

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

By Christopher T. Baer

1828

April 2005 Edition

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| Jan. 5, 1828 | Indiana accepts federal land grant for Wabash & Erie Canal. |
| Jan. 11, 1828 | U.S. Engineers report on survey for Maryland Canal Company between Baltimore and C&O Canal. (Rept) |
| Jan. 11, 1828 | Sandy & Beaver Canal incorporated in Ohio to connect Ohio River with Ohio Canals. (PL) |
| Jan. 14, 1828 | Public meeting for railroad from Camden to South Amboy held at Mount Holly, N.J. (Watkins) |
| Jan. 14, 1828 | Indiana appoints three Canal Commissioners. (Fatout) |
| Jan. 18, 1828 | Petition from Hunterdon County (including present Mercer County) favors a cross-state railroad in place of a state-owned Delaware & Raritan Canal. (AssyMin) |
| Jan. 21, 1828 | Bill for a Camden & Amboy Railroad Company introduced in N.J. Assembly. (AssyMin) |
| Jan. 24, 1828 | Horatio Allen (1802-1889), Assistant Engineer of Delaware & Hudson Canal Company, leaves New York for England, where he is to examine railroads, including the Liverpool & Manchester and buy four locomotives of no more than 5-1/2 tons weight for the D&H's railroad; one locomotive is to be from Robert Stephenson & Co. (CHTP22, RRH) |
| Jan. 31, 1828 | Alliance of Jackson supporters led by ___ Martin Van Buren (1782-1862) of New York and VP John C. Calhoun (1782-1850) introduce a bill in the House to raise tariff to new highs but decrease protection for woolen goods; plan is to punish New England, which is pro-Adams, and make the tariff so high that all sections will reject it; protectionist elements, who are |

concentrated in the Middle Atlantic States, whose votes are up for grabs in this year's presidential election, will hold Adams responsible for the bill's defeat, while the Jacksonians will tell the Pennsylvania iron interests that they support protection without offending the south. (EAH)

- Feb. 1, 1828 Benjamin Fish and John Hutchings, agents of current Union Line, petition against granting charter to Columbian Steam Boat Company. (AssyMin)
- Feb. 1, 1828 Jonathan Knight reports to Gen. Alexander Macomb on survey for National Road west of Indianapolis via Terre Haute and Vandalia; location fixed as far as Terre Haute. (Rept)
- Feb. 2, 1828 N.J. Assembly tables a letter from John Stevens asking for a delay in considering railroad legislation while he prepares a formal presentation. (AssyMin)
- Feb. 7, 1828 Robert Livingston Stevens (1787-1856) and Joline Hone petition N.J. Assembly for a railroad charter. (AssyMin)
- Feb. 8, 1828 In response to petition of Stevens & Hone, N.J. Assembly reports a bill to incorporate the New Jersey Railroad to build from New Brunswick to Trenton. (AssyMin)
- Feb. 11, 1828 DeWitt Clinton (1769-1828), "father" of New York State canal system, dies at Albany. (DAB)
- Feb. 12, 1828 N.J. Assembly passes bill for state-owned Delaware & Raritan Canal, 24-19, and defeats Camden & Amboy Railroad bill 21-20. (AssyMin)
- Feb. 12, 1828 Columbian Steam Boat Company incorporated in N.J. by William Sheepshanks, Nathaniel Davison, George Peterson, Michael Newbold, Daniel Woods, David C. Wood (1780-1859) and William McKnight; \$150,000 capital; to operate New York-Raritan River and Bordentown-Philadelphia. (PL)
- Feb. 13, 1828 Baltimore & Susquehanna Railroad Company incorporated in Maryland to build from Baltimore in direction of York; states of Maryland and Pennsylvania and City of Baltimore may each subscribe \$100,000; first PRR predecessor in Maryland; Pennsylvania refuses to grant charter rights between Maryland line and York Haven. (Digest, Livingood)
- Feb. 16, 1828 Commissioners of Baltimore & Susquehanna Railroad Company hold organization meeting at Franklin Bank in Baltimore. (MB)
- Feb. 20, 1828 Steamboat *Pittsburgh & Wheeling Packet*, belonging to Harmony Society, ascends Allegheny River to Kittanning. (HazR)

- Feb. 22, 1828 Steamboat *William D. Duncan* leaves Pittsburgh for Franklin, running through in 52:00; continues to Oil Creek Furnace eight miles above Franklin. (HazR)
- Feb. 26, 1828 N.J. Assembly reports bill to authorize Bordentown & South Amboy Turnpike to lay rails on its right of way in interest of Columbian Line. (AssyMin)
- Feb. 27, 1828 Pennsylvania grants rights to Baltimore & Ohio to build through state enroute to Pittsburgh for 15 years. (PL)
- Feb. 27, 1828 Chesterfield Railroad incorporated in Va. to build from coal mines at Midlothian to landing on James River below head of navigation at Richmond. (PL)
- Mar. 3, 1828 Maryland authorizes subscription of 5,000 shares of B&O; repeals authority to subscribe to Maryland Canal Company, Susquehanna & Patapsco Canal Company, and Pennsylvania & Maryland Canal Company. (PL)
- Mar. 4, 1828 N.J. Council defeats bill for state-owned Delaware & Raritan Canal by 7-7 tie vote. (CnclMin)
- Mar. 4, 1828 George Winchester, H.W. Evans and William Frick report to Baltimore & Susquehanna commissioners on inability to get charter from Pennsylvania covering extension to York Haven; some Pennsylvania legislators want *quid pro quo* of having B&O build line through Cumberland Valley towards Philadelphia; Winchester, et al., urge proceeding with organization of company and opening books at Baltimore and York. (MB)
- Mar. 5, 1828 N.J. Assembly dismisses bill for building railroad on Bordentown & South Amboy Turnpike (Columbian Line) and defeats bill for New Jersey Railroad (Stevens's Union Line), 31-9. (AssyMin)
- Mar. 7, 1828 New Jersey Legislature adjourns without passing any internal improvement bills. (Thompson)
- Mar. 10, 1828 Former Erie Canal engineers Nathan S. Roberts and James Geddes issue report on resurvey of Eastern Division of C&O Canal; give estimate of \$4.5 million vs. \$8 million estimate of General Bernard. (Ward - NB this is date forwarded to Congress! see Rept)
- Mar. 14, 1828 New Castle & Frenchtown Turnpike Company renamed New Castle & Frenchtown Turnpike & Railroad Company by Maryland act, with charter rights to build railroad across the isthmus separating the Delaware River and Chesapeake Bay. (Val)

- Mar. 15, 1828 Nathan S. Roberts and James Geddes report on new survey for Chesapeake & Ohio Canal; estimate \$4.5 million to Cumberland vs. \$8 million in Barnard survey of 1824. (Rubin - Sanderlin has 1827?)
- Mar. 18, 1828 Water let into Eastern Division Canal at McAllister's Mill; arrives at Harrisburg on Mar. 20; canal not opened because of leaks and poor construction. (HazR)
- Mar. 18, 1828 Formal celebration of opening of Miami Canal between Cincinnati and Middletown.
- Mar. 23, 1828 First westbound boat arrives in Middletown, Pa., via Union Canal.
- Mar. 24, 1828 Commonwealth of Pennsylvania authorizes construction of Philadelphia & Columbia Railroad; also extensions of Eastern Division Canal to Columbia, Ligonier Line of Western Division from Blairsville to 32 miles below Johnstown, Juniata Division to Huntingdon and Delaware Division to Easton; also North Branch Division (Northumberland-Nanticoke); West Branch Division (Northumberland-Muncy); calls for surveys or resurveys of Juniata Division to Hollidaysburg, West Branch to Bald Eagle Creek, North Branch to New York state line and Delaware Division to Carpenters Point; survey for Allegheny Portage Railroad and a railroad from Philadelphia to Columbia and York; further surveys for canals or slackwater on Monongahela River to Virginia state line, from Columbia to Conestoga Creek, on Allegheny River from Kiskiminetas to French Creek, on Ohio from Pittsburgh to Beaver River, and between Lehigh and Susquehanna Rivers; also railroad surveys between the Schuylkill River and the Susquehanna at Catawissa and Sunbury, from Harrisburg to Chambersburg and Chambersburg to York via Gettysburg; authorizes additional \$2 million state loan. (PL)
- Mar. 24, 1828 Congress authorizes federal subscription for 10,000 shares (\$1 million) of Chesapeake & Ohio Canal Company. (Moore)
- Mar. 1828 Location of Philadelphia & Columbia Railroad begins under Maj. John Wilson; J. Edgar Thomson, later PRR president is one of the assistant engineers.
- Mar. 1828 Canal Commissioners appoint Col. Johnston, Collector at Blairsville, to investigate New York's canal rules and regulations with view to adopting on Pennsylvania canals. (CC)
- Mar. 26, 1828 Canal Commissioners appoint Edward F. Gay, an ex-Erie Canal engineer now on the Conestoga Navigation Company, to survey for slackwater navigations on Allegheny, Monongahela, and Ohio Rivers. (CC)

- Mar. 26, 1828 Canal Commissioners place Allegheny Portage surveys under Gen. Abner Lacock, Acting Commissioner.
- Mar. 28, 1828 Baltimore ordinance allows B&O to extend from First Stone into city. (Digest)
- Spring 1828 B&O, Delaware & Hudson Canal and South Carolina Railroad petition Congress to remove all duties on imported British rails on grounds that U.S. ironmakers cannot manufacture enough at reasonable prices. (Dilts)
- Apr. 5, 1828 U.S. Board of Engineers, Howard, Long and McNeill issues report on B&O Railroad surveys to the Ohio River calling for maximum grade of 30 feet per mile; subsequent reports are made by the company through its Board of Engineers. (Rubin, Long)
- Apr. 6, 1828 B&O Board agrees to employ Col. Stephen H. Long and Jonathan Knight (1787-1858) as engineers on equal footing at \$3,000 per year. (Long, Dilts)
- Apr. 1828 B&O appoints ten topographical assistants: Fredeick Harrison, Jr., Lt. William Cook (1801-1865), Lt. Joshua Barney, Lt. Isaac R. Trimble, Lt. Walter Gwynn, Lt. Lt. John N. Dillahunty, Lt. R. Edward Hazzard, Lt. John M. Fessenden, William B. Thompson, and Walter B. Guion. (Dilts)
- Apr. 10, 1828 Pennsylvania act raises cap on Chief Engineer salaries to \$2,500 and on Principal Assistant Engineers at \$4 a day; total of four Acting Commissioners to be appointed and no Commissioner to serve as Superintendent. (PL)
- Apr. 12, 1828 Delaware & Schuylkill Canal Company incorporated to build canal across South Philadelphia between Arsenal and Navy Yard as per state survey by Henry G. Sargent. (PL)
- Apr. 12, 1828 Pennsylvania Legislature passes resolution authorizing Canal Commissioners to negotiate with New Jersey over sharing water of Delaware River for feeding canals. (PL)
- Apr. 12, 1828 Jonathan Knight enters employ of B&O; B&O creates Board of Engineers consisting of Col. Stephen H. Long, Jonathan Knight and Pres. Philip E. Thomas; supervises activities of Army engineers. (Long, AR)
- Apr. 14, 1828 Pennsylvania authorizes temporary loan of \$500,000 (\$490,000 issued) to make up shortfall on Public Works. (PL)
- Apr. 14, 1828 Charter supplement to Danville & Pottsville Railroad authorizes branches to Sunbury and Catawissa. (Digest)

- Apr. 14, 1828 Allegheny and Birmingham (Pittsburgh South Side) incorporated as boroughs. (HistPitts, Vexler)
- Apr. 15, 1828 U.S. House Committee on Roads & Canals reports in favor of federal aid to a road from Lawrenceburg, Ind., to Fort Wayne. (Rept)
- Apr. 16, 1828 Work begins on private canal of George Gray Leiper (1786-1868), son of Thomas Leiper, from quarries to tidewater on Crum Creek; William Strickland, engineer.
- Apr. 16, 1828 Baltimore resolution authorizes sale to B&O of two blocks at Harford Dock at Alice Anna & Fleet Streets; not accepted until four years later; various directors and the city interest vie to have terminus located to benefit their real estate interest. (Digest, Dilts)
- Apr. 20, 1828 John and Thomas Janiver of New Castle (begin? assume?) operation of Union Line of steamboats and stages between Philadelphia and Frenchtown; use steamboat *Delaware*, Capt. Wilmon Whilldin, with Hendersons providing boats on Chesapeake Bay. (Scharf)
- May 3, 1828 First stone laid for Washington Lock at Pittsburgh, first of flight of four locks leading to Monongahela River. (HistPitts)
- May 5, 1828 Baltimore & Susquehanna Railroad organized at Baltimore. (MB)
- May 5, 1828 Col. Stephen H. Long and Jonathan Knight report on location of B&O between Baltimore and Williamsport. (Long)
- May 6, 1828 George Winchester elected Pres. of Baltimore & Susquehanna Railroad. (MB)
- May 8, 1828 Philadelphia convention of manufacturers and ironmasters draws up petition to Congress, to be presented by Congressman James Buchanan (1791-1868), opposing elimination of duty on imported railroad rails. (Dilts)
- May 9, 1828 Congress authorizes extension of railroad into District of Columbia. (Moore)
- May 12, 1828 B&O dispatches lawyers and engineers to secure right of way at narrow passes where the Potomac cuts through mountains between the Monocacy Creek and Cumberland where C&O Canal could block railroad. (Dilts)
- May 12, 1828 Joseph Shriver (1806-1886) replaces Jonathan Knight as Chief Engineer of National Road. (Rept)

- May 13, 1828 Baltimore & Susquehanna Railroad engages Gen. Joseph Gardiner Swift as Chief Engineer; preliminary survey made by William F. Small of Baltimore under Swift's direction. (MB)
- May 19, 1828 Pres. Adams signs the so-called "Tariff of Abominations" imposing highest tariffs in effect before Civil War; contrary to Van Buren's and Calhoun's calculations, New England voted for a high tariff by adherence to the protectionist principal and Jacksonians of the Middle Atlantic States and West supported protection as well; duty on bar iron raised from \$30 to \$37 a ton, but railroad rails exempted from all but 25% ad valorem duty; rates raised to 50% plus 4 cents a pound on raw wool, 45% for woolens. (EAH, Dilts)
- May 23, 1828 B&O adopts first portion of route between Baltimore and Point of Rocks on the Potomac River via the valley of the Patapsco River. (Dilts)
- May 23, 1828 Congress appropriates \$250,000 to begin Delaware Breakwater off Lewes to provide haven for ships entering the Delaware Bay. (Scharf)
- May 24, 1828 Federal government subscribes \$1 million to Chesapeake & Ohio Canal and authorizes cities of Washington, Georgetown and Alexandria to subscribe an additional \$1.5 million. (Ward)
- May 24, 1828 Congress grants Ohio five alternate sections along route of Miami Extension Canal between Dayton and Defiance on Maumee River where passes through public lands, plus additional 500,000 acres to finance Ohio canal debt; total of 938,301 acres; also permits Indiana to transfer portion of 1827 land grant for portion of Wabash & Erie Canal in Ohio, which is done in 1834. (McClelland)
- May 26, 1828 George Winchester and Gen. Joseph G. Swift leave Baltimore on preliminary survey of Baltimore & Susquehanna Railroad. (Scharf)
- May 28, 1828 B&O Board orders final location between Baltimore and Point of Rocks. (Long)
- June 2, 1828 B&O Board orders construction to begin July 4 at a point on the western edge of Baltimore while location of city terminus is being debated. (Dilts)
- June 3, 1828 David Scott declines reelection as President of Pennsylvania Canal Commissioners; replaced by Gen. Daniel Montgomery of Danville. (CC)
- June 10, 1828 Chesapeake & Ohio Canal sues in Washington County Court to stop B&O from acquiring more land along the Potomac in the narrows between Point of Rocks and Harpers Ferry where it will interfere with the canal; claims prior rights under charter of Patowmack Company. (Dilts, AR) (Ward has

this the first legal action by C&O)

- June 14, 1828 Nathan S. Roberts, an Erie Canal engineer, begins new survey for Portage Railroad; (George T. Olmstead assumes charge of Western Division - verify)
- June 1828 Future PRR Chief Engineer Edward Miller (1811-1872) graduates from University of Pennsylvania with the Mathematical Honor; joins engineer corps of Lehigh Canal as rodman under Chief Engineer Canvass White and Principal Assistant Sylvester Welch. (Wilson)
- June 20, 1828 Chesapeake & Ohio Canal Company organized; Charles Fenton Mercer (1778-1858) of Leesburg, Va., the leading spirit of the project, elected Pres.; directors include Andrew Stewart representing western Pennsylvania. (Sanderlin)
- June 23, 1828 B&O files countersuit against C&O Canal in Maryland Court of Chancery and obtains injunction against canal interfering with railroad location. (Dilts)
- June 23, 1828 Chesapeake & Ohio Canal Company appoints Benjamin Wright as Chief Engineer. (Sanderlin)
- July 1, 1828 B&O appoints Caspar W. Wever (1786-1861), who had built the National Road between Wheeling and Zanesville, Superintendent of Construction at \$1,500 per year; Wever demands excessive control over his operations, causing rift within Board of Engineers; Knight, who worked with Wever on the National Road, is willing to give him free rein; Long, with his military training, comes to consider Wever incompetent and insubordinate. (AR, Long, Dilts)
- July 4, 1828 Groundbreaking ceremonies held simultaneously for B&O Railroad in Baltimore and C&O Canal at Little Falls; Charles Carroll of Carrollton (1737-1832), last surviving signer of Declaration of Independence, turns first shovel for "First Stone" of B&O, which is laid with Masonic ceremonies at culmination of huge civic procession; B&O "First Stone" is located on then southwestern boundary of city near the mouth of Gwynns Run and about a mile from Pratt Street; at Little Falls, Pres. John Quincy Adams breaks ground for canal. (B&O AR, Sanderlin)
- July 4, 1828 Ground broken for North Branch Division Canal at Berwick.
- July 5, 1828 William Gibbons advertises sale of his steamboats *Thistle*, *Swan* and *Bellona*, plus his interest in the Union Line and landings at New York, South Amboy and New Brunswick. (NYPost) Sold to Stevens family. (Stanton)

July 7, 1828 Engineer corps under Capt. William Gibbs McNeill and Lts. William Cook, R.E. Hazzard and John N. Dillahunty begin location of B&O working west from "First Stone" in Baltimore. (AR)

July 1828 War Dept. reassigns Dr. William Howard's brigade from B&O to South Carolina Railroad. (Dilts)

July 24, 1828 Pennsylvania Canal Commissioners place first portion of North Branch Division Canal under contract. (CC)

July 28, 1828 B&O begins construction on first 12 miles from Baltimore. (Dilts)

Aug. 4, 1828 George Gray Leiper (1786-1868) begins construction of canal up Crum Creek to his quarries. (HazR - see 4/18)

Aug. 15, 1828 Patowmack Company conveys all rights and property to Chesapeake & Ohio Canal Company.

Aug. 1828 5,000 men at work on construction of Pennsylvania State Canals; earn \$12-15 per month. (McClelland)

Aug. 16, 1828 Francis W. Rawle makes report on survey of canal along the West Branch of the Susquehanna to the mouth of Bald Eagle Creek. (CC)

Aug. 21, 1828 Patowmack Company surrenders all rights and property to Chesapeake & Ohio Canal Company. (Sanderlin)

Aug. 22, 1828 Philadelphia, Dover & Norfolk Steamboat & Transportation Company sold for debts. (Gibb)

Aug. 1828 Ohio & Erie Canal opens between Akron and Massillon, Ohio.

Sep. 10, 1828 Chesapeake & Ohio Canal Company sets canal prism at 60 x 6 x 48; size is too large for initial traffic and drives up cost. (Sanderlin)

Sep. 1828 Cornelius Vanderbilt establishes Dispatch Line of steamboats and stages between New York and Philadelphia.

Oct. 1, 1828 Pennsylvania Canal Commissioners place first portion of West Branch Division Canal under contract. (CC)

Oct. 2, 1828 Elizabethtown banker Peter Kean (1787/8-1828), backer of first Delaware & Raritan Canal project, dies. (AssyMin)

Oct. 6, 1828 B&O appoints Capt. William Gibbs McNeill as fourth member of Board of

Engineers at \$3,000 per year; directs McNeill, Jonathan Knight and Lt. George W. Whistler (1800-1849) to go to Great Britain to examine railroads, providing them with a long list of specific questions to investigate; passage arranged by Alex. Brown & Sons and their Liverpool branch, William & James Brown. (Long, Dilts)

- Oct. 10, 1828 Joseph G. Swift reports on preliminary survey of Baltimore & Susquehanna Railroad. (AR)
- Oct. 11, 1828 Citizens Line, running between Bordentown and Washington, N.J., operates huge coach carrying 56 passengers on two decks and drawn by 12 horses. (Niles/Lane)
- Oct. 20, 1828 Col. Stephen H. Long named Pres. of B&O Board of Engineers. (Long)
- Oct. 22, 1828 B&O engineers Jonathan Knight, William Gibbs McNeill, and George W. Whistler leave for England to study railroads. (Dilts)
- Oct. 25, 1828 First boat launched at Lock No. 1 on Kiskiminetas and runs up to Section No. 17 with cargo of salt. (HazR)
- Oct. 27, 1828 Canvass White reports to Union Canal Company locating a large feeder dam at Swatara Gap in Blue Mountain, with a navigable reservoir up to Pine Grove in the Schuylkill Coal Field. (HazR)
- Nov. 1, 1828 Fast run by Union Despatch Line, New York-Philadelphia in 8:52 (HazR)
- Nov. 3, 1828 New Jersey act authorizes trustees for Thomas Gibbons Trumbull, minor heir of Thomas Gibbons, to sell his half interest in the Elizabethtown Ferries at Old Point and New Point. (PL)
- Nov. 6, 1828 Petition of recent Princeton Convention in favor of a Delaware & Raritan Canal presented to N.J. Legislature. (CncIMin)
- Nov. 14, 1828 B&O Board supports Superintendent of Construction Caspar W. Wever and orders Patapsco viaducts built of stone, where Board of Engineers, particularly Long, had wanted wood to save money; begins a policy of supporting Wever against the engineers, particularly Long. (Long)
- Nov. 22, 1828 Chesapeake & Ohio Canal Company appoints a Board of Engineers consisting of Benjamin Wright, Nathan S. Roberts and Dr. John Martineau of New York; Assistant Engineers include Charles Ellet, Jr., of Pennsylvania and Charles B. Fisk of Connecticut. (Sanderlin)
- Nov. 29, 1828 Maj. David Bates Douglass reports on extension of Delaware Division Canal from Easton to Carpenters Point (Port Jervis). (CC)

- Dec. 1, 1828 Maj. John Wilson reports on final location of the Philadelphia & Columbia Railroad. (CC)
- Dec. 1, 1828 Nathan S. Roberts reports recommending a railroad and turnpike side-by-side as Allegheny portage. (CC)
- Dec. 1, 1828 Chesapeake & Delaware Canal releases Chief Engineer Benjamin Wright to go to Chesapeake & Ohio Canal. (Gray)
- Dec. 3, 1828 Andrew Jackson elected Pres. over John Quincy Adams by carrying the critical states of New York and Pennsylvania. (EAH)
- Dec. 3, 1828 Edward F. Gay reports recommending slackwater for steamboats on the Allegheny between the mouth of the Kiskiminetas and French Creek, on the Ohio between Pittsburgh and Beaver, and on the Monongahela. (CC)
- Dec. 4, 1828 Moncure Robinson reports on surveys for Canal Commissioners between Lehigh/Schuylkill and Susquehanna Rivers, including future routes of Danville & Pottsville Railroad, Catawissa Railroad, and Delaware, Lackawanna & Western Railroad. (CC)
- Dec. 4, 1828 B&O Board orders suspension of all work west of Point of Rocks because of Chesapeake & Ohio Canal controversy. (Long)
- Dec. 8, 1828 Canal Commissioners appoint Moncure Robinson to resurvey Allegheny Portage Railroad in place of Nathan S. Roberts. (CC)
- Dec. 8, 1828 Jacksonians in Congress pass joint resolution against further aid to National Road and opposing federal ownership of stock of private internal improvement companies. (Sanderlin)
- Dec. 1828 B&O engineers begin five-month examination of British railways at Newcastle. (Dilts)
- Dec. 11, 1828 Canal Commissioners set toll schedule for 1829; maximum rate 34 per ton-mile. (CC)
- Dec. 1828 B&O Board grants request of Caspar W. Wever to employ several assistant engineers as his own assistants; Lts. William Cook, Walter Gywnn, and John N. Dillahunty assigned. (Long)
- Dec. 1828? ___ Hayward presents report of survey for railroad from Boston to Providence to Massachusetts Board of Internal Improvements. (Rept)
- Dec. 1828 C&O Canal secures injunction from Washington County Court against

- B&O beginning construction west of Point of Rocks. (Dilts)
- Dec. 1828 B&O petitions Congress for a \$1 million subscription; blocked by Charles F. Mercer, Pres. of C&O Canal, who is member of House committee that hears request. (Dilts)
- Dec. 16, 1828 Loammi Baldwin presents report of survey for railroad between Boston and the Hudson River near Albany to Massachusetts Board of Internal Improvements. (Rept)
- Dec. 18, 1828 Pennsylvania authorizes permanent loan of \$800,000 and temporary loan of \$800,000 (\$225,000 issued); State Treasurer to advance any spare funds to Canal Commissioners. (PL, Bishop)
- Dec. 19, 1828 South Carolina issues protest against Tariff of Abominations; accompanying paper by John C. Calhoun sets forth doctrine that any state may "nullify" any act of federal government; Calhoun abandons nationalism to stand with his constituents. (EAH)
- Dec. 1828 Miami Canal completed between Dayton and Cincinnati except for flight of locks leading to Ohio River.
- Dec. 1828 Ross Winans (1796-1877), a farmer from Sussex County, N.J., arrives in Baltimore with his "Winans wheel", a sort of primitive roller bearing; demonstrates model to B&O backers in Baltimore, with one pound weight on a string pulling a load of over 700 pounds; makes exaggerated claims and convinces many he has conquered friction; on the B&O, only Col. Stephen H. Long is unimpressed; the moving parts suffered excessive wear. (Long, Dilts)
- Dec. 1828 Lawyer Thomas Struthers (1803-1892) moves to Warren, Pa., where he begins to engage in land speculation in northwestern Pennsylvania and western New York. (Rosenberger)
- Dec. 24, 1828 B&O Board orders Lt. Isaac R. Trimble to examine routes between the Potomac and Youghiogeny Rivers. (Long)
- 1828 John N. Simpson estimates overland trade between New York and Philadelphia at 8,000 tons per year carried at \$12 per ton; coasting trade between the two cities at 56,000 tons per year. (NJAssyMin)
- 1828 Camden, N.J., incorporated as a city.
- 1828 Steamboat line begins between Baltimore and Washington. (Scharf)
- 1828 Steamboat line begins between Baltimore and Richmond via Norfolk.

(Vexler)

- 1828 Congress authorizes federal land grant of five miles on each side in support of extension of Miami Canal from Dayton to Toledo.
- 1828 Eastern section of Chesapeake & Delaware Canal opens from Delaware City to Summit Bridge. (Gray)
- 1828 David Leech lays out town of Leechburg at site of Western Division Canal dam on the lower Kiskiminetas River.
- 1828 H.S. Spang & Son establish Etna Iron Works at Pittsburgh, first manufacturer of iron pipe west of Allegheny Mountains. (HistPitts)
- 1828 Newtown, N.Y., renamed Elmira for a daughter of Nathan Teall, a settler.
- 1828 John Tipton establishes an Indian agency at the mouth of the Eel River, where Logansport, Ind., laid out later in year.
- 1828 By this year, the Ohio Stage Line of William Neil of Columbus and Henry Moore of Wheeling operates 1,500 miles of stagecoach routes, including the main line from Wheeling to Cincinnati via Columbus. (Marvin)