

PRR CHRONOLOGY
1841

May 2004 edition

- 1840-41** **Herman Haupt, assistant engineer on Wrightsville, York & Gettysburg, develops first mathematical formulae for calculating the distribution of forces in bridges. (Ward)**
- Jan. 2, 1841** **Franklin Bank of Baltimore suspends. (Scharf)**
- Jan. 5, 1841** **Joint Companies hear report on negotiations with New Jersey Railroad; Camden & Amboy proposes running a line via New Brunswick to Bordentown for boat connection this summer while Philadelphia & Trenton Railroad is being rebuilt, but in winter train is to run through to Camden; C&A will rebuild Trenton-Bordentown line with edge rails; New Jersey Railroad proposes to run two lines via New Brunswick, not one, for which NJRR is to get one quarter of receipts; NJRR is to run its own equipment through to Trenton or Bordentown at \$1.15, and C&A is to have option of running as many lines as it wants, providing it pays NJRR 75 cents on every passenger carried via South Amboy; way fares north of Trenton to be collected by NJRR and south of Trenton by C&A. (MB)**
- Jan. 6, 1841** **In annual message, Gov. Porter makes small concession to hard-money faction by urging legislation to make suspension automatically result in forfeiture of bank charters and a moratorium on increase of banking capital. (PaArch)**
- Jan. 1841** **Philadelphia & Havre-de-Grace Steam Tow Boat Company incorporated by Philadelphians to bring goods from Susquehanna & Tide Water Canal to Philadelphia through Chesapeake & Delaware Canal; formally organized Jan. 10.**
- Jan. 10, 1841** **Passaic River road bridge owned by New Jersey Railroad carried away by freshet; had just been rebuilt last summer. (MB)**
- Jan. 11, 1841** **New Jersey Railroad Board adopts new contract with Camden & Amboy Railroad. (MB)**
- Jan. 11, 1841** **Robert F. Stockton elected Pres. & Treasurer of Philadelphia & Trenton Railroad, replacing John Naglee, resigned. (MB)**
- Jan. 15, 1841** **Final contract between Joint Companies and New Jersey Railroad signed;**

are to run two lines via New Brunswick in 4:00 and one via South Amboy in 5:00; fare on morning line is to be \$4.00, of which NJRR is to get \$1.00, and on evening line each company will charge local fare; NJRR is to be guaranteed at least half of through passengers; service during the summer will be by boat on Delaware River; Camden & Amboy will install edge rails on Trenton-Bordentown line by July 1, 1841. (MB)

- Jan. 15, 1841** Pennsylvania banks resume under state law of 1840 that threatens forfeiture of charters; politically-motivated resumption is premature; United States Bank is crippled with debt, and as this is now generally known, a run ensues; United States Bank is forced to pay out over \$6 million in specie over next 20 days.
- Jan. 16, 1841** Pennsylvania authorizes new \$800,000 permanent loan. (PL)
- Jan. 19, 1841** Maryland authorizes Baltimore & Potomac Steam Packet Company to wind up its affairs. (PL)
- Jan. 21, 1841** Ohio orders suspension of work on Lewistown Reservoir on Miami Extension Canal. (PL)
- Jan. 25, 1841** Maryland authorizes banks to accept B&O stock orders (city scrip issued to pay Baltimore's subscription), i.e., allows them to circulate as money. (PL)
- Jan. 26, 1841** LIRR Board adopts Southern Route between Hicksville and Lake Ronkonkoma; Theodore Dehon is negotiating loan in London. (MB)
- Jan. 28, 1841** A.S. Barnum and James M. Sanderson request chartering steamboat *Carroll* from PW&B for excursion to Washington on Mar. 4, 1841, for inauguration of Pres. Harrison. (MB)
- Feb. 1, 1841** Camden & Amboy reopens Trenton-Bordentown branch after damage in Jan. flood.
- Feb. 3, 1841** Franklin Railroad opens between Greencastle and Hagerstown, Md. (BaltAm)
- Feb. 4, 1841** United States Bank of Pennsylvania closes permanently after paying out \$6 million in specie over 21 days; is unable to withstand continuing withdrawals; after emergency meeting, other Philadelphia banks agree to remain open.
- Feb. 4, 1841** Pres.-elect William Henry Harrison becomes first president to travel by train to inaugural, changing from stagecoach to B&O at Frederick, Md. (Withers)

- Feb. 5, 1841** **Runs on other Philadelphia banks force them into suspension; soon spreads to banks of Maryland and Virginia, but New York banks remain open.**
- Feb. 6, 1841** **LIRR Board again approves construction of Williamsburg Branch if all land is donated and money is available. (MB)**
- Feb. 8, 1841** **Baltimore banks suspend after heavy runs.**
- Feb. 9, 1841** **Gov. Porter vetoes another bill authorizing repayment of 1838 loans for repairing Huntingdon breach.**
- Feb. 9, 1841** **City of Baltimore makes B&O stock orders valid for payment of city taxes and debts. (Digest)**
- Feb. 10, 1841** **Gov. Porter vetoes a bill calling for election of one Canal Commissioner by each House, with the third to be appointed by the Governor.**
- Feb. 15, 1841** **United States Bank of Pennsylvania addresses memorial to the Legislature asking to be exempted from terms of resumption resolution on grounds have made forced loans to state totaling \$8.62 million, plus \$3 million loan to school fund, \$415,000 in forced subscriptions and \$978,800 in voluntary subscriptions to canals, railroads and turnpikes.**
- Feb. 16, 1841** **Pennsylvania act permits New York & Erie Railroad to cross Susquehanna County. (PL)**
- Feb. 18, 1841** **New Jersey Railroad Board establishes commutation rate of \$100 per year between New York and Newark, \$60 to be paid up front. (MB)**
- Feb. 19, 1841** **Because of depression, New Jersey Railroad passes semi-annual dividend for first time since 1835. (MB)**
- Feb. 22, 1841** **New Jersey Railroad agrees with Nevins & Townsend to receive 4,000 shares in settlement of \$200,000 of their debt. (MB)**
- Feb. 23, 1841** **Baltimore & Susquehanna Railroad requests making connection with PW&B in Baltimore. (MB)**
- Feb. 25, 1841** **Future PRR VP Charles Edmund Pugh (1841-1913) born at Unionville, Chester County, Pa.; son of old Quaker family. (Wilson)**
- Feb. 26, 1841** **Maryland act authorizes Washington County to subscribe \$3,000 to Franklin Railroad. (Digest)**
- Feb. 27, 1841** **Illinois passes a 10 cents per \$100 property tax to pay off internal**

improvement debt. (PL)

- Mar. 6, 1841** William K. Huffnagle reports re Legislative resolution to force Susquehanna & Tide Water Canal to raise tolls equal to Columbia Railroad on all but bulk goods; finds canal is in compliance; higher cost of railroad is caused by expenses of locomotives and particularly inclined plane; recommends reducing motive power tolls on Columbia Railroad to attract more traffic.
- Mar. 8, 1841** Canal Commissioners receive proposal from John A. Roebling to furnish wire rope to replace use of hemp rope on Plane No. 3 of Portage Railroad. (CC)
- Mar. 10, 1841** New Jersey Legislative committee condemns Joint Companies for not charging transit duty on traffic via Philadelphia & Trenton Railroad; authorizes Attorney-General to prosecute. (Lane)
- Mar. 10, 1841** Canal Commissioners authorize sale of bar iron salvaged from north track of Columbia Railroad east of Malvern. (CC)
- Mar. 15, 1841** Canal Commissioners authorize Thomas Young to connect his boat plane to Portage Railroad at Johnstown. (CC)
- Mar. 23, 1841** Shamokin Coal & Iron Company formed by merger of Shamokin Coal Company and Shamokin Iron Company. (SC&I)
- Mar. 24, 1841** PW&B closes agency at Newark, Del. (MB)
- Mar. 27, 1841** Gov. Porter vetoes a resolution calling for repayment of the loans made to repair the 1838 Huntingdon breach.
- Mar. 29, 1841** Ohio authorizes the Fund Board to issue up to \$2.3 million in 3-year loans at any rate or interest or discount in order to obtain funds to keep construction going.
- Mar. 29, 1841** Ohio reduces number of state canal engineers and sets maximum salary at \$1,000 and \$1,200 for an acting commissioner; remain low after prosperity returns in late 1840s. (PL,)
- Mar. 29, 1841** Ohio Legislature resolution urges completion of Wabash & Erie Canal. (PL)
- Apr. 1, 1841** United States Bank of Pennsylvania makes last payment to Michigan (???)
- Apr. 1, 1841** William Rochester resigns as PW&B agent at Baltimore. (MB)

- Apr. 3, 1841** Stockholders' committee reports on status of United States Bank of Pennsylvania; notes irregular loans and guarantees granted to Pres. Thomas Dunlap and Cashiers Samuel Jaudon, John Andrews and Joseph Cowperthwaite.
- Apr. 4, 1841** Pres. William Henry Harrison dies of pneumonia as a result of exposure during a long inaugural speech in bad weather; VP John Tyler (1790-1862) of Virginia succeeds to presidency; Tyler is a dissident Southern Democrat with no sympathy for program Harrison was elected to enact. (EAH)
- Apr. 8, 1841** Philadelphia & Havre-de-Grace Steam Tow Boat Company begins operation with *John Jay* on Delaware River and *Linnaeus* and *Salem* on Chesapeake Bay.
- Apr. 8, 1841** Gov. Porter vetoes a Whig bank bill that would repeal the Bank Act of 1840, let banks remain in suspension but pay dividends up to 5%, allow United States Bank to reduce its capital from \$35 million to \$14 million and relieve it of obligation to make further state loans; Whigs fail to override veto.
- Apr. 12, 1841** Joint Companies approve request of Philadelphia & Trenton Railroad to use Camden & Amboy facilities between Philadelphia and Trenton while its track is rebuilt, similar to when bridges rebuilt in fall of 1840; Camden & Amboy agrees to carry P&T passengers in boats to Bordentown; Joint Board authorizes sale of coal lands at 75 cents an acre. (MB)
- Apr. 13, 1841** PW&B Board authorizes Southwark Railroad to make connection at Broad & Prime Street on south side of track west of Broad Street. (MB)
- Apr. 16, 1841** House committee reports on investigation of expenditures on Public Works, particularly irregularities in letting contracts and purchasing materials and supplies; committee is divided politically with majority censuring management of James Cameron and minority defending him.
- Apr. 18, 1841** PW&B loan to United States Bank funded into Sterling bonds; saves PW&B from loss when bank fails later in year.
- Apr. 19, 1841** Philadelphia & Trenton Railroad suspends all service to permit relaying with T-rail; all traffic is routed via Camden & Amboy.
- Apr. 26, 1841** Judge Frederick Watts elected Pres. of Cumberland Valley Railroad, replacing Charles B. Penrose, resigned. (HstFrnklnCo)
- Apr. 29, 1841** Little Miami Railroad reports it has received an additional \$4,000 from

Greene County; has contracted with Cincinnati, Columbus & Wooster Turnpike Company to occupy part of its roadbed near Cincinnati; appoints committee to locate line within limits of Cincinnati. (MB)

- Apr. 30, 1841** Pennsylvania Whigs pass second Revenue Bill tying relief for banks with state's need for revenue; banks are invited to participate in \$3 million loan to state, for which they may issue notes of \$5 or less, which are redeemable only in state bonds; bill also imposes taxes on real estate and luxuries. (Snyder)
- Apr. 30, 1841** Gov. David R. Porter vetoes bill for relief of unpaid contractors on Gettysburg Railroad with interest. (PaArch)
- Apr. 30, 1841** Little Miami Railroad Board authorizes negotiations with Cincinnati banks for a loan on its Cincinnati City bonds; names George P. Torrance Pres. pro-tem. as Jeremiah Morrow is leaving state. (MB)
- May 1, 1841** Governor David R. Porter vetoes second Revenue Bill to permit the banks to remain in suspension and allow the United States Bank to reorganize by reducing its capital from \$35 million to \$14 million in return for raising loan of \$3.1 million to meet expenses of state government on grounds that it uses state emergency to extort favors for the United States Bank. (Apr. 8 is date of passage? - no date of first veto? 5/1 is second veto).
- May 3, 1841** Pennsylvania Legislature fails to override Gov. Porter's veto of Revenue Bill. (RyWorld says pass 5/4)
- May 4, 1841** Commonwealth of Pennsylvania passes act barring Canal Commissioners from making any new contracts; means that if any contractor suspends, it is impossible to relet work; failure of one contractor prevents completion of Shenango Line.
- May 5, 1841** Twelve Improvement Democrats, including Hendrick B. Wright of Wilkes-Barre and John A. Gamble of Lycoming, defect to Whigs to pass Relief Act over veto of Governor Porter on reconsideration; extorts \$3.1 million loan from banks in return for allowing them to remain in suspension without revoking charters; banks taking state loan are allowed to issue equal amount of 5% relief notes, which are to be issued to domestic creditors; the notes circulate as credit certificates in technical violation of U.S. Constitution and rapidly depreciate and are selling at 10-20% discount by 1842; (or 5/3??); act also imposes a 2-mill tax on property, allows circulation of notes under \$5, removes 6% cap on legal interest rate, and allows United States Bank to make assignment and go into reorganization. (check bill to see if all provisions survived veto) (according to Bishop act of 5/4 creates \$2.22 million relief loan; of 5/5)

extorts \$569,503 from banks and of 5/6 \$874,077 from banks; no new construction loans created until 1849); idea was to limit issue to Bank of Pennsylvania. (Worthington)

- May 7, 1841** Canal Commissioners reduce number of Principal Engineers to five and reduce salaries to \$2,000 a year effective June 1.
- May 11, 1841** PW&B Board denies request of Baltimore & Susquehanna Railroad for connection at Baltimore; authorizes discontinuing meals at Wilmington station. (MB)
- May 17, 1841** New Jersey Railroad Board authorizes new boiler for steamboat *Bergen*. (MB)
- May 1841** New north track placed in service on Columbia Railroad between White Hall and West Chester Intersection (Malvern); north track remains out of service between White Hall and Belmont Plane for nine years, causing bottleneck. (CC)
- May 27, 1841** Cincinnati ordinance authorizes Little Miami Railroad to lay track in south side of Front Street as far as Deer Creek, providing they macadamize the street from the city line to Springhill Avenue and not operate locomotives on it. (Church)
- June 1, 1841** Madison & Indianapolis Railroad opens to Griffiths (Queensville), Ind., 27.8 miles from Madison; lease to Sering & Burt expires and state assumes direct operation through William McClure, agent; total cost to state is \$1,624,292. (Church - Jeff RR AR says only 21 m. open in 1841?)
- June 7, 1841** Henry Clay introduces a series of Senate resolutions embodying the Whig program: repeal of the Independent Treasury Act, a new national bank, and a tariff to close the new national debt. (EAH)
- June 1841** West Chester Railroad contracts passenger business to J.H. Jones and James Brooke. (Moore - verify)
- June 1841** Severe drought in Juniata and Ohio watersheds; low water in Ohio at Pittsburgh prevents traffic from taking the Main Line; upper Juniata Division only has enough water to float half-loads between Water Street and Hollidaysburg.
- June 21, 1841** New Jersey Railroad Board creates Executive Committee and requires all officers to make monthly reports to it; George L. Schuyler promoted to VP, and Robert O. Robinson promoted to Superintendent, replacing Schuyler. (MB)

- June 26, 1841** Body of late Pres. William Henry Harrison exhumed from temporary crypt in Washington for reburial at his home in North Bend, Ind., near Cincinnati; coffin carried via B&O to Baltimore, where it lies in state. (BaltAm)
- June 28, 1841** Body of Pres. Harrison carried from Baltimore to Columbia in special train of Baltimore & Susquehanna Railroad, to be forwarded to Pittsburgh by canal packet and Portage Railroad. (BaltAm)
- June 29, 1841** New ferryboat *Arresseoh* placed on Cortlandt Street run; first with passenger passageways around the paddle-boxes. (HC)
- July 1, 1841** Indiana defaults on interest payments.
- July 2, 1841** Body of Pres. William Henry Harrison arrives at Pittsburgh via Main Line packet *John Hancock* (probably Leech's Line), from which it is taken to Cincinnati by steamboat. (Withers, BaltAm)
- July 3, 1841** Joint Companies report that Trenton-Bordentown line has been relaid with edge rail; steamboat *Trenton* has been rebuilt at cost of \$5,000. (MB)
- July 4, 1841** Michigan Central Railroad opens between Ypsilanti and Dexter.
- July 5, 1841** Frank Thomson (1841-1899), sixth PRR president, born at Chambersburg, Pa. son of Alexander Thomson (1788-1848), a noted local lawyer, judge, former Congressman, and professor of law at Marshall College. (B&K, MLLife, CongBio)
- July 1841** Hackensack River road bridge owned by New Jersey Railroad burns. (MB)
- July 9, 1841** New Jersey Railroad resumes dividend payments.
- July 13, 1841** PW&B Board reports that Capt. Whilldin, who had operated his own boats in summer between Philadelphia and Wilmington at same fare as PW&B has now put on a line of boats between Philadelphia and Bristol in opposition to the Camden & Amboy; the Camden & Amboy has retaliated by running a line between Philadelphia and Wilmington at 25 cent fare; PW&B then cuts train fare to 12.5 cents, which forces Capt. Whilldin to withdraw his boat; PW&B then charters boat used by Camden & Amboy line and operates own Philadelphia-Wilmington steamboat line at 25 cents. (MB)
- July 14, 1841** Cincinnati revises ordinance authorizing Little Miami Railroad to lay track in Front Street to simply require railroad to pave street with stone. (Church)

- July 1841** Little Miami Railroad receives first locomotive, *Governor Morrow*, from Rogers, Ketchum & Grosvenor of Paterson, N.J.
- Summer 1841** Three miles of Shenango Line of Beaver Division Canal open between West Greenville and Crooked Creek.
- Summer 1841?** Little Miami Railroad sells \$20,000 of Ohio bonds through Baring Brothers for British rails.
- Aug. 1, 1841** Tom Scott begins working as a clerk to Maj. James Patton, collector at the Columbia, Pa., transfer between the Columbia Railroad and the Eastern Division Canal; Scott's father had died in 1835, when Scott was 12; Scott obtains his position through influence of Patton, the husband of his older sister, who has been appointed Collector of Tolls at Columbia. (Watkins, Wilson)
- Aug. 1841** Auburn & Rochester Railroad opens. (Poor - verify - Stevens has 11/4/41)
- Aug. 1841** PW&B pays last dividend until 1848. (MB)
- Aug. 13, 1841** Whigs secure repeal of Independent Treasury Act; Whig majorities in Congress prevent Democrats from reestablishing the Independent Treasury for five years. (EAH)
- Aug. 1841** Beaver Division Canal drained for most of month for repairs; had previously suffered from low water that interfered with movement of traffic to Pennsylvania & Ohio Canal and gave route a bad reputation with shippers. (ARJ)
- Aug. 17, 1841** Johnstown weigh lock closed to avoid wasting scarce water through Sep. 25. (CC)
- Aug. 16, 1841** Pres. John Tyler vetoes Whig bill to establish a Fiscal Bank of the United States with capital of \$30 million, to be located in Washington with branches in the states; Senate fails to override veto on Aug. 19. (EAH)
- Aug. 23, 1841** New Jersey Railroad Board orders notifying Elizabethtown & Somerville Railroad that it will file for a receiver unless they pay money due NJRR. (MB)
- Aug. 27, 1841** Stock of United States Bank of Pennsylvania collapses; shares at \$10 that were selling for \$123 on Aug. 14.
- Aug. 30, 1841** New Jersey Railroad Board holds joint meeting with Camden & Amboy; NJRR proposes a road of uniform gauge from either Broad Street, Philadelphia, or Camden, to Jersey City, with a first rate ferry at

Camden; all passenger trains to be run via New Brunswick in 5:00 with receipts from through passengers to be divided based on capital or cost of road, not distance, and only earnings on way passengers to be divided by distance; Camden-South Amboy route to have only a mixed train taking 9:00; should adopt spark arresters, checked system for baggage and upgrade Camden & Amboy passenger cars. (MB)

- Aug. 30, 1841** Board of Joint Companies authorizes purchase from Abraham Brown, trustee, of all land needed to restore Phoenix Park coal tract to its original boundaries. (MB)
- Sep. 2, 1841** Excursion covers route of LIRR to Hicksville, the end of track. (ARJ)
- Sep. 4, 1841** United States Bank of Pennsylvania makes assignment to trustees; noteholders and depositors are eventually paid in full, but stockholders receive nothing; assets include 5,203 shares of Sunbury & Erie, 4,020 shares of Cumberland Valley, 2,020 shares of Franklin Railroad, 2,000 shares of Wrightsville, York & Gettysburg Railroad, 1,000 shares of Monongahela Navigation Company, and 30 shares of West Philadelphia Railroad.
- Sep. 9, 1841** Pres. Tyler vetoes second bill for establishing a fiscal corporation (national bank) capitalized at \$21 million after clause requiring states permission to establish branches not included; again, Senate fails to override. (EAH)
- Sep. 11, 1841** In protest of Tyler's actions, entire cabinet, with the exception of Secretary of State Daniel Webster, resigns in protest; Tyler drifts back toward Democratic Party, but treated as an apostate with small following; in New Jersey, Robert F. Stockton and Joint Companies support Tyler. (EAH, Lane)
- Sep. 16, 1841** Canal Commissioners rule that no passenger car shall be operated over Columbia Railroad after Oct. 15 unless fitted with Kite's safety beam. (CC)
- Sep. 23, 1841** LIRR Board authorizes contracting 12 miles of third division and also 16 miles west of Riverhead and four miles east of Riverhead. (MB)
- Sep. 23, 1841** New York & Erie Railroad opens between Piermont on the Hudson River and Goshen, N.Y., about 46 miles; excursion held Sep. 22. (Minor, ARJ)
- Sep. 27, 1841** LIRR Board authorizes repurchasing 2,270 shares. (MB)
- Sep. 27, 1841** New Jersey Railroad Board hears report on debt to Nevins & Townsend; had advanced \$595,000 in 1837-39, less \$175,000 converted to stock in July 1839; Nevins & Townsend still hold \$400,000 debt; has advanced a

further \$330,000 since Jan. 1, 1839. (MB)

- Oct. 1, 1841** Maryland defaults on interest payments; total internal improvement debt \$15 million; total investments: \$7.2 million in C&O Canal, \$4.2 million in B&O, \$2.23 million in Baltimore & Susquehanna, \$1 million in Tidewater Canal, \$219,378 in Annapolis & Elk Ridge Railroad, and \$151,744 in Eastern Shore Railroad. (also owns 50,000 sh. of C&D Canal)
- Oct. 8, 1841** LIRR Board authorizes contracting 16 miles west of Jamesport. (MB)
- Oct. 12, 1841** Joint Companies fail to have much influence in New Jersey elections, and Whig Gov. William Pennington reelected. (Lane)
- Oct. 12, 1841** Democrats reelect Gov. David R. Porter and take both houses of the Legislature from Whigs.
- Oct. 15, 1841** LIRR opens between Hicksville and Farmingdale, N.Y. (Poor, Val)
- Oct. 1841** Pres. Edward R. Biddle and VP Edwin Lord forced to resign from Morris Canal & Banking Company; expansion plans involving Little Schuylkill & Susquehanna Railroad and Sunbury & Erie Railroad collapse. (Lane)
- Oct. 20, 1841** Dutch banker Willem Willink files to foreclose First Mortgage on Morris Canal & Banking Company. (NJEquity 3 Green)
- Oct. 21, 1841** PW&B Board orders major reductions in all salaries and cuts jobs to save money; directs agents not to accept B&O notes because of their depreciation. (MB)
- Oct. 25, 1841** Monongahela Navigation Company opens locks and dams No. 1 & 2 creating 24 mile slackwater. (Poor)
- Nov. 1, 1841** Northern Liberties & Penn Township Railroad leases passenger pleasure car operation for 1842 to Archibald Towers and John Morgan for \$1200, replacing P. Lucianna; no mention of a lessee for 1843. (MB)
- Nov. 2, 1841** Little Miami Railroad Board authorizes seeking further loan from state; reports has purchased 500 feet of ground in Cincinnati for a depot and wharf; report that Green County will subscribe \$15,000 and appoint committee to solicit in Clark County. (MB)
- Nov. 3, 1841** Little Miami Railroad Board authorizes Clark Williams or other agent to go to New York or Europe to buy 70 miles of iron; appoints committee to issue invitations to opening. (MB)

- Nov. 4, 1841** Auburn & Rochester Railroad opens between Auburn and Rochester via Canandaigua; no physical connection with Tonawanda Railroad at Rochester. (Stevens)
- Nov. 5, 1841** John Dougherty issues public statement to Pennsylvania Legislature urging state ownership of trucks for portable boats to permit any individual to use them; also suggests that state lease each of its locomotives to an individual who will run it himself; in general, Dougherty advocates a return to pre-industrial modes of doing business, on the questionable assumption that railroads and canals can be run in a decentralized fashion like horse-drawn wagons; completely overlooks the need for permanent warehouses and freight solicitors such as are maintained by the transporting companies to assemble and dispatch freight expeditiously so that expensive equipment is not idle and unproductive.
- Nov. 9, 1841** Executive Committee of Joint Companies authorizes Robert F. Stockton to build four barges to carry coal to Albany and Long Island Sound to be allowed to pass Delaware & Raritan Canal free of toll for three years and half tolls for three years; grants same terms to Robert L. Stevens for line of four cattle boats. (MB)
- Nov. 9, 1841** PW&B Board informs B&O of refusal to accept its notes at less than 95. (MB)
- Nov. 15, 1841** New York & Erie votes to discontinue all construction after bid for more state aid fails; investment in pile roadbed entirely lost.
- Nov. 16, 1841** LIRR Board authorizes establishing station at crossing of "Straight Path" in Town of Huntington; authorizes grading 18 miles east of second division; authorizes sale to public of New York state stock to amount needed to complete second division. (MB)
- Nov. 17, 1841** Cincinnati ordinance permits Little Miami Railroad to operate locomotives on Front Street provided keep under 6 MPH. (Church)
- Nov. 23, 1841** Genesee Valley Canal opens between Rochester and Shakers with branch to Dansville, N.Y.
- Nov. 25, 1841** Gov. Porter notifies all banks whose charters require them to make loans to the state to be ready to advance money at his call.
- Dec. 1, 1841** New Jersey Railroad delivers 6,000 shares of stock to Nevins & Townsend, to be credited at \$300,000; includes 4,000 shares covered by Feb. 1841 agreement. (MB)

- Dec. 2, 1841** PW&B Board appoints committee to negotiate government mail contract. (MB)
- Dec. 6, 1841** LIRR Board authorizes purchase of 1,400 tons of iron from Davis, Brooks & Co. (MB)
- Dec. 6, 1841** PW&B moves Philadelphia freight office from No. 1 Dock Street Wharf to northwest corner of Broad & Arch Streets. (USGaz)
- Dec. 14, 1841** Griswold & Company opens agency of Adams's New York & Boston Express Line in Philadelphia.
- Dec. 14, 1841** PW&B Board reiterates its refusal to accept B&O notes at less than 95 after Dec. 25. (MB)
- Dec. 14, 1841** Little Miami Railroad contracts with R. Buchanan for 600 tons of iron for \$40,000 in Ohio bonds. (MB)
- Dec. 14, 1841** Little Miami Railroad holds opening excursion from Cincinnati to Milford; locomotive *Governor Morrow*, coach *James Madison*, seating 16 inside and 14 on top, coach *Little Miami*, seating 20, and several freight cars. (VertFile)
- Dec. 20, 1841** Executive Committee of Joint Companies reports that Abraham Brown refuses to sell the residue of the Phoenix Park coal tract in Schuylkill County. (MB)
- Dec. 20, 1841** First section of Little Miami Railroad opens for revenue service between Cincinnati (Deer Creek) and Milford, Ohio (14 mi.); public aid includes \$115,000 from state, \$200,000 from City of Cincinnati, and \$50,000 from Greene County; four miles closest to Cincinnati suffers from frequent landslides in subsequent months. (MB) (Black says 12/14 is excursion? - runs from Fulton at old eastern city line - ran on turnpike west of Fulton); first Cincinnati station is frame building on river bank east of Deer Creek) MB says own one 60-passenger car, one 30-passenger car, one 20-passenger car and 8 freight cars.
- Dec. 22, 1841** LIRR Board approves contract for 14 miles west of Riverhead. (MB)
- Dec. 29, 1841** Michigan's Central Railroad opens between Ann Arbor and Jackson.
- Dec. 30, 1841** Democratic public meeting at Philadelphia calls for speedy resumption of specie payments; after adjournment, a group of dissidents proclaims that the state debt is unconstitutional and that the state should sell the improvements and let the creditors take the loss.

- Dec. 31, 1841** **New Jersey Railroad Board authorizes continuing contract with Camden & Amboy at old rates. (MB)**
- Late 1841** **Slackwater improvement opens on Muskingum River between Dresden and Marietta, Ohio.**
- 1841** **New Jersey Railroad leases Cortlandt Street ferry franchise from Associates of the Jersey Company and acquires the four boats. (Watkins - may be wrong, check MBs)**
- 1841** **Camden & Amboy steamboat *Swan* sunk on Bergen (Robbins?) Reef. (Stanton)**
- 1841** **New Brunswick Steam Boat & Canal Transportation Company acquires rival steamboat *Hornet* on Delaware River. (Lane)**
- 1841?** **New Brunswick Steam Boat & Canal Transportation Company acquires A. Patton's quarter interest in Merchants Line-Swiftsure Line-Albany Line of freight barges, attaining full control; business is then conducted by agent in New York and Philadelphia. (Thompson)**
- 1841** **Herman Haupt appointed Professor of Higher Mathematics & Civil Engineering at Pennsylvania College, Gettysburg. (Wilson)**
- 1841** **Work on North Branch Extension Canal, Allegheny Feeder and Wiconisco Division Canal is suspended without any portion being completed; \$2.5 million spent on North Branch Extension. (actually, work on Wiconisco continued slowly without appropriation into 1842; work of North Branch and Erie Extension killed by act of 6/24/1842!)**
- 1841** **Private banking house of Cook & Cassat founded in Pittsburgh. (Vexler)**
- 1841** **New dam completed at Bemus's Mill; French Creek Feeder Canal reopens through Meadville after being out of service since July 1837.**
- 1841** **Mad River & Lake Erie Railroad extended from Bellevue to Tiffin, Ohio. (verify)**
- 1841** **Madison incline on Madison & Lafayette Railroad completed by Thomas A. Morris, CE; 5.89% average grade too steep for locomotives; cars hauled up by teams of eight horses hitched in tandem and let down by gravity.**
- 1841** **Walhonding Canal opens between Ohio & Erie Canal and Mount Vernon; no other portion completed.**
- 1841** **Failure of Morris Canal & Banking Company of New Jersey, fiscal agent**

for Indiana, destroys the state's ability to continue interest payments.

- 1841** Michigan issues warrants secured by 500,000-acre land grant to continue improvement projects.
- 1841** Wabash & Erie Canal completed from Ohio state line to Tippecanoe River (original terminus) and extension completed to Lafayette (ARJ - Fatout says fall 1840!! to Tippecanoe, which is just north of Lafayette)
- 1841** *Vandalia*, first propeller steamer on Great Lakes, launched at (Buffalo?).
- ca. 1841** Indiana receives second federal land grant of 260,000 acres to support Wabash & Erie Canal.
- 1841** Congress grants Michigan an additional 500,000 acres of public lands to finance internal improvements; continues to work while other Midwestern states abandon programs.
- 1841** Henry Wells, formerly agent of Harnden & Co. at Albany, joins with others to form Pomeroy & Co., operating a weekly express line between Albany and Buffalo. (RRH)
- 1841** National Charter Association, popularly know as the Chartists, formed in England to seek a "People's Charter" granting universal male suffrage and other reforms by peaceful means.