia Board of Public Works is first to propose a summit tunnel for the C&O Canal. (Ward - check)
- 1822 Lowell, Mass., founded as cotton manufacturing center by Patrick Tracy Jackson (1780-1847) and ___ Lowell. (EAH)
- by 1823 Stevens family controls a year-round line of steamboats and stages between New York and Philadelphia.
- by 1823 New York becomes leading exporter of flour at 625,000 barrels; Baltimore second at 572,000 and Philadelphia third at 351,000.
- Jan. 3, 1823 William Lehman again introduces resolution for creating a Board of Commissioners for Internal Improvement; pushed into background by struggle over bill to extend charters of surviving banks created by act of 1814. (Bishop)

- Jan. 1823 Chesapeake & Delaware Canal engages John Randel, Jr., a New York City surveyor, to make new survey; Randel, an engineer of advanced if sometimes quixotic views, favors sea level cut for sloop navigation as he had for the Delaware & Raritan Canal in 1816. (Gray)
- Jan. 20, 1823 In Pennsylvania House, William Lehman reporting on application of Chesapeake & Delaware Canal for aid, again pushes for a comprehensive plan of internal improvements. (HseJrnl)
- Jan. 23, 1823 Nicholas Biddle (1786-1844) becomes Pres. of Bank of the United States, succeeding Langdon Cheves. (EAH says fall 1823?)
- Jan. 27, 1823 Ohio names two of its Canal Commissioners as Acting Commissioners to direct raising of money and construction.
- Jan. 28, 1823 Pennsylvania Senate passes bill for John Stevens to build a railroad from Harrisburg to Pittsburgh. (HseJrnl)
- Feb. 3, 1823 Pennsylvania House sends John Stevens's railroad bill to a special committee, where it is killed. (HseJrnl)
- Feb. 7, 1823 Jacob Holgate, Democrat of Philadelphia County, from House Committee appointed to consider Stevens's railroad bill, reports instead a bill for a railroad from Philadelphia to Columbia. (HseJrnl)
- Feb. 1823 Delaware subscribes \$25,000 to Chesapeake & Delaware Canal providing private subscribers raise \$200,000. (Gray)
- Feb. 14, 1823 Illinois appoints Board of Canal Commissioners to survey Illinois & Michigan Canal.
- Feb. 19, 1823 Maryland appoints Dr. William Howard, William Price and Athanasius Fenwick commissioners to survey for a canal from Baltimore to intersect C&O Canal on Potomac River. (PL)
- Feb. 21, 1823 Maryland appoints George Winchester (1787-1840), John Patterson and Chancellor Theodoric Bland (1777-1846) as commissioners to examine routes for a canal to the Susquehanna River at Conewago Falls and the improvement of the river to the Southern Tier of New York. (PL)
- Feb. 22, 1823 Virginia charters Potomac Canal Company; Maryland refuses, in part due to opposition of Baltimore. (Ward, PL)
- Feb. 23, 1823 Maryland authorizes City of Baltimore to finance construction of Baltimore Canal (later Susquehanna & Patapsco Canal) by city bond issue. (PL)

- Feb. 24, 1823 Pennsylvania Senate Committee on Roads, Bridges & Inland Navigation reports bill calling for appointment of board of commissioners to promote internal improvements; no action during this session. (Bishop) (or House?)
- Mar. 1823 Pennsylvania subscribes for \$100,000 stock in Chesapeake & Delaware Canal. (Gray)
- Mar. 21, 1823 Pennsylvania appoints commissioners to examine all routes for a canal or slackwater navigation between French Creek and Lake Erie. (PL)
- Mar. 28, 1823 Act renewing charter of Philadelphia Bank requires it to subscribe to 500 shares of Chesapeake & Delaware Canal; bank is to collect canal dividends for 15 years, after which, stock is to revert to state. (Worthington)
- Mar. 30, 1823 John Randel, Jr., reports on survey for Chesapeake & Delaware Canal; estimates cost at \$1.2 million; marshy soil along Delaware River eventually adds \$1 million to cost. (Gray)
- Mar. 31, 1823 Charter for a "Pennsylvania Rail Road Company" between Philadelphia and Columbia granted to John Stevens of Hoboken, N.J., and others. (PL)
- Mar. 31, 1823 Pennsylvania appoints Jabez Hyde, John McMeens and Samuel H. Wilson commissioners to improve navigation of Susquehanna from Columbia to Maryland state line with appropriation of \$50,000; may use money appropriated by Maryland act of 1822-23 session. (PL)
- Apr. 9, 1823 ___ Davison of ___, George Abbe of New York, and David Hill of Philadelphia (Davison, Abbe & Co.) begin advertising "Columbian Transportation Line" of freight wagons running between New Brunswick and Bordentown in connection with the Citizens (?) Line of steamers; after a short time, also begin carrying passengers. (NYPost)
- Apr. 19, 1823 Union Canal Company of Pennsylvania hires noted New York canal engineer Canvass White as Chief Engineer; he brings with him his assistants George T. Olmstead, Simeon Guilford (1801-1894) and Sylvester Welch; in obedience to wishes of management, White draws up plans for a narrow canal for 25-ton boats. (AR)
- May 1823 Chesapeake & Delaware Canal engages Benjamin Wright to resurvey canal; Wright favors Latrobe's old upper route. (Gray)
- May 19, 1823 Chesapeake & Delaware Canal requests members of U.S. Board of Engineers to settle choice between upper and lower routes. (Gray)
- June 3, 1823 War Dept. assigns Gen. Simon Bernard and Col. Joseph G. Totten (1786-1864) to view routes for Chesapeake & Delaware Canal. (Gray)

- June 1823 Ohio appoints Alfred Kelley of Cleveland and Micajah Williams (1792-1844) of Cincinnati as Acting Canal Commissioners to direct actual work.
- June? 1823 Three Maryland Susquehanna commissioners led by George Winchester leave for New York; meet Governor Clinton, ride Erie Canal to Cayuga Lake, and descend Susquehanna River in arks from Owego, N.Y. to Harrisburg; then to Baltimore overland; secure services of Capt. Hartman Bache (1797-1872) and Lts. Eakin, Graham and Boyce of Topographical Engineers and James Geddes of New York. (Rept. - early summer)
- June? 1823 William Cook (1801-1865) graduates from West Point and joins Engineer Corps at Lieutenant; later marries sister of Robert J. Walker, future Secretary of the Treasury. (MtHolHrld)
- Summer 1823 James Shriver surveys summit for a canal between the Potomac at Cumberland, Md., and Pittsburgh; calls for 2-mile summit tunnel. (Ward)
- Summer 1823 William Howard (1793-1834) surveys a canal from Baltimore to the Potomac via two routes; one through the Patapsco valley later occupied by the Baltimore & Ohio Railroad and one along the Fall Line to Washington and Georgetown.
- July 14, 1823 John Stevens leaves New York with Charles Loss to make preliminary examination for railroad between Philadelphia and Columbia. (Watkins)
- July 17, 1823 John Stevens and Charles Loss begin reconnaissance for railroad between Philadelphia and Columbia; travel from Philadelphia to West Chester. (Watkins)
- July 19, 1823 Stevens and Loss arrive in Strasburg, having traveled via Gap. (Watkins)
- July 20, 1823 Stevens and Loss arrive at Columbia, having passed south of Lancaster to reach the Susquehanna at Washington; note difficulty in crossing deep valley of Conestoga Creek. (Watkins)
- July 22, 1823 Stevens and Loss return to Strasburg, having traveled via Lancaster. (Watkins)
- July 23, 1823 Stevens and Loss again explore country west of Strasburg without finding a suitable route. (Watkins)
- July 25, 1823 Stevens and Loss arrive in Philadelphia via turnpike. (Watkins)
- July 27, 1823 Stevens and Loss leave Philadelphia along West Chester Road and explore route following Darby Creek and down into Great Valley. (Watkins)

- Sep. 10, 1823 Champlain Canal opens between Waterford and Whitehall, N.Y., connecting Hudson River with Lake Champlain. (Whitford)
- Oct. 8, 1823 New York celebrates opening of Erie Canal to Albany. (Whitford)
- Nov. 6, 1823 Convention for a Chesapeake to Ohio canal by the Potomac route convenes in U.S. Capitol at Washington; includes delegates from Maryland, Virginia and western Pennsylvania, but none from Baltimore except "honorary member" William Howard; favors a canal extended to the Ohio River and possibly Lake Erie; call for \$2.75 million in aid from federal government, states and District cities; committee then prepares memorials to Legislatures of Virginia, Maryland, Pennsylvania and Ohio to charter a canal from Washington to Lake Erie. (Rept., Ward)
- Nov. 7, 1823 James Geddes reports on canal survey for Maryland between Havre-de-Grace and York Haven; estimates cost at \$1.6 million. (Rept)
- Dec. 5, 1823 In Pa. House, William Lehman's bill for creating board of commissioners for internal improvement called up and referred to special committee of Lehman, James Clarke, et al. (Bishop)
- Dec. 5, 1823 New Jersey grants Edward Clark the right to improve the navigation of the Delaware River above tide by his system of water-powered winches to drag boats up falls. (PL)
- Dec. 8, 1823 New Jersey appoints Peter Kean (1787/8?-1828), George Holcombe and L.Q.C. Elmer (1793-1883) to resurvey Delaware & Raritan Canal and to seek federal aid. (PL)
- Dec. 10, 1823 New New Brunswick Steam-Boat Ferry Company incorporated in N.J. by James Bishop, et al. (PL)
- Dec. 16, 1823 Commissioners William Howard, William Price and Athanasius Fenwick, with engineer Isaac Briggs report on survey for canal between Baltimore and Harpers Ferry; Parris Ridge is too high; would cost \$1.55 million, have 899 feet of lockage and require a two-mile tunnel; recommend route via Bladensburg to Little Falls. (Rept)
- Dec. 20, 1823 Public meeting at the Baltimore Exchange weighs rival canal schemes; approves plan for Baltimore-York Haven canal advocated by George Winchester and rejects a canal (up Patapsco?) to join Chesapeake & Ohio Canal advocated by Robert Goodloe Harper (1765-1825). (Pam)
- Dec. 1823 Pres. Monroe in annual message calls for Corps of Engineers to survey for canal up Potomac Valley. (Ward)

- Dec. 1823 Special Pa. Committee recommends surveys for canal between Susquehanna and Allegheny Rivers. (HJ 1823/4 p. 163-70)
- 1823 While helping to survey Southern coast, Capt. (?) Robert F. Stockton meets Maria Potter, daughter of John Potter of Charleston, S.C., who he later marries (when?). (Watkins)
- 1823 Columbian Pilot Line running between Trenton and New Brunswick dissolved. (Lane)
- 1823 Gov. Hiester begins reduction of principal of Pennsylvania state debt by \$41,000 in 1823-24; with subsequent commitment to internal improvements, there is no new debt reduction until 1835. (Worthington)
- 1823 Last link in chain of turnpikes between Harrisburg and Erie opens (now U.S. 322/19).
- 1823 Last link in chain of turnpikes between Pittsburgh and Erie opens (now U.S. 19). (PaArch - Hist Pitts says 1821)
- 1823 Virginia act extinguishes James River Company and converts to state canal (??)
- 1823 Land sales begin at Fort Wayne, Ind., land office.
- Jan. 20, 1824 Panel of Gen. Bernard, Col. Totten, Benjamin Wright and Canvass White recommends lower route for Chesapeake & Delaware Canal between future towns of Delaware City and Chesapeake City, but with one lift lock at each end instead of sea-level cut; military engineers more impressed with strategic value of the larger canal possible on this route; canal is to be 66 x 10 x 36 with 100 x 22 locks; company appoints Wright Chief Engineer. (Gray)
- Jan. 27, 1824 Chesapeake & Ohio Canal Company incorporated in Virginia to build from Washington to point on Monongahela navigable for steamboats, later fixed at Pittsburgh; contains amendments assenting to a cross cut canal to the Patapsco River and stating that the act does not constitute a concession to the supposed power of the Federal Government to make a system of internal improvements; Baltimore blocks incorporation in Maryland and Philadelphia in Pennsylvania; Pennsylvania encumbers bill with unacceptable amendments. (PL, Rept, Sanderlin)
- Jan. 30, 1824 Pennsylvania commissioners report on canal surveys between French Creek and Lake Erie.

- Feb. 1824 Maryland subscribes \$50,000 to Chesapeake & Delaware Canal. (Gray)
- Mar. 2, 1824 Chief Justice John Marshall gives opinion in *Gibbons vs. Ogden* holding steamboat monopoly illegal in interstate commerce and *Gibbons* is protected under the commerce clause of the Constitution.
- 1824 Columbian Line moves steamboat *Aetna* from Delaware River to New York; establishes route to Washington, a port on the South River, with stage to Bordentown. (Lane)
- Mar. 26, 1824 John Randel, Jr., agrees to build eastern half of Chesapeake & Delaware Canal to own specifications with Chief Engineer Benjamin Wright acting as final arbiter. (Gray)
- Mar. 27, 1824 Pennsylvania finally passes Sen. William Lehman's bill calling for three commissioners to survey routes for a canal between Philadelphia, Pittsburgh and Erie; are to be paid \$3 per day plus travel expenses. (PL)
- Mar. 29, 1824 Pennsylvania act formally simplifies name of Columbia Bridge Company and legalizes banking business, which had been carried on without charter authorization since 1813. (Digest)
- Mar. 31, 1824 Pennsylvania Gov. John Andrew Shulze appoints two Democratic politicians, James Clarke (1793-1867) of Westmoreland, Col. Jacob Holgate (-) of Philadelphia, and Charles Treziyulney, a Polish emigré surveyor of Bellefonte, as commissioners to survey route for a canal across the state.
- Apr. 7, 1824 Columbian Transportation Line (Davison, Abbe & Co.) switches eastern terminus from New Brunswick to Washington, N.J., to meet boats of Citizens Line. (NYPost)
- Apr. 12, 1824 Tammany Democrats in New York Legislature remove DeWitt Clinton from post of Canal Commissioner in hopes of undermining his ambition to run for the presidency; move backfires, and Clinton is elected Governor in fall. (Whitford)
- Apr. 15, 1824 Construction begins on Chesapeake & Delaware Canal at Newbold's Landing on Delaware River. (Scharf)
- Apr. 18, 1824 Boiler of steamboat *Eagle* explodes while returning from Patuxent River run off North Point; first fatal steamboat explosion on Chesapeake Bay; captain was George Weems, later founder of Weems Line. (Scharf, Shannahan - Holly has 4/19)
- Apr. 24, 1824 Commissioners James Clarke, Jacob Holgate and Charles Treziyulney begin surveys. (CC)

- Apr. 30, 1824 Congress passes the General Survey Act authorizing the President to employ military and civil engineers in surveying roads and canals of national importance and; systematizes work already done under Board of Engineers for Fortifications; act receives all votes of the West and small majority in the Middle Atlantic States; opposed most strongly by New England, and less so by the South. (Hill, EAH)
- May 15, 1824 Center boiler of high-pressure steamboat *Aetna* of Citizens Line explodes while exiting the Kill van Kull en route to New York at 7:00 PM; steam floods ladies cabin in rear; six killed outright and six mortally injured, many from inhaling steam; Columbian Transportation Line is forced to suspend operations. (NYPost, pam)
- May 22, 1824 Tariff Act of 1824 raises duties to new heights; duty on cottons and woolens increased from 25% to 33.5%, on raw wool from 25% to 40%; North-South controversy over the tariff intensifies. (EAH - try Taussig)
- May 1824 ___ places steamboat *Thistle* in service between New York and ___; operates at 13 MPH. (Lane)
- May 23, 1824 Future general, governor and railroad promoter Ambrose Everett Burnside (1824-1881) born at Liberty, Ind. (DAB)
- May 24, 1824 Because of the suspension of the Columbian Line, George Abbe of New York and David Hill of Philadelphia form new partnership with Benjamin Fish of Trenton and arrange to run freight wagons as "Union Transportation Line" in connection with Union Line of steamboats; they thus become allied with the Stevens interests and are later brought into the Camden & Amboy Railroad. (NYPost)
- May 24, 1824 Pennsylvania commissioners begin survey with axemen and chainmen but without trained engineers. (CC)
- May 26, 1824 New Brunswick Steam-Boat Ferry Company begins operating steamboat *Legislator* between New York and New Brunswick, charging a 122-cent fare. (Thompson, Lane)
- May 26, 1824 Group of New Jersey stage proprietors including the Gulicks and New Brunswick Steam-Boat Ferry Company establish new line, the Exchange Line, with steamboat *Legislator* on Raritan and *Congress* on Delaware; begin rate war with the Union Line (Gibbons and Stevens) and the Citizens Line allied to the old Ogden interests. (Lane)
- May 26, 1824 Congress grants a strip of land 90 feet wide on each side for a canal between the Maumee and the Wabash in Indiana.

- May 31, 1824 President Monroe appoints Board of Engineers for Internal Improvement under General Survey Act; their first priority to be C&O Canal which receives over half the appropriations for the next two years; will later aid most early canal and railroad projects; head of Board is General Simon Bernard (1779-1839), a refugee French military engineer; also Lt.-Col. Joseph G. Totten and civilian John Langdon Sullivan (1777-1865). (Hill, Ward)
- June 1, 1824 Future PRR General Superintendent and Baldwin Locomotive Works partner Edward Higginson Williams (1824-1899) born at Woodstock, Vt.; son of old Puritan family. (Wilson)
- June 1824 Union Line and Citizens Line cut New York-New Brunswick fare to 12-1/2 cents after Exchange Line is forced to raise back to 50 cents. (Thompson)
- July 5, 1824 Columbia Bridge Company officially changes name as per act of Mar. 29. (Val)
- July 1824 Gen. Bernard assigns two brigades of engineers to Allegheny summit of Chesapeake & Ohio Canal and one to portion east of Cumberland. (Ward)
- July 12, 1824 Cortlandt Street ferryboat *New Jersey* blows up while in slip at Paulus Hook; one passenger killed and Capt. Billy West mortally injured; loss of boat and expenses bankrupts York & Jersey Steam-Boat Ferry Company. (HC)
- July 1824 Board of Engineers for Internal Improvement assigns two teams to survey summit between the Potomac and Monongahela for C&O Canal, including a 4-mile tunnel on the summit level. (Ward)
- July 24, 1824 Future PRR General Counsel and U.S. Senator John Scott (1824-1896) born at Alexandria, Pa.; son of Congressman John Scott (1784-1850). (CongBio)
- Sep. 1824 Board of Engineers finally releases Gen. Bernard, Col. J.G. Totten, and John Langdon Sullivan to assist with Pennsylvania survey; they merely view part of the route. (CC)
- Oct. 5, 1824 DeWitt Clinton elected Governor of New York. (Whitford)
- Oct. 1824 Liverpool & Manchester Railway issues prospectus noting presence in England of an American, possibly Evan Thomas or William Howard, collecting information for a railroad between the Potomac and Ohio. (Dilts)
- Oct. 1824 Indiana capital moved from Corydon to Indianapolis.

- Oct. 24, 1824 Philadelphia publisher Mathew Carey issues call for an elite organization that would disseminate information on roads, bridges, steam engines and canals. (Rubin, CHTP7)
- Dec. 1, 1824 Presidential election deadlocks as no candidate receives a majority of electoral votes: Jackson 99, John Quincy Adams 84, William H. Crawford 41, and Henry Clay 37; John C. Calhoun is elected VP unanimously. (EAH)
- Dec. 1824 To eliminate stalemate between proponents of Delaware & Raritan and Morris Canals, proposal floated to combine both projects as New Jersey State Canal Company capitalized at \$6 million with banking powers; to be one third state ownership; plan fails to pass Assembly. (Cranmer)
- Dec. 6, 1824 Pennsylvania commissioners complete surveys. (CC)
- Dec. 14, 1824 Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth formally organized at Philadelphia by Mathew Carey and other business and civic leaders; John Sergeant (1779-1852), Pres.; Mathew Carey, John Connelly and Paul Beck, Jr., VPs; Acting Committee of Carey, Joseph Hemphill, Richard Peters, Jr., Stephen Duncan and William Strickland; eventually 62 members provide \$5,440; most are merchants and lawyers with ties to banks. (Bishop, CHTP7)
- Dec. 20, 1824 Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth publishes first pamphlet, *Essay on Roads*; total of eight pamphlets published by Mar. 1825. (CHTP7)
- Dec. 22, 1824 Henry Fletcher Kenney (1824-1908), later General Superintendent of the Philadelphia, Wilmington & Baltimore (PW&B) Railroad system, born at Milton, Mass. (Obit)
- Dec. 28, 1824 Thomas Alexander Scott (1824-1881), fourth PRR president, born in Loudon, Franklin County, Pa., of Thomas Scott, a poor but well-connected tavern keeper; his father dies when he is about ten years old. (B&K, NCAB)
- Dec. 29, 1824 Morris Canal & Banking Company incorporated in New Jersey to build from Newark to Phillipsburg via Lake Hopatcong. (PL)
- Dec. 30, 1824 First Delaware & Raritan Canal Company incorporated in New Jersey as a private company; capitalized at \$1 million; must obtain consent of Pennsylvania for use of Delaware River water and pay state of New Jersey a \$100,000 bonus; driving force is Floyd S. Bailey, a pioneer anthracite coal merchant of New York who hopes to develop exclusive route and contract for bringing Lehigh coal to New York. (Thompson)
- 1824 Report of Delaware & Raritan Canal survey; find insufficient water on

Assanpink/Millstone summit but accept suggestion of Board of Engineers for Internal Improvement for a feeder running up the Delaware to reach a sufficient elevation; suggest a state canal costing \$850,000. (report made to Leg. in Nov. 1824)

- 1824 Congress makes first appropriation of \$75,000 for improvements to Ohio/Mississippi River system; total appropriations through 1844 total \$2.5 million.
- 1824 Harrisburg & Millerstown and Lewistown & Huntingdon Turnpikes complete last links in so-called "Northern Turnpike" between Philadelphia and Pittsburgh (now U.S. 322/22).
- 1824 Boonesborough Turnpike opens between Boonesboro and Hagerstown, Md.; last link in line of turnpikes between Baltimore and the National Road at Cumberland.
- 1824 Travel time between Harrisburg and Pittsburgh is 4-1/2 days; fare is 64 per mile.
- 1824 John Potter, who had made a large fortune in Charleston, S.C., settles in Princeton, N.J., the home of his son-in-law Robert F. Stockton. (Thompson)
- 1824 Economic boom underway; companies with total capital of \$52 million organized in New York. (Wyckoff)
- 1824 John Griswold, a shipping broker from Lyme, Conn., establishes Black X Line, and Preserved Fish & Joseph Grinnell establish Red Swallowtail Line, first regular packets between New York and London; Griswold also establishes first packet line between New York and Savannah. (Albion)
- 1824 Capt. Wilmon Whilldin, Sr., inaugurates steamboat service between Philadelphia and Cape May with *Delaware*. (Lane)
- 1824 Dr. Peter Shoenberger builds Juniata Iron Works on Allegheny River above Pittsburgh to roll blooms brought over mountains from Juniata Valley; first rolling mill in Pittsburgh area. (PittsDir)
- 1824 Crawfordsville, Ind., laid out at crossing of the Wea Trail from New Albany and the Piankashaw Trail from Vincennes.