

**PRR CHRONOLOGY**  
**1843**

**May 2004 edition**

- Jan. 1, 1843**      **Wilson & Cameron contract goes into effect on Columbia Railroad; Philadelphia-Pittsburgh fare cut from \$12-14 to \$9 and state gets bigger cut. (CC)**
- Jan. 1, 1843**      **H. Devine joins Charles A. McAnulty as proprietor of United States Portable Boat Line under style of Devine & McAnulty; fleet expanded to 20 section boats. (PitPost)**
- Jan. 1843**        **Local tolls on passengers on Columbia Railroad raised from one cent per mile to two; severe impact on West Chester Railroad. (Moore - verify)**
- Jan. 4, 1843**      **In annual message, Governor Porter blames entire financial embarrassment of state on legislature of 1836 for chartering United States Bank and other corporations; urges a tax on coal and iron which can be passed on to consumers outside of Pennsylvania and the sale of state bank, canal and turnpike stocks.**
- Jan. 5, 1843**      **Philip E. Thomas resigns as director of PW&B; Board authorizes application to Delaware Legislature to extend \$80,000 loan falling due in 1843. (MB)**
- Jan. 7, 1843**      **William H. Thompson elected Secretary of Camden & Amboy Railroad, replacing Benjamin Fish, resigned. (MB)**
- Jan. 8, 1843**      **Tonawanda Railroad opens between Batavia and Attica, N.Y., last link in rail line between Albany/Troy and Buffalo with short break in Rochester. (C&RR - Stevens has 11/24/42?)**
- Jan. 11, 1843**     **PW&B Board authorizes construction of depot at Newark, Del. (MB)**
- Jan. 12, 1843**     **Under act of July 27, 1842, Philadelphia Bank offers to buy back its state-owned stock at par; offer declined pending next legislature.**
- Jan. 12, 1843**     **Canal Commissioners rule that no one but owners or conductors may ride freight cars on Columbia and Portage Railroads. (CC)**
- Jan. 13, 1843**     **Gov. Porter reports on failure to obtain suitable price for any state stocks.**
- Jan. 23, 1843**     **PW&B Board authorizes new \$140,000 loan to be placed in England.**

(MB)

- Jan. 28, 1843** New Jersey Railroad Board orders ferry operations at Liberty Street to move to Cortlandt Street and put Liberty Street dock up for rent. (MB)
- Jan. 31, 1843** Representatives of lines between Albany and Buffalo meet at Albany and agree to run two daily round trips between the Hudson River and Buffalo, effective Mar. 15, in 25:00 at \$11.50 first class fare with baggage masters running through; also a third train with emigrant cars once canal opens; unified operation is opposed by cities of Troy, Utica and Oswego. (ARJ, Stevens)
- Jan. 31, 1843** Indiana passes act covering sale of Madison & Indianapolis Railroad; new company must complete to Indianapolis by 1846; must pay annual rent of \$1.152, equal to 1841 net earnings of completed portion; profits are to be divided pro-rata with state based on percentage of line each has completed until July 1, 1868. (Church - get text from Church for completion date)
- Feb. 1, 1843** Pennsylvania pays a second interest payment in 6% scrip. (Worthington)
- Feb. 6, 1843** One train begins running through between Albany and Buffalo (with gap at Rochester) in two days with an overnight stop at Syracuse eastbound and Auburn westbound to avoid night running in winter. (ARJ, Stevens)
- Feb. 7, 1843** Canal Commissioners extend 20¢ per barrel rebate on flour to pickled pork to divert traffic from New Orleans; waive car toll on cars carrying emigrants on Main Line. (CC)
- Feb. 9, 1843** Madison & Indianapolis Railroad Company formally accepts conditions for receiving transfer of state's Madison & Indianapolis Railroad between Madison and Queensville. (Church)
- Feb. 13, 1843** PW&B Board reports having rented a depot at Newark, Del., from J.S. Martin for one year with an option to buy. (MB)
- Feb. 1843** John Dougherty resigns as weighmaster at Hollidaysburg. (check Journal)
- Feb. 20, 1843** State of Indiana transfers Madison & Indianapolis Railroad to Madison & Indianapolis Railroad Company; state retains a stock interests and final deed not signed until 1856; company pays total of \$65,832 for property on which state expended \$1.62 million; road extends 28 miles from Madison to Griffiths. (Church)
- Feb. 21, 1843** LIRR Board authorizes remonstrance to Legislature to counteract petition that company burn only coal in Suffolk County to reduce danger

- of setting fires in Pines from sparks. (MB)
- Feb. 21, 1843** Delaware act authorizes PW&B to control NC&F. (MB)
- Feb. 21, 1843** Michigan authorizes extension of Central and Southern Railroads and Clinton & Kalamazoo Canal in anticipation of funds from sales from 1841 land grant.
- Feb. 21, 1843** Illinois authorizes \$1.6 million loan for Illinois & Michigan Canal; canal vested in three trustees for benefit of creditors.
- Feb. 22, 1843** Delaware act places its state loan to PW&B under terms of mortgage of May 21, 1842. (AR)
- Feb. 24, 1843** John Dougherty receives patent on section boats. (PtntIdx)
- Feb. 28, 1843** PW&B reports having sold all horses at Baltimore for \$1,000 to Wentz & Murray and contracted with them to transport passengers from President Street to Pratt Street. (MB)
- Mar. 1, 1843** New Jersey Railroad leases Liberty Street ferry slip to George L. Schuyler for one year for steamboat to points on Long Island Sound east of New Haven. (MB)
- Mar. 3, 1843** New Jersey Railroad Board agrees to notify Elizabethtown & Somerville Railroad it will annul the annual contract in three months for non-performance. (MB)
- Mar. 7, 1843** Erie Canal Company incorporated to take over and complete the Conneaut Line of the Erie Extension; upon completion to receive entire Beaver & Erie Division. (PL)
- Mar. 7, 1843** Pennsylvania authorizes \$1.748 million in 6% notes to meet interest due Feb. 1 and Aug. 1, 1843. (PL)
- Mar. 8, 1843** Michigan passes "Butler Act" negotiated by Charles Butler (1802-1897), a New York banker representing the state's creditors; provides for refunding part of the debt; calls for surrender of bonds issued to Morris Canal and United States Bank and not paid for.
- Mar. 8, 1843** Pres. Tyler appoints James Madison Porter (1793-1862) of Easton, the brother of Gov. Porter as Secretary of War; Gov. Porter puts his hopes for the vice presidency on Tyler, a man without a party, sealing his political doom; J.M. Porter's appointment is rejected by Senate on Jan. 30, 1844. (EAH, ExcBio)

- Mar. 10, 1843** Maryland passes act ordering the sale of state stock holdings in Chesapeake & Ohio Canal (\$5 million), B&O (\$4.2 million), Baltimore & Susquehanna (\$1.5 million), and Tide Water Canal (\$1 million); no acceptable bids. (PL)
- Mar. 11, 1843** Ohio act provides for sale of state's interest in Monroeville & Snadusky Railroad and cancelling state's liabilities for other railroads that received money under the "Plunder Law." (LM MB)
- Mar. 11, 1843** Ohio act calls for interest on state bonds loaned to Little Miami Railroad under 1837 Loan ("Plunder") Law be paid in company stock; Little Miami Railroad then issues 138 shares of stock to state for its claims. (Church, LM MB)
- Mar. 13, 1843** Ohio Legislature repeals 1837 Loan ("Plunder") Law. (Church - verify)
- Mar. 13, 1843** Ohio Legislature authorizes completion of Northern Division of Miami Extension Canal, providing the cost is under \$367,000 and the contractors willing to accept payment in state bonds.
- Mar. 15, 1843** Lines between Albany and Buffalo begin running two round trips through in 25:00 without overnight stop. (Stevens.)
- Mar. 28, 1843** Merritt Canby (1787-1866) elected director of PW&B, replacing James Canby, resigned. (MB)
- Apr. 1, 1843** New Jersey Railroad cuts commutation fare to \$50 a year. (MB)
- Apr. 1, 1843** Gov. Porter vetoes a bill for election of Canal Commissioners by Legislature. (PaArch)
- Apr. 1, 1843** Joint Companies and New Jersey Railroad sign revised through traffic agreement calling for two lines via New Brunswick at \$4; change division of earnings. (C&A)
- Apr. 3, 1843** Select House Committee reports on conduct of Canal Commissioners; charges Commissioner William Overfield with offering to make a friend of Rep. Jacob Hill of Armstrong County collector at Freeport if Hill would vote to sustain Governor Porter's veto of bill to elect Canal Commissioners. (HJ)
- Apr. 3, 1843** Northern Liberties & Penn Township Railroad reports sale of all company horses, harness, etc., to Steman, Snyder & Co. (MB)
- Apr. 4, 1843** Select House Committee approves suggestion of Ellwood Morris (1813?-1872) to have state railroads repaired with cast iron rails of local

manufacture; Whig tariff of 1842 had dropped longstanding exemption on imported rails; suggestion not embodied in legislation.

- Apr. 4, 1843** NC&F stockholders accept Delaware act permitting PW&B to control NC&F; 31,372 shares of NC&F are held in trust for PW&B by Thomas Smith. (MB)
- Apr. 7, 1843** Pennsylvania House receives report on reduction of tolls on Public Works; finds tolls cut on average of 40% since 1841; suggests further rebate on salt pork as well as flour to win trade from New Orleans; Canal Commissioners oppose any further cuts in locomotive and truck tolls account of debts incurred to buy equipment.
- Apr. 8, 1843** PW&B leases railroad and steamboat line of New Castle & Frenchtown Railroad & Turnpike Company (NC&F) retroactive to Jan. 1, 1843. (C&C, MB)
- Apr. 8, 1843** Pennsylvania act authorizes sale of state's holdings of bank, turnpike, bridge, canal and railroad stocks with a par value of \$4.2 million (out of total of \$6.2 million); sale at depression prices brings \$1.4 million; par value of bank stock sold is \$2.1 million, which brings \$1.2 million; bank stock had paid average of 5.7% annual dividends vs. only 0.8% on non-bank stock. (Worthington)
- Apr. 1843** Boston & Worcester begins its first commuter service between Boston and West Newton. (Humphrey)
- Apr. 11, 1843** PW&B Board reports it has failed to make agreement with Ericsson Line for maintaining rates; authorizes making traffic arrangement with NC&F and bringing NC&F stock under terms of mortgage of May 21, 1842; reports have discontinued through tickets with B&O to Wheeling as a result of B&O's demand for larger share. (MB)
- Apr. 13, 1843** LIRR Board authorizes negotiations for purchase of "Austrian" locomotive for less than \$6,500; does not appear to have been carried out. (MB)
- Apr. 14, 1843** North Branch Canal Company incorporated to take over completion of North Branch Extension; plans not carried out, and work remains suspended. (PL)
- Apr. 14, 1843** Pennsylvania act authorizes that state canal tolls collected at Williamsport from traffic coming from Williamsport & Elmira Railroad be given to company to defray cost of construction for a period of 15 years after completion to Elmira. (Digest)
- Apr. 15, 1843** Pennsylvania Canals open for season; workers had been set to building

boat trucks over winter at expense of other work, so only one Portage Railroad locomotive serviceable with resulting delays; Hollidaysburg boat plane not ready either nor any boat trucks sent to Columbia Railroad. (CC)

- Apr. 16, 1843** Meeting held at Indianapolis in support of extending Madison & Indianapolis Railroad; agree to offer produce and other articles to contractors at lowest prices and take railroad stock in payment. (Daniels)
- Apr. 18, 1843** Pennsylvania Legislature passes act to reduce state expenses calling for popular election of Canal Commissioners, one each year for 3-year terms, depriving lame-duck Governor David R. Porter of patronage. (passed over veto?)
- Apr. 18, 1843** Pittsburgh & Connellsville Railroad reincorporated through clause hidden in bill for relief of porrr in Erie County and permitted to extend east of Connellsville. (PL)
- Apr. 18, 1843** Elk County created from parts of Clearfield, Jefferson and McKean Counties with county seat at Ridgway. (Long)
- Apr. 1843** Joint Companies and New Jersey Railroad sign new 5-year through traffic contract; two-thirds or more of all passengers are to be carried via New Brunswick, with Joint Companies to pay New Jersey Railroad for any deficiency. (C&A)
- Apr. 25, 1843** New Jersey Railroad Board approves amended contract with Camden & Amoby Railroad. (MB)
- Apr. 26, 1843** First 18 sets of state-owned trucks for section boats placed on Philadelphia & Columbia and Portage Railroads in an attempt to curb monopoly of major transportation lines; state purchases boat plane at Johnstown and builds one of its own at Hollidaysburg (and Columbia??); Hollidaysburg boat plane was first installation of Roebling wire rope on Portage Railroad; operators of section boats pay additional toll of \$0.25 per 1,000# on Portage Railroad and \$0.375 per 1,000# on Columbia Railroad to recoup cost of trucks but no wheel-toll like railroad cars or Dougherty's boat trucks. (Holl. paper shows first trips of state truck on Portage 4/21 empty west and 4/25 loaded east - Hollidaysburg boat plane was purchased from Dougherty); Canal Commissioner Butler then bars Dougherty's trucks from use on the railroads.
- Apr. 30, 1843** Merchant Jacob Ridgway (1767-1843), the richest man in Philadelphia, dies a few weeks after being knocked down by a horse and carriage. (Berks&SchJrnl)

- May 1, 1843** New Jersey Railroad moves business office from New York to Jersey City depot. (MB)
- May 1, 1843** LIRR Board discusses choice of locomotives of Rogers, Ketchum & Grosvenor or those of Stephen Vail. (MB)
- May 1, 1843** Charles L. Schlatter resigns as Principal Engineer of Pennsylvania; replaced by Anthony B. Warford. (brother-in-law of Simon Cameron?) (CC)
- May 2, 1843** New Jersey Railroad Board considers repairing Essex & Middlesex Turnpike. (MB)
- May 6, 1843** Franklin Railroad Board holds last meeting until until 1853; cancels lease to Cumberland Valley Railroad effective immediately; company had been running constant deficit, and CV locomotives are damaging strap rail track; makes new lease to D.O.R. Gehr to operate by horse power from year to year. (MB)
- May 8, 1843** PW&B increases service to two round trips. (BaltAm)
- May 8, 1843** Wabash & Erie Canal opens between Tippecanoe River and Lafayette, Ind. (?) and Fort Wayne and Defiance, Ohio; first boats pass between Lafayette and Toledo. (this is opening between Toledo and Lafayette!!) (OldNW says open Toledo-Lafayette on 7/4/43! open to Defiance in 1842!)
- May 9, 1843** PW&B Board reports that Charles H. Fisher has negotiated new loan of , 30,000 from Denison, Heywood, Kennard & Co. at 5%; Isaac Hazlehurst resigns as a director. (MB)
- May 10, 1843** Little Miami Railroad Board authorizes M.J. Williams to act in concert with Pres. of Mad River & Lake Erie Railroad and go to New York to interest eastern capitalists in investing in both roads. (MB)
- May 1843** David Leech & Co., James M. Davis of Reliance Portable Boat Line, James Steel & Co., and E.G. Dutilh & Co., representing major transporting companies, sue Canal Commissioners to impose wheel toll increase on users of state trucks to equal their expenses incurred for warehouses, clerks, etc.
- May 1843** Shenango Line of Beaver Division Canal completed between Crooked Creek and connection with French Creek Feeder near Evansburg, Pa.
- May 1843** Ohio Life Insurance & Trust Company and New York banking house of Prime, Ward & King organize a syndicate to buy \$1.5 million of long-term Ohio state bonds at par, thus restoring investor confidence in state's

credit.

- May 20, 1843** Baltimore & Susquehanna Railroad forced to cut rates in order to compete with Susquehanna & Tide Water Canal and PW&B. (MB)
- May 22, 1843** LIRR Board appoints committee to report on Morris Canal & Banking Company. (MB)
- May 31, 1843** Commissioners of Delaware Division Canal Company meet in Philadelphia; fail to agree on taking stock themselves.
- June 1, 1843** R.M. Shoemaker resigns as General Agent of Little Miami Railroad. (MB)
- June 1, 1843** Madison & Indianapolis Railroad opens 3 miles from Griffiths (Queensville) to Scipio, Ind. (AR)
- June 2, 1843** Public meeting held in Philadelphia to protest sale of Delaware Division Canal.
- June 6, 1843** LIRR Board authorizes construction of fire breaks in pines in Suffolk County. (MB)
- June 8, 1843** Pres. Tyler leaves Washington on special B&O train enroute to dedicate Bunker Hill Monument. (BaltAm)
- June 9, 1843** Pres. John Tyler travels in special PW&B train from Baltimore to Wilmington; transfers to steamboat *Ohio* to Philadelphia Navy Yard. (BaltAm)
- June 10, 1843** Pres. Tyler continues to Princeton, N.J., via Camden & Amboy. (Withers)
- June 10, 1843** Commissioners of Delaware Division Canal Company meet in Philadelphia and set auction sale of stock for June 26.
- June 12, 1843** Pres. Tyler arrives in New York via New Jersey Railroad. (Withers)
- June 13, 1843** PW&B Board reports have contracted with Andrew Benner to haul cars in Philadelphia streets with horse power at \$400 per month until Dec. 1, 1843, and then passengers only at \$350 per month, with freight being given to other contractor. (MB)
- June 13, 1843** D.O.R. Gehr begins operating Franklin Railroad with horse power under year-to-year lease. (MB)
- June 1843** Pennsylvania Supreme Court rules against transporting companies in

their suit to overturn exclusive contract to Wilson & Cameron and prevent operation of state trucks; plaintiffs were David Leech, James M. Davis, James Steel & Co., E.G. Dutilh & Co.

- June 19, 1843** Paterson & Hudson River Railroad purchases block bounded by Mercer, Hudson, Wayne and Greens Streets at Jersey City, just north of New Jersey Railroad station, to build own station; plot eventually leased back to NJRR in 1864. (Lucas)
- June 20, 1843** Gov. Porter vetoes bill to create Pennsylvania Canal & Railroad Company to buy Public Works other than Delaware Division for \$16 million on grounds would leave \$23 million of state debt unprovided for. (WBFarmr&Jrnl)
- June 26, 1843** PW&B Board rejects \$12 ticket between Philadelphia and Wheeling with PW&B getting \$2.31 and B&O \$4.15; had originally wanted \$3.00, then \$2.75. (MB)
- July 1, 1843** Little Miami Railroad conveys its property to William Lewis as trustee for its creditors for two years to effect voluntary settlement of debts because of failure of further state aid. (Church)
- July 2, 1843** Civil War telegraph pioneer David Homer Bates (1843-1926) born in Steubenville, Ohio. (NYT obit)
- July 4, 1843** New York & Harlem Railroad locomotive blows up at 15th Street, killing several; change from horses to locomotives then moved north from 14th Street to 32nd Street. (RRH)
- July 11, 1843** PW&B reports that B&O has offered to extend use of Baltimore depot at \$1.25 per passenger; approves a \$13.00 fare from Philadelphia to Wheeling, with PW&B getting \$2.50 and B&O \$4.50. (MB)
- July 12, 1843** LIRR Board authorizes purchase of 3,000 tons of T-rails in England. (MB)
- July 17, 1843** LIRR Board announces purchase of locomotive and three cars in Philadelphia. (MB)
- July 17, 1843** NC&F makes traffic agreement with Ericsson Line and Chesapeake & Delaware Canal, effective July 25; C&D is to charge passenger toll equal to half the NC&F fare between Philadelphia and Baltimore; in return, railroad freight rate is to be \$0.50 per cwt. except for livestock and perishables. (MB)
- July 21, 1843** William H. Clement, formerly a member of the engineer corps, elected

**Treasurer & General Agent of Little Miami Railroad, replacing R.M. Shoemaker, resigned. (MB)**

- Aug. 1, 1843** Commonwealth of Pennsylvania conveys partially-completed section of the Beaver Division Canal (New Castle to Erie, plus French Creek Feeder) to the private Erie Canal Company on condition that they complete it; state had spent \$3.2 million on incomplete Erie Extension. (CC AR says over \$4 million)
- Aug. 1, 1843** Pennsylvania makes third interest payment in 6% scrip. (Worthington)
- Aug. 1, 1843** Morris & Essex Railroad begins running through cars to Jersey City over New Jersey Railroad; cars are transferred from M&E at Broad Street to NJRR at foot of Center Street by horses. (Taber)
- Aug. 2, 1843** LIRR Board authorizes surveys from Riverhead to Greenport; authorizes agreement with A.G. Thompson extending debt to State of Michigan. (MB)
- Aug. 5, 1843** John Mifflin Hood (1843-1906), future engineer with PW&B and Pres. of Western Maryland Railroad, born near Sykesville, Md. (Memoir)
- Aug. 8, 1843** PW&B Board reports contracting with B&O for use of Pratt Street depot for one year at \$1,500. (MB)
- Aug. 9, 1843** LIRR Board authorizes application to extend tracks in Atlantic Avenue to South Ferry and negotiate for wharf lease. (MB)
- Aug. 1843** John Dougherty becomes editor of Hollidaysburg *Democratic Standard* and begins a vendetta against the Canal Commissioners, particularly John B. Butler, Supt. Snodgrass of the Portage Railroad, and Gov. Porter, over the state's undercutting his section boat-truck business and refusing to pay him for the use of his patent.
- Aug. 1843** Benjamin H. Latrobe begins surveys for all-Virginia route for B&O from Cumberland to New Martinsville or Parkersburg. (Dilts)
- Aug. 18, 1843** PW&B cuts service to one round trip. (BaltAm)
- Aug. 29, 1843** LIRR Board refuses Henry R. Campbell's offer of railroad iron. (MB)
- Sep. 1, 1843** H. Devine and Charles A. McAnulty of Pittsburgh dissolve partnership; Devine establishes American Portable Boat Line with 25 section boats and Buzby & Brother as Philadelphia agent, while McAnulty continues operating under name of United States Portable Boat Line with Thomas Borbridge as Philadelphia agent. (PitPost)

- Sep. 1, 1843**      **Madison & Indianapolis Railroad opens between Scipio and Elizabethtown, Ind. (AR)**
- Sep. 6, 1843**      **Act passes for relief of West Chester Railroad ordering rollback of passenger tolls on Columbia Railroad. (Moore -verify)**
- Sep. 12, 1843**     **PW&B Board reports ordering iron to relay portion of line between Philadelphia and Wilmington with 60# rail, replacing 9 of 18 miles of strap rail. (MB)**
- Sep. 25, 1843**     **Michigan's Southern Railroad opens to Hillsdale.**
- Sep. 27, 1843**     **Canal Commissioners refuse to approve contracts for ropes made by John Snodgrass, Superintendent of Portage Railroad, because of charges on favoritism. (CC)**
- Oct. 10, 1843**     **Democrats elect James Clarke, William B. Foster, Jr., and Jesse Miller as first elected Canal Commissioners. (CC, Snyder)**
- Oct. 10, 1843**     **PW&B Board authorizes establishing ticket agency at Newark, Del.; adopts Dr. Earle's process for preserving timber. (MB)**
- Oct. 14, 1843**     **Chancellor rules that Dutch banker Willem Willink's 18\_\_ mortgage on Morris Canal & Banking Company is a first lien and orders foreclosure sale; ruling leaves State of Indiana with worthless secondary mortgages. (NJEq 3 Green)**
- Oct. 18, 1843**     **Little Miami Railroad Board authorizes construction from Rosas (?) Mill to Todds Fork (Morrow) and purchase of additional locomotive; accepts proposition of former Chief Engineer O.M. Mitchell to raise enough subscriptions to finish both the Little Miami and Mad River & Lake Erie Railroads by May 1, 1844, in return for \$500 up front and a 5% commission. (MB)**
- Oct. 26, 1843**     **Canal Commissioners approve contract with John A. Roebling for wire rope for Plane No. 2 of Portage Railroad. (CC)**
- Oct. 26, 1843**     **Canal Commissioners refuse to renew Wilson & Cameron's contract for passenger service on Columbia Railroad, leaving it to next Board which will be popularly elected. (CC)**
- Oct. 1843**         **Commonwealth of Pennsylvania sells its bank stock at auction at depression prices.**
- Nov. 4, 1843**      **PW&B Board authorizes establishing an agency at Perrymansville. (MB)**

- Nov. 1843** Samuel M. Shoemaker (1821- ) of Baltimore establishes branch of Adams & Co. express line between Philadelphia and Baltimore. (Scharf)
- Nov. 20, 1843** PW&B establishes night mail line for winter months. (AR, BaltAm)
- Nov. 23, 1843** LIRR Board adopts survey between Riverhead and Greenport. (MB)
- Nov. 28, 1843** Outgoing Canal Commissioners fire John Snodgrass as Superintendent of Portage Railroad after personal examination by Commissioner John B. Butler; claim is corrupt and incompetent with all good work done by his assistant, future Gov. John W. Geary (1819-1873); Snodgrass uses state property to store own goods, sells own foodstuffs to laborers at big markups and makes workers take payment in his store goods; ships own goods over railroad without paying toll; gives free passes to friends; awards contracts to favorites; because of his incompetence, it requires two days to pass Portage Railroad; later reverse decision and retain Snodgrass in office until end of fiscal year. (CC)
- Dec. 12, 1843** PW&B Board authorizes construction of car house at Wilmington north of Water Street. (MB)
- Dec. 1843** Rail movement of coal from Cumberland Coal Field begins; shipped by Maryland Mining Company by cart to Cumberland, B&O to Dam No. 6, C&O Canal to Georgetown, and boat to New York. (Dilts)
- Dec. 26, 1843** LIRR Board reports contracting for two Rogers locomotives. (MB)
- Dec. 30, 1843** Canal Commissioners recommend that state operate all passenger trains on Philadelphia & Columbia Railroad as common carrier. (CC)
- ca. 1843** First PW&B station in Philadelphia opens at 11th & Market Streets.
- 1843** Paterson & Hudson River builds own station at Jersey City just north of New Jersey Railroad depot in block bounded by Hudson, Greene, Mercer & Wayne Streets; continues to use New Jersey Railroad between Marion and a point just west of depot. (Lucas)
- 1843** Camden & Amboy stock hits low of 63-1/2, down from 120 in 1840. (NilesReg)
- 1843** Edward Miller, laid off from New York & Erie Railroad, elected Pres. of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (Wilson)
- 1843** Fares between Philadelphia and Pittsburgh reduced from \$12.00 to \$9.00; part of nationwide decline in transportation rates and tolls.

- 1843**            **Pennsylvania Canal Commissioners and B&O both reduce through rates on eastbound flour, pork, tobacco, etc. below those via Ohio and Erie Canals; capture most of the trade of southeastern Ohio south of Mahoning River.**
- 1843**            **Pittsburgh & Connellsville Railroad charter supplement passes hidden as rider to act for relief of poor in Erie County; authorizes P&C to extend eastward to meet B&O**
- 1843**            **John Dougherty presses Pennsylvania legislature to have his patent rights as inventor of the section boat upheld and to obtain license fees from operators; Canal Commissioners oppose as retarding the free use of state trucks.**
- 1843?**           **Tom Scott turned out of office on Main Line; becomes partner in a sawmill at Columbia with a contract to supply Public Works. (Kamm)**
- 1843**            **Pittsburgh Aqueduct on Western Division Canal fails and is condemned as unsafe; transporting companies forced to use wagons to carry goods to Allegheny or tow boats from Allegheny outlet around to warehouses on Monongahela River.**
- 1843**            **Canal Commissioners buy all passenger cars operating on Portage Railroad and conduct all passenger business. (Haupt - verify)**
- 1843**            **Franklin Line of French Creek Division Canal formally abandoned after eight years of repeated flood damage and minimal earnings.**
- 1843**            **Norwich & Worcester Railroad extended from Norwich to deeper water terminal at Allyn's Point. (NH)**
- 1843**            **PW&B builds car shop at Wilmington. (AR)**
- 1843**            **PW&B builds freight station at Havre-de-Grace for transfer of freight from Susquehanna & Tide Water Canal boats. (AR)**
- 1843**            **PW&B builds freight sidings at President Street, Baltimore. (AR)**
- 1843**            **Long Bridge reopens at Washington. (Moore)**
- 1843**            **Little Miami Railroad opens between Milford and Loveland, Ohio. (Condit - AR says open to 28 mp)**
- 1843**            **Hocking Valley Canal opens between Lancaster and Athens, Ohio, opening Hocking Valley Coal Field.**

- 1843** Miami Extension Canal opens between Piqua and a point 12 miles north of St. Marys, Ohio.
- 1843** Indiana receives a third land grant of 766,000 acres in southwestern Indiana to finance completion of Wabash & Erie Canal to Evansville.
- 1843** Michigan law authorizes construction of Central Railroad only as far as Kalamazoo and the Southern Railroad only as far as Hillsdale.
- 1843** Work suspended on Illinois & Michigan Canal; three-quarters completed but no part open.
- 1843** Joseph Dart of Buffalo builds first steam-operated grain elevator using Oliver Evans-type chains of buckets to unload grain from ship holds automatically.