

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

By Christopher T. Baer

1810 to 1814

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All data subject to correction and change

- Jan. 1, 1810 Charles G. Paleske elected Pres. of the Delaware & Schuylkill Canal Company; Joseph S. Lewis, Treasurer; gives both canal companies the same management; Ebenezer Hazard and Benjamin R. Morgan leave the Board. (MB)
- Jan. 1, 1810 Pioneer civil engineer Charles Ellet, Jr. (1810-1862) born at Penns Manor, Pa., the son of hardware merchant Charles Ellet (1777-1847), a Quaker, and Mary Israel Ellet, the descendant of Dutch Jewish diamond cutters. (Lewis)
- Jan. 1, 1810 Seat of Portage County, Ohio, changed from the house of Benjamin Tappan to Ravenna. (Long)
- Jan. 1, 1810 William Brown (1784-1864), eldest son of Baltimore merchant banker Alexander Brown (1764-1834), establishes William Brown & Co. at Liverpool; it becomes Brown, Shipley & Co. in 1837. (Brown)
- Jan. 4, 1810 Sen. John Pope (1770-1845) of Kentucky introduces a bill to allow the government to buy up to 50% of the stock of any company building one of the projects enumerated in the Gallatin Report, although not the Potomac River improvement, which Benjamin H. Latrobe thinks is not very promising; however, New England refuses to vote any aid while its commerce is prostrated. (AnnalsofCong, Larson)
- Jan. 6, 1810 New Castle & Frenchtown Turnpike Company incorporated in Maryland. (Val, PL)
- Jan. 6, 1810 Havre-de-Grace Bridge Company incorporated in Maryland to build a toll bridge across the Susquehanna River; not built. (PL)
- Jan. 6, 1810 Columbia Turnpike Road Company incorporated in Md. to build from

Ellicotts Mills towards Georgetown. (PL)

- Jan. 6, 1810 Sweden signs the Treaty of Paris with France, joining Napoleon's Continental System in return for the return of Swedish Pomerania, completing the shut-out of Britain from the Baltic grain trade. (wiki, Sharrer)
- Jan. 7, 1810 Maryland authorizes Patowmack Company to raise \$3,000 by lottery; lotteries net only \$486 by 1818, while embroiling the company in lawsuits. (PL, Sanderlin)
- Jan. 9, 1810 Lebanon, Ohio, incorporated as a town. (Morrow/Warren)
- Jan. 1810 Fairfield, Ohio, laid out in 1795, is incorporated as the town of Hamilton; however, it is not organized and is reincorporated in 1827 as the combined "Towns of Hamilton & Rossville." (Bartlow)
- Jan. 1810 Kentucky House reports against granting a monopoly of steam navigation to Robert Fulton and Robert R. Livingston. (Stecker)
- Jan. 20, 1810 Mechanics Bank organized at Philadelphia as an unincorporated association. (Scharf)
- Jan. 22, 1810 Chambersburg Turnpike Road Company receives letters patent. (PaArch)
- Jan. 30, 1810 Ashbys Gap Turnpike Company incorporated in Va. to build from the end of the Little River Turnpike at Aldie, through Ashbys Gap in the Blue Ridge to the Shenandoah River in the direction of Winchester; becomes a major route from the rich Shenandoah Valley to the port of Alexandria. (PL)
- Early 1810 Leiper railroad completed between Thomas Leiper's stone quarries on Crum Creek and his landing at tidewater on Ridley Creek. (EngrC1bPhila)
- Feb. 8, 1810 Rep. Peter B. Porter (1773-1844) of New York introduces a resolution to appoint a committee to consider using the proceeds of public land sales to fund roads and canals. (AnnalsofCong)
- Feb. 10, 1810 Town of Buffalo incorporated in N.Y. (HPSmith)
- Feb. 12, 1810 Daniel French petitions the New York City Council for a lease of the Paulus Hook ferry, which he will supply with steamboats of his own invention. (Stokes)
- Feb. 12, 1810 Future pioneer civil engineer W[illiam] Milnor Roberts (1810-1881) born in Philadelphia of an old Quaker family; son of Thomas Paschall Roberts

(1786-1844) and Mary Louise Baker Roberts. (RRGaz, DAB, ancestry.com)

- Feb. 12, 1810 Pa. declares French Creek from its junction with LeBoeuf Creek to Bissell's sawmill in Erie County to be a public highway. (PL)
- Feb. 12, 1810 Washington, Pa., incorporated as a borough. (PL)
- Feb. 13, 1810 DeWitt Clinton removed as Mayor of New York City and replaced by Tammany Democratic-Republican Jacob Radcliff. (1764-1844). (wiki, JHammond)
- Feb. 14, 1810 Congress appropriates an additional \$60,000 for the part of the National Road between Cumberland and Brownsville. (StatutesatLarge)
- Feb. 1810 Bank of Pittsburgh organized under an 1808 act permitting private banks, providing the partners have unlimited liability; William Wilkins (1779-1865), Pres. (StdHistPitts, Holdsworth)
- Feb. 16, 1810 Associates of the Jersey Company appoint committee to negotiate with the Steamboat Company for a ferry lease. (MB)
- Feb. 21, 1810 Pa. Legislature votes to move the state capital from Lancaster to Harrisburg by 1812. (Scharf)
- Feb. 21, 1810 Ontario County, Pa., created from parts of Luzerne and Lycoming Counties but without full organization; Susquehanna County created from part of Luzerne County without full organization. (Beitel, Long)
- Feb. 23, 1810 Rep. Peter B. Porter's committee reports a bill equal to Sen. Pope's bill, but it is allowed to die. (AnnalsofCong)
- Feb. 26, 1810 New York City Council Committee on the Fire Dept. reports on a trial of "Aquidneck" coal from Rhode Island as a substitute for imported or Virginia coal. (Stokes)
- Feb. 27, 1810 Daniel French holds a demonstration of his steamboat at the Cortlandt Street wharf. (Stokes)
- Mar. 1, 1810 Clinton County, Ohio, created from parts of Highland and Warren Counties with county seat at the house of Jesse Hugh; Fayette County created from parts of Highland and Ross Counties with county seat at the house of John Devalt; Guernsey County created from parts of Belmont and Muskingum Counties with county seat at the house of George Beymer (Cambridge); Madison County created from part of Franklin County with county seat at the house of Thomas Gwyn; Pickaway County created from parts of

Fairfield, Franklin and Ross Counties with county seat at the house of Henry Nevil. (Long)

- Mar. 8, 1810 York & Maryland Line Turnpike Road completed and licensed to take tolls. (PaArch)
- Mar. 10, 1810 New Jersey stagecoach proprietors meet at Princeton to consider running to John Stevens's new steamboat dock being built at Bordentown; are Robert Letson and Nicholas Van Brunt of New Brunswick, Perez Rowley, John Gulick and Robert Bailie of Princeton, and Nathaniel Shuff and John La Foucherie of Trenton. (Turnbull)
- Mar. 10, 1810 New Holland Turnpike Road Company incorporated in Pa. to build from Blue Ball tavern on the Downingtown, Ephrata & Harrisburg Turnpike through New Holland to Lancaster. (PL)
- Mar. 10, 1810 Pennsylvania declares Oil Creek from main fork to upper forks to be public highway. (PL)
- Mar. 11, 1810 To cement the peace Treaty of Schönbrunn, Napoleon marries Marie Louise (1791-1847), the eldest daughter of Emperor Francis I. (Blanning)
- Mar. 12, 1810 Thomas Eddy (1758-1827) of the Western Inland Lock Navigation Company meets with N.Y. Senate minority leader Jonas Platt (1769-1834) to promote a state survey for canal between Oneida Lake and Seneca Lake; Platt suggests full canal between the Hudson and Lake Erie which will draw all the western trade before it can descend into Lake Ontario and on to Montreal. (Whitford, Aitken)
- Mar. 12, 1810 Future Lines West official George Washington Cass (1810-1888) born near Dresden, Ohio, son of George W. and Sophia Lord Cass and nephew of Gen. Lewis Cass (1782-1866), descendants of an old Yankee family. (DAB)
- Mar. 13, 1810 Jonas Platt gets the support of New York City Mayor DeWitt Clinton (1769-1828), leader of one of New York's three main family-based Democratic political factions, for the Erie Canal. (Whitford)
- Mar. 15, 1810 New York joint resolution creates a Board of Commissioners to survey for a canal across the state; state appoints as Canal Commissioners Gouverneur Morris (1752-1816), Stephen Van Rensselaer (1764-1839), William North (1755-1836), Thomas Eddy (1758-1827), all Federalists, DeWitt Clinton, and Simeon DeWitt (1756-1834), Republicans, and Peter B. Porter (1773-1844), of the Tammany faction opposed to Clinton; James Geddes appointed surveyor west of Utica. (PL, Sweet, Whitford)
- Mar. 15, 1810 Sen. John Pope's internal improvement bill is amended to limit government

purchase of stocks in private companies to 33%. (AnnalsofCong)

- Mar. 19, 1810 Pa. act bars private banks from loaning money, issuing banknotes or receiving deposits in the manner of incorporated banks with the object of driving them out of business; Bank of Pittsburgh is forced to suspend operations. (Holdsworth, StdHistPitts)
- Mar. 19, 1810 Middletown & Harrisburg Turnpike Road Company incorporated in Pa. (PL)
- Mar. 19, 1810 Falmouth Turnpike Road Company incorporated in Pa. to build from Elizabethtown to Falmouth; built in 1811. (PL, Klein)
- Mar. 19, 1810 Monongahela River Bridge Company incorporated in Pa. to build a bridge at Smithfield Street, Pittsburgh; no work under this charter, which is renewed in 1816. (PL, HistAllghnyCo)
- Mar. 19, 1810 Pa. act appropriates \$2,000 for clearing French Creek and LeBoeuf Creek from the Allegheny River up to Waterford. (PL)
- Mar. 20, 1810 Perkiomen & Reading Turnpike Road Company incorporated in Pa. to build from Perkiomen Bridge to Reading; line of later U.S. Route 422. (PL)
- Mar. 20, 1810 Huntingdon, Cambria & Indiana Turnpike Road Company incorporated in Pa. to build the portion of the “Northern Turnpike” (U.S. Route 22) from Huntingdon across the Allegheny Mountain to the foot of Laurel Hill near Armagh. (PL)
- Mar. 20, 1810 “The President, Managers & Company for Erecting a Bridge over the Allegheny River opposite Pittsburgh in the County of Allegheny,” (Allegheny River Bridge Company) incorporated in Pa. to build a bridge at St. Clair Street, Pittsburgh; no work under this charter, which is renewed in 1816. (PL, HistAllghnyCo)
- Mar. 21, 1810 Senate postpones further consideration of Sen. John Pope’s internal improvement bill, after Sen. Michael Lieb of Pennsylvania tries to cut aid for the Cape Cod Canal and Delaware & Raritan Canal; Sen. Pope then moves to refer that part of the Gallatin Report dealing with the Ohio Canal Company to a select committee. (AnnalsofCong)
- Mar. 23, 1810 Napoleon issues the Rambouillet Decree authorizing the seizure of U.S. ships entering French ports, retroactive to May 20, 1809. (Heidler)
- Mar. 23, 1810 “The President, Directors & Company of the Mechanics Bank in the City of New-York” incorporated by Jacob Sherred, John Slidell, Gabriel Furman, Matthew L. Davis, John R. Murray, et al., with a capital of \$1.5 million.

(PL)

- Mar. 25, 1810 Tench Tilghman (1810-1874), future founder and Pres. of the Maryland & Delaware Railroad, born in Talbot County; son of Tench Tilghman (1782-1827) and Ann Margareta Tilghman Tilghman (1784-1812). (findagrave)
- Mar. 26, 1810 Future London merchant banker Hugh McCalmont (1810-1887) born; son of Hugh McCalmont (1765-1838) a merchant and native of County Antrim, Ireland; younger brother and future partner of Robert McCalmont (1808-1883). (rootsweb)
- Mar. 30, 1810 Robert Kennedy sells his water power rights at the Falls of Schuylkill to Josiah White (1780-1850), a semi-retired Quaker storekeeper and inventor. (Hare, White)
- Mar. 30, 1810 Susquehanna & York Turnpike Road completed between Wrights Ferry and York and licensed to take tolls. (PaArch)
- Apr. 1, 1810 Coshocton County, Ohio, created from parts of Muskingum and Tuscarawas Counties but not fully organized. (Long)
- Apr. 2, 1810 New York act authorizes laying out a state road from the bridge over the Genesee River at Hartford to New Amsterdam (Buffalo). (PL)
- Apr. 5, 1810 New York funding act authorizes a further \$3,000 for the canal surveys. (PL, Sweet)
- Apr. 5, 1810 New York act authorizes laying out a state road from Canandaigua via the head of Conesus Lake to the mouth of the Olean River (Olean), which is designed to replace the unimproved path from Angelica to Olean as the main emigrant road. (PL, Ellis/Cattaraugus)
- Apr. 5, 1810 New York act requires residents who have come to Ontario, Steuben and Seneca Counties from Virginia or Maryland within the last 10 years to hire out their slaves for a period of up to 7 years, after which they will be free. (PL)
- Apr. 8, 1810 A man leaves Philadelphia at 5:00 AM and arrives at New York at 3:00 PM; considered a new standard in fast traveling. (Stokes)
- Apr. 9, 1810 Farmers & Merchants Bank of Baltimore organized without incorporation; William Grahame, Pres. (Scharf)
- Apr. 14, 1810 Future Camden & Amboy and PRR mechanical engineer Isaac L. Dripps (1810-1892) born at Belfast, Ireland. (WwasW)

- Apr. 1810 Robert Fulton petitions the Governors of Orleans Territory, Illinois Territory, Louisiana Territory and Tennessee for a monopoly grant of steam navigation on the Mississippi River. (Stecker)
- Apr. 16, 1810 Franklin Bank organized at Baltimore without incorporation. (Scharf)
- Apr. 20, 1810 Act of Congress incorporates The President, Directors & Company of the Columbia Turnpike Roads to build turnpikes on three routes in the District of Columbia, but not within the limits of Washington City, itself (south of present Florida Avenue); the routes are towards Baltimore (Bladensburg Road), towards Rockville (Wisconsin Avenue), and from the south end of the Long Bridge towards the Little River Turnpike in Va. (present Va. Route 244); all are extensions of main roads outside the District; only the last is built by this company at once, and the Bladensburg Road slightly later. (StatutesatLarge, Bryan)
- Apr. 30, 1810 Act to Regulate the Post Office Establishment denominates 35 cities as “distributing post offices,” establishing what amounts to a hub-and-spoke system, whereby mail is sorted only at central points, from which it is received and distributed to outlying post offices; this system is eliminated in stages starting in 1859 as more mail is shifted to railroad, where it can be sorted en route; the act also requires all post offices receiving mail on Sundays to be open one hour for delivery on Sundays (mail is picked up at the post office, not delivered to recipients); this makes the Post Office the only federal institution exempt from local control in the form of blue laws, prompting an outcry by Presbyterian and Congregational preachers (i.e., Calvinists) over Sabbath violations; sincere Calvinists are forced to extend their old idea of a covenanted state (i.e. a state that has agreed to accept God’s laws in return for His favor) to the hitherto remote federal government; Calvinist attempts to enforce morality on a national scale in turn bring a response from non-Calvinists, Enlightenment holdovers and others who fear a sectarian takeover of the national government; the Sabbath observance protests are thus ineffectual and peter out by 1820; they revive after the developments of railroads in the 1830s. (StatutesatLarge, Rohrer/JER 7, John, HistRyMail)
- Spring 1810 Congressman Peter B. Porter (1773-1844), a partner in the trading company of Porter, Barton & Co., moves from Canandaigua to Black Rock; Porter, Barton & Co. dominates the forwarding of goods from the East via Oneida Lake, Oswego, and Lake Ontario, with portage wagons around Niagara Falls and sailing vessels on Lake Erie. (HPSmith)
- May 1, 1810 Congress passes Nathaniel Macon’s Bill No. 2, repealing the Non-Intercourse Act conditional on Britain and France removing their restrictions. (WwasW)

- May 1, 1810 John R. Livingston resumes operating the steamboat *Rariton* between New York, Elizabethtown Point and South Amboy, making one round trip per day. (Stokes)
- May 1, 1810 Cuyahoga County, Ohio, detached from Geauga County with county seat at Cleveland. (Long)
- May 9, 1810 Pres. Madison breaks ground for the Washington Canal. (Bryan)
- June 2, 1810 Quaker entrepreneur and inventor Josiah White agrees to build a wing dam and locks at the Falls of Schuylkill; as White is self-taught, the result is rather crude. (CRobertsPapers)
- June 3, 1810 John Stevens receives patent for steam engine improvements. (Shagena)
- June 1810 Alfred Kelley (1789-1859), later considered the father of Ohio's canals and railroads, arrives in Cleveland and is soon admitted to bar. (NCAB)
- June 11, 1810 Elisha Boudinot, et al., again petition the New York City Council for a Hudson River steamboat ferry franchise. (Stokes)
- June 11, 1810 John Stevens and John R. Livingston start through line, with *Phoenix* running between Philadelphia and Bordentown and *Rariton* running between New York, Elizabethtown Point, Perth Amboy and New Brunswick with stages running Bordentown-New Brunswick and New Brunswick-Elizabethtown Point; Stevens has had the *Phoenix* thoroughly rebuilt over the winter, with a new engine and boiler, the wheels raised, and the interior rearranged. (Lane, Heyl)
- June 19, 1810 Commissioners report completion of Princeton & Kingston Branch Turnpike Company. (NJCorp)
- June 1810 Flood destroys the floating bridges over the Schuylkill River at the Upper Ferry and Grays Ferry, Philadelphia. (Scharf)
- July 1810 Panic breaks out among British merchants engaged in American trade from the cumulative effects of Embargo and Non-Intercourse Acts; effects spread back to U.S. by winter. (Browne)
- July 16, 1810 After complaints, New York City passes an ordinance against (nude) swimming near the Battery or any ferry slip. (Stokes)
- July 24, 1810 Future Adams Express Company executive William B. Dinsmore (1810-1888) born at Boston. (RyW)
- July 31, 1810 Pliny Hoagland (1810-1884), future projector and director of the Ohio &

Indiana Railroad and PFW&C, born near New Philadelphia, Ohio.
(FtWayneGaz)

- Aug. 1, 1810 Population of New York City is 96,373.
- Aug. 1, 1810 New York surpasses Pennsylvania to rank second in population after Virginia.
- Aug. 1, 1810 Census reveals Pennsylvania leads the nation in the value of its manufactured goods; at \$32 million, nearly equal to totals for New York and Massachusetts combined. (Higginbotham)
- Aug. 5, 1810 Napoleon issues the Trianon Decree, again permitting confiscations of U.S. ships that have entered French ports between May 20, 1809 and May 1, 1810. (EAH)
- Aug. 13, 1810 William John Duane (1780-1865), writing as "Franklin", writes first in a series of 16 letters to the Philadelphia *Aurora*, of which he is editor; citing threat from New York and Baltimore, advocates investing state's surplus revenue in stocks of canal and turnpike companies; calls for reviving the Schuylkill & Susquehanna and Delaware & Schuylkill Canals, improving the Susquehanna River and its branches above Middletown, canals or portage roads from the Susquehanna to Seneca Lake and the Genesee Country, the West Branch to the Allegheny River, and French Creek to Erie; also Southern and Northern Turnpikes to Pittsburgh; Duane favors a route to Lake Erie rather than the Ohio and assumes that all exports from the Midwest will continue to descend the Mississippi to New Orleans and that the new improvements will be used to take foreign imports westward. (Duane)
- Aug. 13, 1810 Jacob Tome (1810-1898), future railroad director and Cecil County, Maryland's first millionaire, born in Manheim Township, York County, Pa. (portdeposit.org)
- Aug. 20, 1810 Shawnee leader Tecumseh (1768-1813) confronts Indiana Gov. William Henry Harrison (1773-1841) with Native American grievances at a council held at Harrison's manor, "Grouseland", at Vincennes; Tecumseh refuses to accept the land cessions made in the Treaty of Fort Wayne. (Derleth)
- Aug. 21, 1810 With the male line of the Swedish royal family coming to an end, French Marshal Jean Baptiste Bernadotte (1763-1844), is elected Crown Prince and eventually succeeds to the throne as Charles XIV John. (wiki)
- Aug. 30, 1810 Future railroad contractor and official and Gov. of New Hampshire Onslow Stearns (1810-1878) born at Billerica, Mass.; younger brother of John Owen Stearns. (Sobel)

- Sep. 10, 1810 Seat of Clinton County, Ohio, changed from the house of Jesse Hugh to Clinton. (Long)
- Sep. 17, 1810 John Stevens petitions the New York City Council for a steamboat franchise for the Hoboken ferry. (Stokes)
- Sep. 19, 1810 Sixteenth and last of William J. Duane's "Franklin" letters appears in Philadelphia *Aurora*; collected and published the following year as a pamphlet. (Duane)
- Sep. 20, 1810 Pioneer Philadelphia locomotive builder Joseph Harrison, Jr. (1810-1874) born. (Scharf)
- Sep. 24, 1810 John Stevens removes *Phoenix* from service because engine vibrations have caused cracks in steam pipes. (DuBois)
- Sep. 24, 1810 York Haven Company formed as a limited partnership of Baltimore capitalists, including Joseph Townsend and Thomas Wilson, with a capital of \$100,000 for the purpose of rebuilding the old Conewago Canal and developing it as a flour mill site; Susquehanna grain is to be milled there and shipped by road to Baltimore. (Gibson)
- Oct. 9, 1810 "New School" Democrats led by Gov. Simon Snyder (1759-1819) defeat "Old School" Democrats led by editor William Duane (1760-1835) and Dr. Michael Lieb (1760-1822) of Philadelphia in off-year Pennsylvania elections; Federalists sweep Philadelphia, electing Nicholas Biddle to the House and Robert Wharton (1757-1834) Mayor. (Higginbotham)
- Oct. 9, 1810 Return J. Meigs (1764-1825), another conservative, Connecticut Yankee Republican, is elected Gov. of Ohio. (Sobel)
- Oct. 27, 1810 U.S. annexes Spanish West Florida, which includes the part of present Louisiana east of the Mississippi River. (Thorpe, Arthur)
- Fall 1810 Easton & Wilkes-Barre Turnpike Road completed as far south as Wind Gap; the portion between Wind Gap and Easton is not turnpiked. (Harvey)
- Nov. 2, 1810 Pres. James Madison, deceived by Napoleon into believing that France has cancelled the Rambouillet and Trianon Decrees, reestablishes trade with France on assurance that French ports will be opened and warns Britain that the Non-Intercourse Act will be reimposed on Feb. 2, 1811, unless the Orders-in-Council are repealed within three months. (EAH, Cope Diary)
- Nov. 2, 1810 Pioneer civil engineer William K. Huffnagle (1810-1854) born at Bucks County, Pa. (tombstone)

- Nov. 10, 1810 Pioneer civil engineer and entrepreneur Richard Peters (1810-1889) born at Germantown, son of Ralph Peters (1777-1842) and Catharine Conyngham Peters and a descendant of Provincial Secretary Richard Peters (1704-1776). (RRGaz, WwasW)
- Nov. 1810 John Stevens travels to Chesapeake Bay to scout the possibilities for steam navigation. (DuBois)
- Nov. 19, 1810 John Stevens issues a prospectus calling for subscribers to raise \$75,000 for half interest in forming steamboat lines with one boat between Philadelphia and Wilmington and two between Head of Elk and Baltimore with stage portage; subscribers include Robert Fulton, Robert R. Livingston, DeWitt Clinton, Peter Jay Munro and Robert McQueen; only 130 shares (\$13,000) sold, and plan abandoned; Stevens then proposes to run one boat on each leg and offers a quarter interest for \$6,000, but without success. (Turnbull, DuBois)
- Nov. 19, 1810 Future Lehigh coal operator Ariovistus "Ario" Pardee (1810-1892) born at Chatham Four Corners, N.Y.; son of Ariovistus Pardee (1778-1853) and Eliza Platt Pardee (1781-); for some reason, his grandfather Dr. Calvin Pardee, M.D. (1757-1795) has a penchant for classical names and selects the name of a German chieftain from Caesar's *Commentaries*; Ario grows up on his father's farm in Rensselaer County with only a farm boy's education by way of a local Presbyterian minister; he remains in New York until applying for work on the Delaware & Raritan Canal in 1830. (Bradsby, Foulke&Foulke)
- Nov. 20, 1810 Conewago Canal sold by Thomas Willing Francis (1767-1815) to the York Haven Company for \$40,000, including the mill and nail factory; they build three large merchant flour mills at York Haven, from which Susquehanna Valley flour can be taken to Baltimore by turnpike; the canal is now used principally as a millrace; Joseph Townsend is on-site manager. (Gibson)
- Nov. 23, 1810 The Philadelphia *Aurora & General Advertiser* prints a favorable notice of Wyoming Valley anthracite coal recently brought to New York City by Abijah Smith and Lewis Hepburn for demonstration purposes; will be sold for \$10-12 per chaldron; probably the first regular anthracite shipments to New York City. (Stokes)
- Nov. 24, 1810 Return of survey made for the state road between Milesburg, Pa., and Le Boeuf in Erie County. (HistIndCo)
- Dec. 1, 1810 The new round fort on Governors Island defending the approach to New York City and the entrance of the East River is named Castle Williams after its engineer. (Stokes)

- Dec. 1, 1810 Seat of Fayette County, Ohio, changed from the house of John Devalt to Washington Court House. (Long)
- Dec. 6, 1810 Pa. Governor Simon Snyder in his annual message notes the economic boom, including many new bridges and turnpikes and the growth of manufacturing; urges state aid for transportation improvements. (PaArch, Higginbotham)
- Dec. 9, 1810 Future Baltimore capitalist Zenas Barnum (1810-1865) born at Wilkes-Barre, Pa. (WwasW)
- Dec. 10, 1810 The Steamboat Committee of the New York City Council reports that it has executed a lease of the Hoboken ferry for steamboats to John Stevens for 14 years from the expiration of the present lease at \$350 for the first year; the Paulus Hook ferry is to be leased to the company formed by Robert Fulton, Elisha Boudinot, et al. (Stokes)
- Dec. 13, 1810 Jacob Holgate, Republican of Philadelphia County, introduces a resolution in the Pennsylvania House denouncing the Bank of the United States and calling for Pennsylvania's Congressional delegation to vote against recharter as unconstitutional. (Govan)
- Dec. 13, 1810 Capital of Ohio moved from Chillicothe to Zanesville. (Long - Taylor has law 2/22/10)
- Dec. 14, 1810 Seat of Clark County, Indiana Territory, changed from Jeffersonville to Charleston. (Long)
- Dec. 15, 1810 Ohio Steam Boat Navigation Company incorporated in Indiana Territory with a capital of \$50,000 by the Fulton-Livingston interests, including DeWitt Clinton, Nicholas J. Roosevelt and Daniel D. Tompkins; to operate steamboats between Pittsburgh and Louisville. (PL, Hunter)
- Dec. 1810 Anthony Beelen establishes the Eagle Foundry at Pittsburgh. (Pursell)
- Dec. 1810 Baltimore Branch of Bank of the United States begins curtailing discounts because of rumors that BUS charter won't be renewed, worsening the depression. (Browne)
- Dec. 1810 Napoleon annexes Hamburg, Bremen and Lübeck, closing the last ports that have been permitting trade between Great Britain and Central Europe. (Schom)
- Dec. 23, 1810 Maryland act authorizes raising \$5,000 by lottery to improve the navigation of the Patuxent River to Upper Marlboro. (PL)

- Dec. 23, 1810 “The President & Directors of the Franklin Bank of Baltimore” incorporated in Maryland with a capital of \$600,000. (PL)
- Dec. 23, 1810 “The President & Directors of the Commercial & Farmers Bank of Baltimore” incorporated in Maryland with a capital of \$1 million. (PL)
- Dec. 23, 1810 “The President & Directors of the Marine Bank of Baltimore” incorporated in Maryland with a capital of \$600,000 to serve the Fells Point section. (PL, Scharf)
- Dec. 24, 1810 “The President & Directors of the Farmers & Merchants Bank of Baltimore” incorporated in Maryland with a capital of \$500,000. (PL, Scharf)
- Dec. 28, 1810 Future LIRR contractor and Superintendent John T. Areson (1810-1896) born. (findagrave)
- Dec. 31, 1810 New York City contracts with the surveyor John Randel, Jr. (1787-1865) to accurately survey Manhattan Island and lay out the Commissioners’ new street grid. (Stokes)
- Dec. 31, 1810 Tsar Alexander I breaks with Napoleon's Continental System, bans trade with France and opens Russian ports to neutral shipping; the blockade has destroyed Russia’s export trade, most of which comes from the estates of the aristocracy. (Schom, Blanning)
- Dec. 31, 1810 Seat of Clinton County, Ohio, changed from Clinton to Armenia. (Long)
- 1810 Brazil is opened to flour exports from the Mid-Atlantic States. (EEBrown)
- 1810 Third Great Western Turnpike Road completed between Cherry Valley and Manlius, N.Y. (PL)
- 1810 Wesley Budd builds Cumberland Furnace on the head of the Maunmuskin River in Cumberland County, N.J. (Swank)
- 1810 Isaac Pennock (1767-1824) and Jesse Kersey purchase 110.5 acres on both sides of the Brandywine Creek and build the Brandywine Iron Works & Nail Factory at present-day Coatesville, Pa.; it is purchased by Dr. Charles Lukens (1786-1825), who has married Pennock’s daughter Rebecca Webb Pennock (1794-1854), ca. 1816 and becomes the core of the Lukens Steel Company. (coatesville.org, Swank)
- 1810 State road laid out between Harrisburg and Gettysburg, Pa. (HistCumbAdams)

- 1810 John Earl, Sr., is the first to settle at the site of Emporium, Pa. (McKnight)
- 1810 Gen. William Patton (1781-1823), son of Col. John Patton (1745-1804), builds Tussey Furnace in Ferguson Township, Centre County. (Swank)
- 1810 Roland Curtin (1764?-1850) and Moses Boggs build Eagle Forge on Bald Eagle Creek about 5 miles from Bellefonte, Pa. (Swank)
- 1810 William T. Stockton & Co. operates the Expedition Line of stages between New York and Philadelphia in one day for \$8; the slower Dilligence Line charges \$4.50 and the Accommodation Line \$3.50. (Scharf)
- 1810 Post Office Dept. extends the government mail coach line running between Baltimore and Philadelphia to Trenton. (Holmes/Rohrbach)
- 1810 John Tomlinson & Co. establishes a line of stages three times a week between Philadelphia and York via West Chester and Columbia. (Scharf)
- 1810 Conrad Teter contracts to operate a weekly mail stage coach between Sunbury, Pa., and Painted Post, N.Y., via Wilkes-Barre and Athens; he sells the Sunbury-Wilkes-Barre leg to Miller Horton and operates the rest. (Bradsby)
- 1810 William McDonald and Edward Trippe unite their rival Baltimore-Philadelphia packet lines as the Union Line. (Scharf - verify)
- 1810 Daniel Pettibone installs the first hot-air furnace, capable of heating 6 rooms, in the Pennsylvania Hospital at Philadelphia; the prototype of central heating. (Scharf)
- 1810 Alfred Jenks (1793-1854), a pupil of Samuel Slater from Rhode Island, establishes the first cotton mill within the present city limits of Philadelphia and begins the manufacture of cotton textile machinery. (Scharf)
- 1810 Pittsburgh Manufacturing Company establishes the second bank at Pittsburgh; an unincorporated joint-stock company designed to loan money to manufacturers; later the Bank of Pittsburgh, incorporated under the Omnibus Bank Bill of 1814. (HistPitts, Worthington)
- 1810 The Susquehanna River can be ascended from the Conewago Falls to Lake Otsego; the Canisteo River is navigable to Arkport, N.Y., and the Cohocton River is navigable to Bath, N.Y. (Duane)
- 1810 Road opened between Buffalo and Olean via present Springville and Franklinville. (Ellis/Cattaraugus)

- 1810 Holland Land Company sells all its preemption rights to the Seneca Indian reservations to a company of speculators headed by David A. Ogden, or 196,000 acres for \$98,000; they are not able to acquire the Buffalo Creek Reservation until 1842. (HPSmith)
- 1810 Construction begins on Washington City Canal. (Minor/EaglesByte)
- 1810 James River Company contracts with Ariel Cooley (1756-1822) of Springfield, Mass., to build a canal with 13 locks from the basin to tidewater at Richmond. (Nelson)
- 1810 Bezaleel Wells opens the first drift mine in the No. 8 (Pittsburgh) Seam at Steubenville, Ohio. (Doyle)
- 1810 Columbus-Athens Road completed from Zane's Trace at Lancaster to Columbus. (Mould)
- 1810 First state road built in Wayne County, Ohio, from Canton to Wooster. (Douglass/Wayne)
- 1810 Madison, Ind., laid out. (HistJeffCo)
- 1810 Road opened from Jeffersonville to Charlestown, Ind. (Baird)
- 1810 Mail service established from Vincennes to St. Louis, Kaskaskia and Cahokia. (Buley/OldNW)
- 1810 Population of what is now Illinois is 12, 284, up from about 2,500 in 1800. (Dowrie)
- Jan. 1, 1811 Jefferson County, Indiana Territory, created from parts of Clark, Dearborn and Knox Counties with county seat at Madison; Wayne County created with county seat at Salisbury. (Long)
- Jan. 6, 1811 Edward Miller (1811-1872), future engineer of Allegheny Portage Railroad and Chief Engineer of PRR, born at Philadelphia; son of William Miller, a member of the city's merchant elite, Secretary of the Philadelphia Marine Insurance Company and friend of Nicholas Biddle, and Rachel McLong Miller. (Wilson, Roberts, findagrave)
- Jan. 9, 1811 Future civil engineer S[tephen] Moylan Fox (1811-1858) born at Philadelphia; son of Samuel Chase Fox (1785-1854) and Maria L. Moylan Fox (1786-1877); he studies at West Point for two years but does not graduate. (rootsweb)
- Jan. 10, 1811 Robert Fulton writes to John Stevens urging him to abandon his plans for a

steam ferry at Hoboken; offers to run Paulus Hook boats to Hoboken twice a week. (Turnbull)

- Jan. 11, 1811 John Stevens writes to Robert Fulton asking he use his influence to have Pres. Madison and other officials subscribe to his Philadelphia-Baltimore line. (Philip)
- Jan. 1811 John Jacob Astor reaches an agreement with his British-Canadian rivals, the North West Company and the Michilimackinac Company; the former is to confine its operations to Canada, and the latter will maintain joint operations with Astor's American Fur Company at Mackinac Island. (Porter, Dunbar)
- Jan. 16, 1811 Charles Cameron (1765?-1811), an impoverished tailor, dies at Lewisburg, Pa.; his son Simon Cameron (1799-1889) has already been placed as a ward in the home of Dr. Peter Grahl (-1816), a Jewish physician of Sunbury, who further stimulates his love of books and perhaps turns him toward a career in journalism. (Bradley)
- Jan. 21, 1811 Wilmington & Kennett Turnpike Company incorporated in Delaware to build from Wilmington to the Pennsylvania state line (present Del. Route 52). (Scharf)
- Jan. 23, 1811 Public meeting held in Philadelphia in favor of extending the charter of the Bank of the United States. (Scharf)
- Jan. 23, 1811 Wilmington & Great Valley Turnpike Company incorporated in Delaware to build from Wilmington through West Chester to the turnpikes in the Great (Chester) Valley, now Route 202. (Scharf)
- Jan. 24, 1811 Since Nov. 24, 1810, 197 flatboats and 4 keelboats have passed the Falls of the Ohio at Louisville. (Monette)
- Jan. 25, 1811 New Jersey Legislature passes retaliatory act against the New York steamboat monopoly, allowing New Jerseyans to seize New York boats, if their boats are seized by Fulton or his agents; with the protection of this law, Aaron Ogden borrows heavily to build a steamboat of superior design. (PL, Petition, AsWeWere)
- Jan. 28, 1811 Athens, Ohio, incorporated as a town. (PL)
- Jan. 28, 1811 Ohio act prevents obstructions of the Great Miami, Southwest Branch, and Mad River between the Ohio River and Springfield; no mill dams are to be permitted unless equipped with chutes for watercraft. (PL)
- Jan. 30. 1811 New Castle Turnpike Company incorporated in Delaware to build between

New Castle and Clarkes (Hares) Corners; may use the New Castle and Red Lion state road to its intersection with the Wilmington Bridge Road at Clarkes Corner. (PL, Val)

- Feb. 1, 1811 John Stevens obtains a lease from New York City for the ferry between Hoboken and Barclay Street for 14 years, providing he place a steamboat on the run within two years; ferry is sublet to David Godwin. (DuBois)
- Feb. 2, 1811 Pres. James Madison sends an ultimatum to Britain to revoke the Orders-in-Council. (Mercer)
- Feb. 2, 1811 Virginia appoints five commissioners to view the James River from the head of the James River Company canal to the mouth of Dunlop's Creek, then a portage road to the Greenbrier River and down the Greenbrier, New and Kanawha Rivers to the Great Falls of the Kanawha; however, no appropriation is voted, and the commissioners do not prosecute the work beyond an initial meeting. (Dunaway)
- Feb. 5, 1811 John Stevens gets 14-year lease from City of New York for steam ferry from Vesey Street to Hoboken; few weeks later Fulton gets lease for ferry to Jersey City. (Turnbull)
- Feb. 5, 1811 George, Prince of Wales (1762-1830), replaces his insane father George III on the British Throne as Prince Regent. (Mercer)
- Feb. 6, 1811 DeWitt Clinton appointed to third, non-consecutive, term as Mayor of New York City. (Stokes)
- Feb. 6, 1811 Lewistown, Pa., incorporated as a borough. (PL)
- Feb. 9, 1811 Robert Fulton receives his second patent covering the combined use of sail and steam and of moving the steersman further forward than in a sailing ship. (Turnbull)
- Feb. 10, 1811 Seat of Clinton County, Ohio, changed from Armenia to Wilmington. (Long)
- Feb. 11, 1811 President Madison reimposes non-importation on Great Britain under the authority of Macon's Bill No. 2. (WwasW)
- Feb. 1811 First sale of lots in Madison, Ind. (HistJeffCo)
- Feb. 16, 1811 Bank of the Potomac incorporated by act of Congress at Washington. (StatutesatLarge)
- Feb. 18, 1811 N.J. appoints commissioners to improve the navigation of the Delaware

River at the bar three miles below Trenton. (PL)

- Feb. 20, 1811 U.S. Senate votes down attempt to renew the charter of the Bank of the United States 17-17; Vice Pres. George Clinton (1739-1812) casts the deciding vote, thus opposing his enemy Pres. James Madison. (EAH, Cleveland/Huertas or 2/21??)
- Feb. 21, 1811 Leonard Beatty attempts to raise capital in Philadelphia for a Susquehanna Coal Company; he owns a coal bed in the Wyoming Valley; nothing comes of it. (Harvey)
- Feb. 22, 1811 New York act authorizes laying out a state road from Buffalo to the Pennsylvania state line where it crosses the Allegheny River. (PL)
- Feb. 22, 1811 Perkiomen & Reading Turnpike Road Company receives letters patent. (PaArch)
- Feb. 23, 1811 New Jersey act authorizes the State Treasurer to attend the sheriff's sale of The Jersey Bank at Jersey City and bid up to the amount of taxes owed; the Bank had sold its real estate to friends to avoid taxes established on Nov. 2, 1810, and has been seized by the sheriff on warrants. (PL)
- Feb. 26, 1811 Gov. Simon Snyder cites Erie & Waterford Turnpike Road Company for taking tolls without a license. (PaArch)
- Mar. 1, 1811 Schuylkill County, Pa., created from parts of Berks and Northampton Counties north of Blue Mountain; county seat at Orwigsburg. (PL, Long)
- Mar. 2, 1811 Congress sanctions imposition of Non-Intercourse Act against Great Britain; Britain responds by tightening blockade of New York and stepping up impressment of American seamen. (EAH)
- Mar. 2, 1811 New York Canal Commissioners make first report estimating cost of Erie Canal at \$5 million; reject the Oswego River route and adopt the overland route but choose Gouverneur Morris's earlier idea for an "inclined plane" or canal of gradual continuous descent without locks from Lake Erie to Schenectady, which must cross all intervening valleys on high embankments. (Sweet, Whitford)
- Mar. 3, 1811 Congress appropriates an additional \$50,000 for the National Road between Cumberland and Brownsville. (CongGlobe, Crumrine)
- Mar. 3, 1811 John Rea (1755-1829), grandfather of future PRR Pres. Samuel Rea, leaves Congress, having failed of reelection in 1810. (CongBio)
- Mar. 4, 1811 Charter of First Bank of the United States expires; Democratic-Republicans

having objected to its renewal; the removal of the Bank of the United States creates an upswing in the chartering of state banks. (Higginbotham, Cleveland/Huertas)

- Mar. 6, 1811 Pierre Bauduy (1769/70-1833), a partner of gunpowder manufacturer E.I. du Pont (1777-1834), inquires of John Stevens what his plans are for steamboat service between Philadelphia and Wilmington. (DuBois)
- Mar. 7, 1811 Baltimore Branch of the Bank of the United States appoints liquidation trustees. (Scharf)
- Mar. 7, 1811 Seat of Pickaway County, Ohio, changed from Jefferson to Circleville. (Long)
- Mar. 8, 1811 “The President, Directors & Company of the Union Bank in the City of New-York” incorporated by Amasa Jackson, John B. Murray, David Dunham, et al., with a capital of \$1.8 million; had originally incorporated in N.J. as The Jersey Bank. (PL)
- Mar. 9, 1811 Aaron Ogden writes to John Stevens notifying him that he is finishing a steamboat and desiring to run in connection with Stevens’s *Phoenix* on Delaware River; Ogden has contracted Cornelius Joralemon to build a boat of 75 foot keel and 14 foot beam and with Daniel Dod (1778-1823) of Mendham for a 12 HP steam engine. (DuBois, Hatfield)
- Mar. 13, 1811 William Hollingsworth of Elkton writes to John Stevens considering his plans for steamboat service on Chesapeake Bay. (DuBois)
- Mar. 1811 John Stevens reinstalls his small boiler and new steam pipes in *Phoenix*. (DuBois)
- Mar. 18, 1811 Directors of the First Bank of the United States petition for a Pennsylvania charter; rejected by the House. (Higginbotham, Scharf)
- Mar. 18, 1811 Northampton (later Allentown), Pa., incorporated as a borough. (PL)
- Mar. 18, 1811 *New Orleans*, built by Nicholas J. Roosevelt a partner of Robert Fulton, launched at Pittsburgh, the first steamboat on the Ohio and Mississippi Rivers. (Doyle)
- Mar. 20, 1811 Pennsylvania declares Lycoming Creek up to the line of Tioga County to be a public highway. (PL)
- Mar. 22, 1811 The Commissioners’ Plan for New York City, commissioned by Mayor DeWitt Clinton and laid out by surveyor-engineer John Randel, Jr., is issued as a map over eight feet long; Randel’s plan calls for a regular grid of

numbered streets (east-west) and avenues (north-south) and is designed to facilitate the city's rapid expansion and the creation of standardized building lots; Randel continues to survey Manhattan Island into 1820; official copies of the map are filed with the City and State on Apr. 1. (MunEngrsJrnl, Stokes)

- Mar. 22, 1811 New York State Legislature passes an general incorporation law for textile, iron, glass, copper, lead and shot manufacture; a total of 362 companies are formed under its provisions by 1848, vs. 150 special acts for manufacturing companies; of the 362, 210 are formed in the years 1811-1815; most of the companies incorporated under this law are in textiles. (Stokes, Seavoy)
- Mar. 22, 1811 New York Legislature, controlled by the Clinton faction, defeats the request of a group of merchants sympathetic to Pres. James Madison for a charter for the City Bank to replace the New York branch of the Bank of the United States; it remains blocked by political rivalries. (Cleveland/Huertas)
- Mar. 22, 1811 "The President, Directors & Company of the Mechanics & Farmers Bank in the City of Albany" incorporates an existing association; capital of \$600,000 plus \$40,000 to be subscribed by the state; a provision that the directors be practical mechanics is dropped in 1836; the bank becomes the bank of the Albany Regency and a power in upstate New York. (PL, JHammond)
- Mar. 22, 1811 "The President, Directors & Company of the Middle District Bank" incorporated in N.Y. with a capital of \$500,000; main office in Poughkeepsie with a branch at Kingston. (PL)
- Mar. 22, 1811 "The President, Directors & Company of the Bank of Troy" incorporated in N.Y. with a capital of \$500,000. (PL)
- Mar. 25, 1811 Joseph Bailey (1783-1858), nephew of Richard Crawshay (1739-1810) of the Cyfarthfa Iron Works, joins with Matthew Wayne (1780?-1853) to buy the Nant-y-Glo Iron Works in the Ebbw Vale; brother Crawshay Bailey (1789-1872) replaces Wayne in 1820, and the brothers build Nant-y-Glo into one of the world's major iron works and a supplier of American railroad iron. (DictWelshBio)
- Mar. 28, 1811 Schuylkill Upper Ferry Bridge Company incorporated in Pa. to build a bridge at Spring Garden Street, Philadelphia, at the site of Abraham Sheridan's floating bridge. (PL)
- Mar. 30, 1811 Ridge Turnpike Road Company incorporated in Pa. to build from Philadelphia to Perkiomen Bridge (Collegeville), passing through Norristown. (PL)

- Mar. 30, 1811 “The President, Directors & Company for Erecting a Permanent Bridge over the River Susquehanna at or near McCall’s Ferry” (McCalls Ferry Bridge Company) incorporated Pa. to build a bridge. (PL)
- Apr. 1, 1811 New York City Council orders the lease of the Hoboken ferry to John Stevens to be executed. (Stokes)
- Apr. 1, 1811 Coshocton County, Ohio, fully organized and detached from Muskingum and Tuscarawas Counties with county seat at Coshocton. (Long)
- Apr. 2, 1811 Delaware & Schuylkill Canal Company and Schuylkill & Susquehanna Lock Navigation Company merge to form the Union Canal Company of Pennsylvania; predecessors had spent \$440,000 without completing any part of their projects; Union Canal is also authorized to extend to Lake Erie and to build turnpikes along right of way; company is also given monopoly of lotteries in Pennsylvania until \$400,000 is raised; company quickly comes to concentrate on running the lottery, which are drawn in Independence Hall; route of Delaware & Schuylkill Canal is abandoned, but a portion of the right-of-way is later utilized by the Philadelphia & Columbia Railroad; Delaware & Schuylkill stockholders include Paleske (13 shares), William Bingham (20), Joseph S. Lewis (20), Samuel L. Bradford (20), William Meredith (20), James Milnor (20), representatives of Robert Morris (20), and Elliston Perot (12); Schuylkill & Susquehanna stockholders include Paleske (46 shares), Joseph S. Lewis (20), and James Milnor (20). (PL, MB, Montgomery)
- Apr. 2, 1811 Pennsylvania Internal Improvement Act authorizes a total of \$1.1 million, the first large appropriation since the 1790s; \$90,000 subscription to the Columbia Bridge Company, half to be paid on completion of the piers and half on completion of the superstructure; \$90,000 to the Harrisburg Bridge Company; \$50,000 to the Northumberland Bridge Company; \$20,000 to the McCalls Ferry Bridge Company; \$200,000 to the Milford & Owego Turnpike; \$75,000 to the Downingtown, Ephrata & Harrisburg Turnpike; \$200,000 to the Northumberland-Waterford Turnpike; \$25,000 for commissioners Nathan Beach, Robert Harris, John Schoch, William McCandless and Adamson Tannehill to view the Northern and Southern Turnpikes routes between Harrisburg and Pittsburgh and recommend which is cheaper and most practicable, the Gov. to subscribe \$350,000 when private investors subscribe \$150,000; Pennsylvania thus adopts a mixed system, but with no real central control over the private companies; nonetheless, the system works well with bridges and turnpikes, where costs are low enough to spread funds to supply the entire state with good main roads. (PL)
- Apr. 2, 1811 Schuylkill Falls Bridge Company incorporated in Pa. to replace the chain bridge built by Robert Kennedy. (Scharf)

- Apr. 2, 1811 Albany Company of James Van Ingen, et al., begins running steamboat *Hope*, a near-copy of the *North River Steamboat*, between New York and Albany in opposition to Fulton; engine is built by Robert McQueen, a Scots millwright, who for a time becomes the principal steam engine builder at New York City. (Philip, Pursell, Morrison)
- Apr. 3, 1811 New York act authorizes laying out a state road from Arkport in Steuben County via Dansville to the mouth of the Genesee River; a second act appoints new commissioners to lay out a state road from Canandaigua via the head of Conesus Lake to the mouth of the Olean River. (PL)
- Apr. 3, 1811 New York declares Black Creek from Baldwin's sawmill in the town of Riga to the Genesee River a public highway. (PL)
- Apr. 8, 1811 New York appropriates a further \$15,000 for Erie Canal surveys; appoints nine Canal Commissioners, Gouverneur Morris, Stephen Van Rensselaer, DeWitt Clinton, William North, Simeon DeWitt, Thomas Eddy and Peter B. Porter, adding Robert R. Livingston and Robert Fulton, with instructions to seek federal aid. (Sweet, Whitford, JHammond)
- Apr. 8, 1811 New Castle Turnpike Company organized; Kensey Johns (1759-1848), Pres. (Scharf)
- Apr. 9, 1811 New York act authorizes Fulton and Livingston to confiscate boats violating their monopoly in New York waters, which the state claims extend to the low-tide mark on the N.J. shore. (PL, Petition)
- Apr. 10, 1811 John Blenkinsop (1783-1831), manager of the Middleton Colliery near Leeds, receives a British patent for an improved system of colliery railroads using a rack rail and a locomotive with cogged wheels worked by a vertical cylinder, flywheel and crank; cars have regular wheels. (Patnt)
- Apr. 13, 1811 City of New York grants ferry leases to John Stevens for a ferry from Barclay Street to Hoboken and to Robert Fulton and associates for a ferry from Cortlandt Street to Paulus Hook for 18 years from May 1. (Winfield)
- Apr. 15, 1811 New York City Council order the lease of the Paulus Hook ferry to be executed to the The Steam-boat Ferry Company. (Stokes)
- Apr. 16, 1811 Associates of the Jersey Company grant leases for a steam ferry to Cortlandt Street, New York City to The Steam-boat Ferry Company, an unincorporated joint-stock association including Robert Fulton and Elisha Boudinot; rival group led by inventor Daniel French (1770-1853), who later builds steamboats on the Ohio, is defeated; lease is for 18 years from May 1, 1811. (MB)

- Apr. 16, 1811 First contracts made for building the first 10 miles of the National Road west from Cumberland. (Crumrine)
- Apr. 19, 1811 Territory of Orleans (future State of Louisiana, which controls the Mississippi) grants Fulton and Livingston an 18-year steamboat monopoly, providing they put a boat of 70 tons burden on the route within three years. (PL, Flexner, AmHist)
- Apr. 22, 1811 County seat of Guernsey County, Ohio, changed from the house of George Beymer to Cambridge. (Long)
- May 1, 1811 Ashtabula County, Ohio, fully organized and detached from Geauga and Trumbull Counties with county seat at Jefferson. (Long)
- May 8, 1811 Last contracts issued for building the first 10 miles of the National Road west from Cumberland, Md. (HistBdfdSsetFltn)
- May 9, 1811 Future civil engineer James Laurie (1811-1875) born at Bells Quarry, near Edinburgh, Scotland. (DAB)
- May 10, 1811 Britain is forced to issue paper money to cope with economic stress of war and disrupted trade. (Mercer)
- May 11, 1811 Future PRR Master of Machinery George W. Grier (1811-1893) born in Lower Merion Township, Pa. (ancestry.com)
- May 12, 1811 Robert Fulton and Robert R. Livingston get permanent injunction against the Albany Company's rival steamboat operation. (DuBois)
- May 1811 Albany Company of James Van Ingen, et al., launches its second steamboat, the *Perseverance*. (Heyl)
- May 1811 Stagecoach line established between Albany and Niagara Falls, running through in 3 days. (Reynolds)
- May 16, 1811 Heavy frigate *U.S.S. President* engages the British sloop *Little Belt* off the East Coast, killing 9 British seamen. (Arthur)
- May 22, 1811 Stockholders of the Schuylkill & Susquehanna Navigation Company and Delaware & Schuylkill Canal Company approve the merger into the Union Canal Company of Pennsylvania; Ebenezer Hazard is the only stockholder opposed. (MB)
- May 23, 1811 James D. Rea (1811-1868), father of future PRR Pres. Samuel Rea (1855-1929), is born at Chambersburg, Pa., son of Gen. John Rea (1755-1829) and

Elizabeth Culbertson Rea (1784-1836). (garyr50)

- May 30, 1811 Wooster made the country seat of Wayne County, Ohio. (Douglass/Wayne)
- June 10, 1811 Schuylkill Upper Ferry Bridge Company receives letters patent. (PaArch)
- June 22, 1811 The *Hope*, the third Hudson River steamboat, makes its first experimental trip in New York Harbor; built for the Albany Company to contest the Fulton-Livingston monopoly. (Heyl, Reynolds)
- June 27, 1811 *Perseverance* collides with Fulton's *North River Steamboat* while racing off Hudson, N.Y. (Heyl)
- July 1, 1811 New York City Council adopts Robert Fulton's plan of a ferry landing for the Paulus Hook ferry. (Stokes)
- July 5, 1811 Venezuela declares independence from Spain, the first part of the Spanish Empire to do so; with Spain in turmoil, she can no longer control or supply her American colonies, most of which are chafing under the old Spanish mercantile restrictions on trade. (wiki)
- July 7, 1811 Future canal and railroad promoter William Garroway Moorhead (1811-1895) born at Moorhead's Ferry on the Susquehanna River; son of William Moorhead (1774-1817) and Elizabeth Kennedy Young Moorhead (1774-1847). (BioAnnalsofFrnklnCo,)
- July 10, 1811 Ridge Turnpike Company receives letters patent. (PaArch)
- July 12, 1811 *Phoenix* carries 120 passengers on a single trip on the Delaware River; is earning \$300-\$500 per week. (DuBois)
- July 1811 John Stevens builds the small steam ferry *Juliana* for the Hoboken Ferry, with engine built by Robert McQueen; capable of carrying four horses and four chaises or a single coach; runs briefly in the fall of 1811 and in Apr. 1812. (DuBois)
- July 1811 *Paragon* begins running between New York and Albany. (Reynolds - verify)
- July 24, 1811 Union Canal Company of Pennsylvania organized at Philadelphia; Charles G. Paleske, who owns 105 of the total of 712 shares, is elected Pres.; James Milnor, VP; George Simpson, Treasurer; adopts the great seal of the old Schuylkill & Susquehanna Navigation Company with new lettering and the small seal of the "Delaware & Schuylkill Canal Navigation." (MB)
- July 31, 1811 Settlers at Vincennes, Ind., adopt resolutions for destroying the Tippecanoe

Creek base of the Indian confederacy organized by the Shawnee chief Tecumseh (1768-1813) to resist the westward movement of white settlement. (EAH)

- Aug. 1, 1811 New Castle Turnpike Company begins construction at Delaware & Union Streets in New Castle. (Scharf)
- Aug. 3, 1811 U.S. Circuit Court refuses Fulton's application for a preliminary injunction against the Albany Company. (Philip)
- Aug. 3, 1811 Solomon White Roberts (1811-1882), future civil engineer and railroad executive, born at Philadelphia; son of Charles Roberts (1784-1845) and Hannah White Roberts (1789-1830); nephew of Josiah White (1780-1850), inventor and future founder of the Lehigh Coal & Navigation Company. (RRGaz, RyW, Hare)
- Aug. 10, 1811 Thomas Messenger (1811-1881), future head of the North Shore Railroad on Long Island, born at Kingston-upon-Thames, Surrey, England. (findagrave)
- Aug. 15, 1811 Samuel Rea (1725-1811), great-grandfather of future PRR Pres. Samuel Rea, dies at Chambersburg, Pa. (garyr50)
- Aug. 1811 Rochesterville, N.Y., laid out at the lower falls of the Genesee River and first lots advertised for sale by Col. Nathaniel Rochester (1752-1831), Col. William Fitzhugh, and Maj. Charles Carroll of Belle Vue (1767-1832), all of Hagerstown, Md.; shortened to "Rochester" when incorporated in 1822. (McKelvey)
- Aug. 19, 1811 Seat of Madison County, Ohio, changed from the house of Thomas Gwyn to London. (Long)
- Sep. 6, 1811 Last portion of Centre Turnpike Road between Reading and Sunbury licensed to take tolls; runs via Orwigsburg, Pottsville, New Castle, Fountain Springs and Ashland; the construction of the turnpike through previously uninhabited parts of the coal fields and the construction of toll gates and inns lead to increased discoveries of coal outcrops; Necho Allen, a Yankee lumberman who comes from the Lake Champlain area, builds the first tavern on top of Broad Mountain on the turnpike and becomes a legendary coal discoverer, although local boosters will push his discovery back to 1790 in order to have an earlier discoverer than Philip Ginder in the Lehigh Region. (PaArch, Munsell, Nolan/Unger)
- Sep. 7, 1811 Union Canal Company of Pennsylvania Board authorizes advertising for raising \$100,000 by lottery. (MB)

- Sep. 7, 1811 Hezekiah Niles (1777-1839) publishes the first issue of *Niles' Register* at Baltimore; a national paper devoted to industry, commerce and internal improvements; Niles, Ohio, and Niles, Michigan, are named for him. (Scharf, WwasW)
- Sep. 11, 1811 Future New York banker and railroad promoter Charles Gould (1811-1870) born at Litchfield, Conn., son of James Gould (1770-1838) of the prestigious Litchfield Law School and his wife Sally Tracy Gould (1783-?). (LitchfieldHS)
- Sep. 11, 1811 Robert M. Woodhull's land at his unsuccessful real estate development of Williamsburg (now part of Brooklyn) is sold at sheriff's sale. (Stiles)
- Sep. 12, 1811 Future New York financier Addison Gardiner Jerome (1811-1864) born; son of Capt. Isaac Jerome (1786-1866). (rootsweb)
- Sep. 13, 1811 Portions of the state roads between Milesburg and Waterford and between Butler and Meadville located in Venango County placed under contract. (Babcock)
- Sep. 14, 1811 Robert Fulton and Robert R. Livingston file for confiscation of the Albany Company in New York Court of Chancery. (Philip)
- Sep. 1811 Albany Company places steamboat *Perserverance* in service between New York and Albany; engine by Robert McQueen. (Philip, Pursell)
- Sep. 1811 Solomon Lowe establishes a mail and passenger stage between Easton and Chestertown, Md., connecting for Philadelphia. (Emory)
- Sep. 17, 1811 Future Ohio politician and railroad president John Brough (1811-1865) born at Marietta, Ohio. (Anderson)
- Sep. 18, 1811 John Stevens places steamboat *Juliana* on Hoboken ferry; operated by David Godwin to Vesey Street. (PADA from NYPost, Stokes - Winfield has 9/23 from CentofFreedom)
- Sep. 23, 1811 Future merchant and Pennsylvania Canal Commissioner Henry Speering Mott (1811-1877) born at Easton, Pa. (BioEncycPa)
- Sep. 26, 1811 Indiana Gov. William Henry Harrison leaves Vincennes at the head of an army and moves up the Wabash River to take possession of the land ceded by the Treaty of Fort Wayne and make war upon the Shawnee. (Derleth)
- Oct. 3, 1811 Gov. William Henry Harrison camps on the high ground called by the French "Terre Haute" and begins construction of Fort Harrison as a base for his campaign against the Shawnee. (Esarey)

- Oct. 8, 1811 Republican Gov. Simon Snyder reelected in Pa., completing the marginalization of the city democrats led by Michael Leib and William Duane. (Klein, Shankman)
- Oct. 14, 1811 New York City Council members make an inspection trip on John Stevens' Hoboken ferry steamboat *Juliana*. (Stokes)
- Oct. 19, 1811 Columbia Bridge Company receives letters patent. (C&C, Ellis/Evans)
- Oct. 20, 1811 *New Orleans*, built by Nicholas J. Roosevelt a partner of Robert Fulton, leaves Pittsburgh on four-month descent of the Ohio and Mississippi Rivers; first steamboat on the western waters (AmHist, Doyle)
- Oct. 24, 1811 John Davis and Frederick Graff (1774-1847) report to the Philadelphia City Councils on the poor condition and inadequacy of the steam-operated water works at Chestnut Street on the Schuylkill River and in Centre Square; consider various schemes for drawing water from the mouth of Wissahickon Creek, some using the unfinished prism of the Delaware & Schuylkill Canal, and a gravity distributing reservoir on either North Laurel Hill or Morris Hill (Fairmount). (EngrClbPhila - Blake has this date Councils direct exam and report 12/18)
- Oct. 27, 1811 *New Orleans* passes Cincinnati. (USRR&MR)
- Oct. 28, 1811 *New Orleans* arrives at Louisville; water too low to pass falls, so is forced to remain there over a month. (AmHist)
- Oct. 28, 1811 Gen. William Henry Harrison completes Fort Harrison at Terre Haute. (Esarey)
- Oct. 31, 1811 Future merchant, banker and railroad official Charles Moran (1811-1895) born at Brussels. (Mott)
- Late 1811 George Philip Geulich of Huntingdon County and Charles Loss travel to Clearfield Creek in central Pennsylvania prospecting for coal for New Yorkers who are to form the Alleghany Coal Company; they spend the winter in the area; on their recommendation, the company buys the Ringgold Tract on Clearfield Creek and later 3-4,000 acres on Moshannon Creek at what is now Karthaus. (Aldrich)
- Fall 1811 Thomas Rotch (-1823), a New England Quaker, lays out the village of Kendal, later part of Massillon, Ohio, where the state road crossed Big Sippo Creek 7 miles west of Canton; he is seeking a healthful climate for his wife and a place to pursue the raising of Merino sheep, prized for their fine wool. (Heald)

- Nov. 4, 1811 12th Congress convenes, dominated by “war hawks” from the West and South, including Henry Clay and Richard Johnson of Kentucky, Felix Grundy of Tennessee, and John C. Calhoun and Langdon Cheves of South Carolina; they hope to seize Canada and Florida from Great Britain while she is preoccupied with Napoleon, thus all but ousting her from North America and ending her support of the western Indian nations. (Mercer, Chazanof)
- Nov. 5, 1811 Pres. James Madison sends a war message to Congress; Madison hopes that a war will unite the extreme states rights wing of the party led by John Randolph of Roanoke (1773-1833) and the commercially-minded Northeastern wing led by DeWitt Clinton of New York. (Taylor)
- Nov. 5, 1811 William Hasell (pronounced “Hazel”) Wilson (1811-1902), future PRR Chief Engineer, born in Charleston, S.C., son of Maj. John Wilson (1789-1833), then a member of the Topographical Engineers working on the harbor fortifications, and Eliza Gibbes Wilson; his grandfather, John Wilson, was a military engineer with the British 71st Regiment, and his great grandfather James Wilson an engineer and architect at Stirling, Scotland. (WHWilson)
- Nov. 6, 1811 York & Conewago Canal Turnpike Road completed between York and York Haven and licensed to take tolls. (PaArch)
- Nov. 7, 1811 Indiana troops under Gov. William Henry Harrison are attacked while sleeping in camp by the Shawnee confederacy at the Battle of Tippecanoe near present-day Lafayette, Ind.; the attack is repulsed, and although Harrison loses more men, the action is hailed as a great victory by the settlers; the Indians evacuate and burn Prophetstown, after which Harrison retreats to Vincennes; however, the Shawnee leader Tecumseh is absent, and raids continue through 1812; Tippecanoe is reoccupied in 1812, and the Shawnee confederacy turns to the British in Canada for aid. (EAH, Derleth, Taylor)
- Nov. 9, 1811 Robert Fulton enrolls his third steamboat, the *Paragon*, at New York; it is of an improved design and faster than either the *North River Steamboat* or *Car of Neptune*. (Heyl)
- Nov. 1811 George Hand and other proprietors of Philadelphia-Baltimore steamboat line (the future Baltimore Union Line) travel to New York by the *Phoenix* to inspect other steamboats; have contracted for two boats, one for the Chesapeake with engine by James Smallman, and one for the Delaware. (DuBois)
- Nov. 16, 1811 Union Canal Company of Pennsylvania Board hears a report on claims of

Ebenezer Hazard and Benjamin R. Morgan against the old Schuylkill & Susquehanna Navigation Company and Delaware & Schuylkill Canal Navigation Company. (MB)

- Nov. 19, 1811 Union Canal Company of Pennsylvania Board petitions the federal and state governments for a loan of \$100,000 in anticipation of raising the sum by lottery; presents the project as a national link between the Atlantic and the Great Lakes. (MB)
- Nov. 19, 1811 Columbia Bridge Company receives letters patent. (PaArch - C&C has 10/19)
- Nov. 20, 1811 Work begins on National Road. (RdBldgMd,)
- c. Nov. 1811 Chancellor John Lansing (1754-1829) refuses Fulton's request for injunction against the Albany Company; Albany Company holds Fulton's patent is worthless and his monopoly violates the Commerce Clause of the Constitution. (Philip)
- Nov. 25, 1811 Southwest Battery, a circular fort mounting 28 heavy cannon, is placed in service off the tip of Manhattan; it is renamed Castle Clinton in 1815 and later becomes Castle Garden, an amusement venue, and still later the city's immigration station. (Trager, Stokes)
- Nov. 29, 1811 Daniel Dod (1773-1823) receives the first of two patents for his steam engine improvements; he receives the second on May 12, 1812. (Duer Rept, DAB)
- Nov. 29, 1811 A House committee dominated by War Hawks and chaired by Peter B. Porter (1773-1844) of western New York calls for resistance to British aggression. (Taylor)
- Nov. 30, 1811 Harry Heth (1760?-1821), proprietor of the Black Heath coal mines in the Richmond Basin, contracts with steam engine pioneer Daniel French of New York for a steam pumping engine of 150 gallons per minute capacity. (Lewis)
- Dec. 2, 1811 Associates of the Jersey Company authorize John B. Durand of the Steamboat Ferry Company to build a house for the company on York Street. (MB)
- Dec. 8, 1811 *New Orleans* leaves Louisville for New Orleans and runs the Falls of Ohio. (AmHist)
- Dec. 11, 1811 Berlin & Hanover Turnpike Road Company organized. (Gibson)

- Dec. 15, 1811 *New Orleans* takes on coal at Yellow Bank, Ind., where Nicholas J. Roosevelt had discovered coal on his first expedition. (AmHist)
- Dec. 1811 Gouverneur Morris and DeWitt Clinton go to Washington to seek federal aid for the New York Canal, but are coolly received by Pres. James Madison, Morris being a Federalist and Clinton the head of a rival Republican faction and rival for the presidency. (Larson, JHammond)
- Dec. 1811 Union Canal Company of Pennsylvania presents petitions to each member of Congress and the State Legislature asking for aid. (MB)
- Dec. 16, 1811 First two of four New Madrid Earthquakes; two shocks of 8.2 magnitude about 6 hours apart; worst ever in recorded U.S. history; changes the course of the Mississippi River in Tennessee; interferes with the passage of the *New Orleans*. (AmHist, wiki)
- Dec. 17, 1811 Potomac Company agrees to improve the navigation of Antietam Creek up to the Pa. state line using \$20,000 loaned to the company by local farmers. (Kapsch)
- Dec. 17, 1811 Indiana Territory road act modified to fix all roads at 33 feet wide; ages for road work expanded to 16 to 55. (PL)
- Dec. 19, 1811 *New Orleans* enters the Mississippi River. (AmHist)
- Dec. 25, 1811 Future Great Lake ship owner and iron industry entrepreneur Eber Brock Ward (1811-1875) born in New Hamburg, Upper Canada (now Ontario) of American parents who return to the U.S. in 1820. (AmScsflMen)
- Dec. 28, 1811 Columbia Bridge Company organized; William Wright, Pres.; John Barber, Secretary (Val, Ellis/Evans)
- Dec. 30, 1811 *New Orleans* arrives at Natchez. (AmHist)
- 1811 John Rea, grandfather of Samuel Rea, ends his first term as a Congressman. (PRRBios - verify CongBios)
- 1811 Essex & Middlesex Turnpike Company completed between Newark and a point opposite New Brunswick, N.J.; acquired by New Jersey Railroad ca. 1835 and portions later used for right-of-way, particularly between Newark and Elizabeth.
- 1811 New Brunswick Bridge over the Raritan River rebuilt. (JSDavis)
- 1811 Delaware River is navigable for 10-ton boats ascending above Easton; from Milford, spar rafts carry 300-400 bu. of grain to Philadelphia; at Easton,

millers buy grain at Philadelphia prices; the cost of shipping flour to Philadelphia is an additional 25 cents per bbl. (Duane)

- 1811 John Thomson, father of J. Edgar Thomson, builds at his own expense a bridge over a small run near his farm on the Philadelphia, Brandywine & New London Turnpike (Baltimore Pike). (Martin)
- 1811 Jacob Dreibelbis lays out the town of Schuylkill Haven on land first settled by his father Martin Dreibelbis (1751-1799) before the Revolution. (Munsell - according to ancestry, Jacob is brother 1754-1831)
- 1811 William Wright (-) lays out a town at Wrights Ferry on the west bank of the Susquehanna River. (Gibson)
- 1811 City Bank of Baltimore organized as a partnership with a capital of \$800,000. (Bryan)
- 1811 Price of flour at Baltimore has risen to \$11 per bbl. because of war demand. (EEBrown)
- 1811 Baltimore merchant miller Robert Gilmore (1774-1844) charts the *Orizimbo* and ships 1,500 bbl. of flour to Lisbon to sell to the British and Spanish troops, clearing a 100% profit or \$15,000; a total of 802 American ships reach Lisbon; flour selling for \$9-10 on the American seaboard can be sold at Lisbon for \$18-20. (EEBrown)
- ca. 1811 Robert Coleman of Reading begins a weekly stagecoach route between Philadelphia and Sunbury via the Centre Turnpike. (Munsell, Nolan/Unger)
- 1811 Peter Arnold Karthaus (1765-1840), a native of Hamburg but now a merchant in Baltimore, and Rev. Frederick Wilbono Geissenhainer (1771-1838), a Lutheran clergyman and amateur experimenter born at Mühlberg, Saxony, form a partnership to mine and ship bituminous coal from Clearfield County. (Swank)
- 1811 Baltimore flour merchant Peter Arnold Karthaus (1765-1840) purchases 6 tracts in what is now Karthaus Township in Clearfield County, Pa.; later forms the Alleghany Coal Company with New York investors (?) (EEBrown - Aldrich implies that Karthaus had a separate partnership with Geissenhainer apart from the Alleghany Coal Company)
- 1811 John Royer (-1850) from Centre County builds Cove Forge in the Morrisons Cove district of present Blair County southeast of present Altoona. (Africa)
- 1811 Allison & Henderson build Allegheny Furnace in present Logan Township,

the second furnace in present Blair County. (Africa)

- 1811 About 3 million board feet of lumber descend the Allegheny River to Pittsburgh, along with 12,000 to 16,000 barrels of Onondaga salt from present-day Syracuse in keelboats, which ascend with a back trade of whiskey, iron castings, cider, bacon, etc. (Smith/Armstrong)
- 1811 John Gray begins a mail rider service between Buffalo and Cleveland running every two weeks. (Young/Chautauqua)
- ca. 1811 Mechanic George Magers (d. 1818) builds a wooden railroad linking the gunpowder mill built by the Richmond firm of Brown, Page & Burr on the south side of Falling Creek in Chesterfield County southwest of the city with a powder magazine a mile away; one of the rails is grooved and one is tongued, opposing tongued and grooved wheels on the single car; the road includes a trestle 75 feet high; the car runs to the magazine by gravity and is drawn back by a rope on a large vertical drum turned by the mill's water wheel; the powder mill is destroyed in an explosion in 1819, but the railroad remains in use as a local amusement until it deteriorates; this is reckoned the third documented railroad built in the U.S., after the Beacon Hill and Leiper railroads. (Gamst/RRH 168)
- 1811 First stagecoach line established between Canandaigua and Buffalo by Joseph Langdon & Co. (Flick)
- 1811 Henry Bechtle pilots Baum & Perry's square-rigged barge *Cincinnati* up the Falls of the Ohio at Louisville, running from Cincinnati to New Orleans and back in 65 days instead of the usual 90-120 days. (Smiths)
- 1811 British exports drop from an 1810 high of £61 million to £39.5 million; exports to the U.S., Britain's most valuable trade, fall by 25% from 1810 bankruptcies and unemployment increase; inflation raises the price of meat and bread beyond the reach of the poor, leading to social unrest that is suppressed; the French economy is also crippled. (Mostert)
- 1811 John Nicholson's old Pennsylvania Population Company dissolved. (HistErieCo)
- 1811 First coal mine in Illinois opened in Jackson County. (chronillinoishistory)
- 1811 Luddite protests sweep across England as clothmakers fearing technological unemployment destroy stocking frames. (Appleby)
- Jan. 1, 1812 Little River Turnpike completed between Alexandria and Aldie, Va., leading towards the Shenandoah Valley; route is now Va. highway No. 236 and U.S. 50. (VaBPW)

- Jan. 7, 1812 Baltimore & Frederick Town Turnpike Road, Baltimore & Reisterstown Turnpike Road, Baltimore & York Town Turnpike Road reported completed and licensed to take tolls. (PL)
- Jan. 7, 1812 Marietta Steam Mill begins regular operation with a high-pressure steam engine supplied by Oliver Evans. (Bathe)
- Jan. 10, 1812 Steamboat *New Orleans* arrives in New Orleans from Pittsburgh; soon begins service between New Orleans and Natchez but does not attempt to go up the Ohio. (AmHist)
- Jan. 11, 1812 Ohio act preserves the navigation of the Little Miami River from the Ohio up to the mouth of Beaver Creek; all mill dams to have chutes for watercraft. (PL)
- Jan. 11, 1812 Ohio passes a general law for the incorporation of manufacturing companies. (PL)
- Jan. 12, 1812 Pioneer civil engineer James Worrall (1812-1885) born at Limerick, Ire. (EngrCibPhila)
- Jan. 12, 1812 Ohio Legislature passes resolution in favor of Federal aid to Erie Canal. (PL)
- Jan. 1812 William M. Baird (1812-1879), future operator of propeller steamers on the Delaware & Raritan Canal, born at Philadelphia. (findagrave)
- Jan. 1812 Congress votes to expand the Army to 35,000 men but not the Navy; southerners and westerners want a land war against Canada and believe it would be suicide to take on the Royal Navy, although this will leave the coast and American shipping open to attack. (Taylor - verify Statutes)
- Jan. 16, 1812 Virginia act authorizes a road between Clarksburg and Point Pleasant on the Ohio River. (PL)
- Jan. 17, 1812 George Hand, et al., agree for the use of John Stevens's and Robert Fulton's steamboat patents for Baltimore New Union Line. (DuBois)
- Jan. 18, 1812 William McDonald & Son, John Stevens, Henry Craig, George Hand, Levi Hollingworth (1739-1824) and James LeFevre announce formation of New Union Line and intention to build steamboat under both Stevens and Fulton patents for the Baltimore-Head of Elk run. (Turnbull)
- Jan. 20, 1812 Pa. Legislature defeats a bill to recharter the Bank of the United States as a state bank despite the offer to pay 10% on the capital as a bonus and make a

loan of \$500,000 to the state; the Bank trustees then seek state incorporation in New York without success. (DAdams)

- Jan. 21, 1812 *New Orleans* departs on her first return voyage to Natchez; does not operate further north; Nicholas J. Roosevelt begins operating the boat as his own venture, failing to keep Fulton informed or providing adequate accounts. (Philip)
- Jan. 23, 1812 New Hope Delaware Bridge Company incorporated in N.J., by Benjamin Parry (1757-1839), Samuel D. Ingham, Hugh Ely (1760-1822), et al. (PL - get Pa. PL from Beitel)
- Jan. 23, 1812 Third major earthquake of magnitude 8.1 strikes the New Madrid Seismic Zone along the Mississippi River, centered in northeast Arkansas. (AmHist, wiki)
- Jan. 28, 1812 New Jersey act incorporates six state banks; the State Bank at Camden, capitalized at \$800,000; the State Bank of Trenton, capitalized at \$300,000; the State Bank of New Brunswick, capitalized at \$400,000; the State Bank of Elizabethtown, capitalized at \$200,000; the State Bank of Newark, capitalized at \$400,000; the State Bank of Morris, capitalized at \$200,000; William S. Pennington (1757-1826) Pres. of the State Bank of Newark; the State Bank of Elizabethtown is owned principally by William Chetwood, Aaron Ogden and Peter Kean. (PL, Thayer)
- Feb. 2, 1812 Oliver Evans writes to John Stevens offering to build a high-pressure engine for one of Stevens's boats. (Bathe)
- Feb. 3, 1812 Associates of the Jersey Company resolve that if the Steam-boat Ferry Company can place a boat in operation by May 1, it may have until Aug. 1 to place second boat in operation. (MB)
- Feb. 7, 1812 Robert Fulton, Elisha Boudinot, et al. form unincorporated Steam-boat Ferry Company for Cortlandt Street run. (HC - Dr. Hosack has first org in fall 1809)
- Feb. 7, 1812 Fourth and worst New Madrid earthquake, magnitude of 8.3, destroys the town of New Madrid, Mo. (AmHist, wiki)
- Feb. 13, 1812 Farmers Bank of Virginia incorporated with a capital of \$2 million, based at Richmond with branches at Norfolk, Lynchburg, Winchester, Petersburg and Fredericksburg, the second state bank in Virginia; the bank pays the state a bribe of 3,334 shares for the charter. (PL)
- Feb. 14, 1812 Ohio Legislature votes to accept the offer of Alexander McLaughlin, John Kerr, Lyne Starling and James Johnston to lay out a new capital named

Columbus on the east bank at the junction of the Scioto and Olentangy Rivers (opposite Franklinton); to be occupied Dec. 1, 1817. (Taylor, Miller)

- Feb. 15, 1812 Virginia appoints a board of 22 commissioners headed by Chief Justice John Marshall (1755-1835) to examine the James River from Lynchburg to the mouth of Dunlop's Creek (now Covington), a portage to the Greenbrier River and down the Greenbrier, New and Kanawha Rivers to the Great Falls of the Kanawha, and appropriates \$750 for expenses. (Dunaway)
- Feb. 18, 1812 Medina County, Ohio, created from non-county area; not fully organized. (Long)
- Feb. 20, 1812 Committee of the House of Representatives reports that the unsettled state of the national finances render it inexpedient to make a grant or land or money to the Union Canal Company of Pennsylvania. (AR)
- Feb. 20, 1812 The President, Directors & Company of the Western Reserve Bank incorporated in Ohio by Simon Perkins, George Tod, Calvin Austin, et al., with a capital of \$500,000, of which the state may take \$100,000; located at Warren. (PL, Trumbull/Mahoning, Huntington)
- Feb. 20, 1812 Ohio act extends the protection of navigation of the Great Miami River up to the Treaty of Greenville line near Bellefontaine. (PL)
- Feb. 21, 1812 The President, Directors & Company of the Bank of Muskingum is incorporated in Ohio with a capital of \$100,000; located at Zanesville; the charter provides for proportional voting, and the directors are to be liable in case of default. (PL, Huntington)
- Feb. 21, 1812 Ohio act appropriates \$35,000 for state roads. (PL)
- Feb. 22, 1812 Northumberland & Anderson's Creek Turnpike Road Company incorporated in Pa. to build from Northumberland to the mouth of Anderson's Creek near Clearfield via Youngmanstown, Aaronsburg, Bellefonte and Milesburg. (PL)
- Feb. 22, 1812 Susquehanna & Waterford Turnpike Road Company incorporated in Pa. to build from the mouth of Anderson's Creek (Curwensville) to Waterford via Franklin; backed by the Holland Land Company and Benjamin Cooper of Gloucester, N.J. (PL, HistClarionCo)
- Feb. 24, 1812 John Stevens sends his memoir to the New York Canal Commissioners favoring a railroad built on posts three to six feet off the ground over a canal; published as *Documents tending to prove the superior advantages of Rail-ways and Steam-Carriages over Canal Navigation* after rejected by Canal Commissioners; first American publication advocating steam

railroads. (Turnbull, ARJ)

- Feb. 29, 1812 Hanover & Carlisle Turnpike Road Company receives letters patent. (PaArch)
- Mar. 1, 1812 Wayne County, Ohio, fully organized and detached from Stark County with county seat at Wooster. (Long)
- Mar. 6, 1812 Lehigh County, Pa., created from the southwestern part of Northampton County with county seat at Northampton (Allentown). (Long)
- Mar. 1812 New York Court of Errors upholds Fulton-Livingston steamboat monopoly on appeal; issues injunction against the Albany Company and confiscates their boats *Hope* and *Perseverance*. (Philip - see below)
- Mar. 10, 1812 The Pennsylvania Company for Insurances on Lives & Granting Annuities, organized in 1809, finally secures a charter of incorporation; capitalized at \$500,000; it writes its first life insurance policy and annuities in June. (PL, Barnes)
- Mar. 11, 1812 John Stevens writes to Gouverneur Morris (1752-1816) of the New York Canal Commissioners expressing the idea that steam can be applied successfully to railroads. (DuBois)
- Mar. 11, 1812 Aaron Ogden writes to John Stevens re having Stevens's boats on the Delaware River connect with Ogden's new line of stages and his proposed New York steamboat. (Turnbull)
- Mar. 13, 1812 First mile of New Castle Turnpike licensed to take tolls in Delaware; stage line pays a flat \$100 per year. (Scharf)
- Mar. 14, 1812 New York Canal Commissioners report failure to obtain financial aid from the federal government or adjoining states; recommend the New York build the Erie Canal out of its own resources; the legislatures of Tennessee, Massachusetts and Ohio have directed their Congressional delegations to vote in favor of aid to New York; New Jersey, Connecticut and Vermont are opposed, and Michigan favors a canal around Niagara Falls instead. (Sweet)
- Mar. 14, 1812 Congress authorizes a war loan of \$11 million at 6% interest; by the end of June, only \$6.5 million has been sold. (Arthur)
- Mar. 19, 1812 The Spanish Cortes (Parliament), in refuge at Cadiz, adopts the liberal Constitution of 1812, establishing a constitutional monarchy, universal suffrage, freedom of the press, land reform and the end of feudal restrictions; it restricts the power of the crown, the Church and the nobility.

(wiki)

- Mar. 20, 1812 Hempstead Turnpike Company incorporated in N.Y. to build from Jamaica to Hempstead. (PL)
- Mar. 20, 1812 New York act authorizes laying out a state road from Canandaigua to the mouth of the Genesee River. (PL)
- Mar. 21, 1812 Academy of Natural Sciences organized at Philadelphia. (Scharf)
- Mar. 24, 1812 Ontario County, Pa., renamed Bradford County. (Long)
- Mar. 25, 1812 “White Hill” steamboat *New Jersey* launched at White Hill, N.J., for service between White Hill, 2 miles below Bordentown, and Philadelphia. (PADA)
- Mar. 27, 1812 N.Y. Gov. Daniel D. Tompkins (1774-1825) prorogues the Legislature until May 21 to stop the Senate from passing a charter for the Bank of America, sought by Federalists, allegedly by corrupt means; the bank is to be capitalized at \$6 million and is to replace the New York branch of the First Bank of the United States. (Stokes, DAdams, Cleveland/Huertas)
- Mar. 31, 1812 Upper Ferry Bridge Company is authorized to open and turnpike connecting roads (now Spring Garden Street) to the Lancaster Turnpike and the Wissahickon Road (Callowhill & Morris Streets). (Scharf)
- Mar. 31, 1812 Norristown, Pa., incorporated as a borough; Lewisburg incorporated as a borough. (PL)
- Apr. 3, 1812 Congress declares 60-day embargo against Great Britain with idea of removing the U.S. merchant marine from the pending war zone. (EAH, Dudley)
- Apr. 8, 1812 New York act appoints commissioners to inquire of the Western Inland Lock Navigation Company upon what terms they will surrender their works to the state; the company demands \$190,000, which the commissioners reject as exorbitant. (Sweet)
- Apr. 10, 1812 Congress empowers Pres. James Madison to call up 100,000 militia for six months' service. (EAH)
- Apr. 1812 New York Canal Commissioners reject John Stevens's plan for railroads; Stevens has his original plan and correspondence published as a pamphlet. (DuBois)
- Apr. 23, 1812 Steamboat *Vesta* launched in Philadelphia. (Alexander)

- Apr. 27, 1812 Philadelphia merchant Henry Pratt (1760?-1838) agrees to manage the Union Canal 1st class lottery for \$100,000; no one has subscribed to the proposed loan except creditors of the old and new companies. (MB, AR)
- Apr. 27, 1812 Martin Van Buren elected to the New York State Senate; Van Buren is originally a friend of DeWitt Clinton but soon leaves that sinking ship in favor of the mainstream Republicans. (JHammond)
- Apr. 28, 1812 Cornerstone of the Upper Ferry (Callowhill Street) Bridge laid with Masonic ceremonies. (Scharf)
- Apr. 30, 1812 Gov. James Barbour (-) witnesses the passage of a “first boat” loaded with 10,000 shingles through the entire Dismal Swamp Canal. (Brown)
- Apr. 30, 1812 Louisiana, formerly the Territory of Orleans, becomes the 18th state. (FactsStates)
- May 1, 1812 Capital of Ohio moved from Zanesville back to Chillicothe. (Long - Taylor has law 2/21/12)
- May 2, 1812 Philadelphia Watering Committee recommends abandoning the old Latrobe water supply system and building a gravity reservoir on Fairmount fed by a steam pump at the Schuylkill River. (Blake)
- May 6, 1812 Congress appropriates an additional \$30,000 for the National Road east of Brownsville. (StatutesatLarge)
- May 7, 1812 Future railroad contractor and official Sidney Dillon (1812-1892) born at Northampton, N.Y., the son of a poor farmer. (DAB)
- May 9, 1812 Philadelphia merchant Stephen Girard (1750-1831), who had been the largest single shareholder of the old Bank of the United States, buys its banking house on South 3rd Street along with all the furniture and appurtenances for \$115,000; the trustees of the old Bank are allowed space to wind up its affairs; because of the wars’ disruptions, Girard seeks to move much of his money out of foreign trade into exchange and banking. (DAdams)
- May 9, 1812 Napoleon formally breaks with Russia, having secured secret conventions with Prussia and Austria to provide troops for the invasion of Russia. (Mercer)
- May 11, 1812 British Prime Minister Spencer Perceval (1762-1812) is assassinated in the House of Commons by a deranged businessman who had been ruined by the war and blockade; delays the British response to repealing the Orders-in-Council as demanded by the U.S.; Perceval had been in favor of the Orders.

(EAH, Arthur)

- May 12, 1812 Ezra Miller (1812-1885), future inventor of an automatic coupler and buffer system for passenger cars, born at Pleasant Valley, N.J. (WwasW)
- May 18, 1812 Stephen Girard begins a private banking business in Philadelphia in the building of the defunct First Bank of the United States, of which he was the largest stockholder and receiver; the bank has a capital of \$1.2 million; Girard combines the flexibility and discretion of a traditional merchant bank with the scale of operations of a commercial bank; he does not combine his bank with his own mercantile operations. (DAdams, Hoffman, McMaster)
- May 21, 1812 New York Legislature reconvenes. (JHammond)
- May 25, 1812 Gen. William Hull (1753-1825), whose plan is to invade Canada via Detroit without naval superiority on Lake Erie, musters 400 regulars and 1,600 volunteers in central Ohio to march to Detroit; they must traverse the desolate "Black Swamp" at the southeastern edge of Lake Erie. (Taylor)
- May 26, 1812 Union Canal Company of Pennsylvania Board notes that William Witman of Reading has purchased the two farms formerly belonging to the Schuylkill & Susquehanna Navigation Company. (MB)
- May 30, 1812 Johh Negus and James Springer place *Camden*, first (single-ended) steam ferry on Delaware River, in service between Springer's Wharf (Cooper St.) and Negus's ferry at Market Street Philadelphia; also operate regular boats; boat *Camden* is built by Joseph Bispham and Daniel Large, Capt. Ziba Kullam. (PADA, Scharf, Boyer)
- June 1, 1812 Pres. James Madison sends a war message to Congress. (Heidler)
- June 1, 1812 Pennsylvania state capital moved from Lancaster to Harrisburg; object is to move the government away from Philadelphia and the conservative eastern counties. (Long)
- June 1, 1812 Bank of Utica incorporated in New York with a capital of \$1 million. (PL)
- June 2, 1812 Bank of America incorporated in New York with a capital of \$6 million by Theodorus Bailey, Oliver Wolcott (1760-1833), Stephen Whitney, William Bayard (1761-1826), John T. Lawrence, Archibald Gracie (1755-1829), George Griswold (1777-1859), John Depeyster, Philip Hone (1780-1851), Josiah Ogden Hoffman (1766-1837), Preserved Fish (1766-1846), et al, mostly Federalists; it is to replace the New York office of the Bank of the United States and stockholders of the BUS may subscribe \$5 million. (PL, Stokes, Cleveland/Huertas)

- June 4, 1812 The House votes for war with Britain, 79-49. (Mostert - Taylor has 6/5)
- June 4, 1812 John Stevens sends a copy of his railroad pamphlet to Rep. Samuel L. Mitchill (1764-1831) of New York seeking a Congressional appropriation. (DuBois)
- June 6, 1812 Pittsburgh Manufacturing Company, composed of the same people who were prevented from organizing the Bank of Pittsburgh in 1810, opens a banking house; William Wilkins (1779-1865), Pres. (Holdsworth - see 1811 above)
- June 8, 1812 Geneva, N.Y., incorporated as a village. (PL)
- June 10, 1812 Cayuga & Susquehanna Turnpike Company incorporated in N.Y. to build from the head of Cayuga Lake through Owego to the Pennsylvania state line; not completed until after 1824. (PL)
- June 12, 1812 Committee of the incorporated Philadelphia banks agrees not to accept the notes of Stephen Girard's private bank. (DAdams)
- June 12, 1812 Putnam County, N.Y., created from the southern portion of Dutchess County. (French)
- June 12, 1812 New York act authorizes improving the road from Angelica to the landing on the Alleghany River below Olean. (PL)
- June 12, 1812 Second sale of lots in Madison, Ind. (HistJeffCo)
- June 15, 1812 N.Y. act appropriates \$10,000 for improving the navigation of the Hudson River between Coeyman's Overslaugh and Troy; another \$8,000 is appropriated to the Village of Troy to improve the river between Albany and Troy. (PL)
- June 15, 1812 New York Manufacturing Company incorporated in N.Y. by Anthony Post, John L. Van Kleeck, Samuel Whittemore (1774-1835) and Isaac Marquand with a capital of \$1.2 million to manufacture iron and brass wire for cotton and woolen cards and an exclusive right to Whittemore's patent for making cards in New York State for 13 years; may employ \$700,000 of it capital in banking. (PL)
- June 1812 Depression eases in Baltimore; war spending soon stimulates the economy. (Browne)
- June 1812 Future PRR traveling passenger agent and printer Franklin D. May (1812-1902) born at Philadelphia. (PhllInq)

- June 1812 Fulton-Livingston group opens books for the Mississippi Steam Boat Company at New Orleans; to operate below Louisville and St. Louis. (Hunter)
- June 1812 Pennsylvania Population Company winds up its affairs with a auction sale of its remaining land for \$70,739. (HistCrawfrdCo - see above)
- June 16, 1812 “The President, Directors & Company of the City Bank of New-York” (City Bank of New York), predecessor of the commercial banking giant Citibank, incorporated by Grove Wright, Samuel Osgood (1748-), Jasper Ward, Henry Farnum, Abraham Bloodgood, Isaac Pierson, William Cutting, John Swartwout, William Furman, et al., to replace the New York City branch of the Bank of the United States; capital of \$2 million; Osgood has arranged a truce between the Madison and Clinton factions to create a united front against the Bank of America; many of the first directors are allied with Tammany Hall, whose members support Madison and oppose the Clintons; John Swartwout has been Grand Sachem of Tammany. (PL, Stokes, Hodas, Cleveland/Huertas)
- June 16, 1812 Pittsburgh Manufacturing Company opens its office, offering an insurance and banking business; it takes the place of the unincorporated Bank of Pittsburgh; Alexander Johnston, Jr., Chief Clerk. (StdHistPitts)
- June 16, 1812 The new Prime Minister Lord Castlereagh repeals restrictions on neutral trade in an attempt to placate the U.S. (Burrows/Wallace)
- June 17, 1812 The Senate votes for war with Great Britain, 19-13. (Mostert)
- June 18, 1812 The U.S. declares war on Great Britain; War of 1812 begins; Pres. James Madison plans a short war in which the U.S. can seize Canada for annexation or as a bargaining chip while Britain is grappling alone against Napoleon; he has no idea that Napoleon is about to embark upon his disastrous invasion of Russia; because the main impetus for the war comes from the West, the thrust against Canada is made from the Lakes instead of launching a lightning strike against the centers of Montreal and Quebec before they can be reinforced from abroad; the U.S. is almost totally unprepared for the war; the states north and east of Pennsylvania give 17 votes for war and 32 against; Pennsylvania and points south and west, 62 for and 17 against. (EAH, Dudley, Mostert, Scharf)
- June 18, 1812 First sale of lots in Columbus, Ohio; the lots sold are mostly on High Street and Broad Street and go for \$200-\$1,000. (Taylor)
- June 19, 1812 New York act authorizes a state loan of \$5 million to build a state canal, but it is later repealed. (Sweet)

- June 19, 1812 New York act appoints commissioners to purchase the rights of the Western Inland Lock Navigation Company; action is delayed by the war. (Sweet)
- July 19, 1812 City Bank of New York, destined to become the giant Citibank, organized with Samuel Osgood as Pres.; like most banks of the period, it exists to extend loans and credits to its subscribers within the merchant community; with the declaration of war, it must now finance war, not trade, by making government loans. (Cleveland/Huertas)
- June 19, 1812 New York act authorizes improving the road from the bridge over the Genesee River in Avon to Buffalo via Batavia. (PL)
- June 20, 1812 Alexander Hanson's *Federal Republican*, a Federalist paper in overwhelmingly Republican Baltimore, publishes an editorial denouncing the war and charging that it has been brought about through foreign influence. (Taylor)
- June 21, 1812 Commodore John Rodgers (1773-1838) slips out of New York in the heavy frigate *U.S.S. President*, accompanied by the heavy frigate *U.S.S. United States*, the smaller frigate *U.S.S. Congress*, the sloop-of-war *U.S.S. Hornet* and the brig *U.S.S. Argus*, intending to reach the open sea before the Royal Navy can blockade the coast. (Arthur)
- June 22, 1812 Pro-war mob led by a French druggist demolishes the office of the *Federal Republican* in Baltimore; Hanson continues to publish from Georgetown. (Taylor)
- June 23, 1812 Great Britain revokes the Orders-in-Council of 1807 as they pertain to America, hoping to avoid war with the U.S., but it is too late. (EAH, Arthur)
- June 23, 1812 City Bank of New York purchases the banking house of the New York City branch of the Bank of the United States at 52 Wall Street. (Stokes, Hodas)
- June 24, 1812 Napoleon's *Grand Armée* of 600,000, including 200,000 French and the rest levies from the puppet states in Germany and Italy, crosses the Niemen River from Prussia and invades Russia; following battle plans devised by Tsar Alexander I and War Minister Gen. Mikhail Barclay de Tolly (1757-1818), the Russians refuse to engage in the big knock-out battles Napoleon excels at; instead they mount a masterful fighting retreat, drawing Napoleon deep into Russia, while his army is beset by disease, scorched-earth and guerilla tactics. (Schom, Black, Lieven)
- June 24, 1812 World's first commercially successful locomotive *Prince Regent* built by Matthew Murray (1765-1826) of Leeds to the design of John Blenkinsop (1783-1831) is tested on the Middleton Colliery Railway at Leeds; twin

vertical cylinders power a cog which engages a rack on the side of one rail; the rising war demand for horses and horse feed forms a great incentive for coal mine owners to substitute locomotives. (Rolt, Marshall)

- June 25, 1812 Oliver Evans places an ad in the *Aurora* warning John Negus that the ferry *Camden* is partly infringing on his patent rights. (Bathe)
- June 25, 1812 An American courier in the employ of fur trader John Jacob Astor alerts the British garrison commanded by Gen. Isaac Brock (1769-1812) at Fort George on the Canadian side of the Niagara River of the American declaration of war; they learn of it about 12 hours before the troops on the American side; the courier was meant to alert Astor's Canadian agent to protect his furs from seizure but tells Brock instead, who orders the confiscation of American property and the arrest of visiting Americans. (Taylor)
- June 30, 1812 Forces commanded by Gen. William Hull, marching to reinforce Detroit, reach the Maumee River near present Toledo; they have not been informed of the declaration of war. (Dunbar)
- June 30, 1812 Congress issues \$5 million in short-term Treasury notes at 5.4% interest, which can also be used to pay taxes and duties or buy public land; however, Secretary Gallatin's recommendation for new excise taxes to pay the interest is not followed. (Arthur)
- July 1, 1812 New York Canal Commissioners write to William Weston urging him to return to the U.S. (UCanal MB)
- July 1, 1812 U.S. doubles tariffs on imports for a period ending one year after the declaration of peace in order to fund the war. (StatutesatLarge, Ratner)
- July 1, 1812 Gen. Hull makes the mistake of sending his heavy baggage to Detroit by ship, only to have it captured by the British at Fort Malden (Amherstburg), Canada; someone other than Hull has placed all Hull's papers on board, so the British also know the size of his force and military plans. (Taylor, Dunbar)
- July 2, 1812 Fulton's ferryboat *Jersey* put on Jersey City ferry; first double-ended steam ferryboat in world; after modifications begins regular trips on July 17; both *Jersey* and sister *York* were catamarans with a center wheel, about 78 x 32 feet overall painted yellow; carries up to 8 wagons and 400 passengers; Fulton also devises a combined float bridge and buffer for end loading; cuts crossing time from up to 3 hours to 1:30 hours, but boats are still too weak to operate in severe winds and have speeds less than 3 MPH. (NwkCntofFrdm, HC, Stokes, Watkins, Fulton)

- July 2, 1812 Gen. William Hull finally receives a letter from Washington telling him that war has been declared; it has been sent by regular mail, and the British at Malden have been informed of the war two days earlier. (Dunbar, CHTaylor)
- July 4, 1812 Pa. pays \$500 to commissioners for the section of the Susquehanna River between Middletown and the mouth of the Juniata; complaints that no work is being done under the 1807 appropriation on the sections above. (PaArch)
- July 5, 1812 Gen. William Hull arrives at Spring Wells, just below Fort Detroit after cutting a road through 200 miles of forest. (CHTaylor)
- July 6, 1812 New York Canal Commissioners send for British engineer William Weston. (UCnl AR)
- July 6, 1812 Harrisburg Bridge Company receives letters patent. (PaArch)
- July 8, 1812 Columbia Bridge Company contracts for Burr truss bridge with Henry Slaymaker, Samuel Slaymaker, two local masons and carpenters, and Jonathan Wolcott of Connecticut; first bridge is located 1,000 feet upstream from later ones; is 5,690 feet long with 28 piers. (Wilson, Shank)
- July 12, 1812 Gen. William Hull crosses the Detroit River north of Detroit and captures undefended Sandwich, avoiding fortified Amherstburg near the southern entrance to the river from Lake Erie. (Dunbar, Taylor)
- July 13, 1812 Gen. William Hull issues a proclamation of his desire to protect the white inhabitants of Canada and urges them to unite with him on the basis of European racial solidarity; white men caught fighting alongside Indians will receive no quarter; however, Hull's volunteer force is returning home out of a need to harvest their crops, although he still outnumbers the British at Amherstburg; however, he plunders French Canadians at Sandwich in retaliation for the seizure of his ship at Amherstburg, alienating the local population. (Taylor)
- July 1812 Robert Fulton forces John Stevens to cease steam ferry operations between New York and Hoboken with the *Juliana*. (Crisman)
- July 1812 With the price of salt high because of the war, William Johnston begins drilling the first salt well on the Conemaugh River at present Saltsburg, Pa., striking brine at 450 feet. (HistIndCo)
- July 16, 1812 Last section of Frankford & Bristol Turnpike Road completed between Frankford and Morrisville (U.S. Route 13) and licensed to take tolls. (PaArch)

- July 17, 1812 Ferryboat *Jersey* returns to service after alterations; begins regular service; celebration with Mayor of New York, et al. (HC, Winfield, Clayton/Bergen)
- July 17, 1812 British surprise Fort Michilimackinac on Mackinac Island, whose outnumbered garrison surrenders at once before they even know that war has been declared; early success causes Tecumseh to ally his confederacy with the British. (EAH, Taylor)
- July 19, 1812 Lt. Melancthon T. Woolsey (1780-1838) successfully resists a British naval assault on Sacketts Harbor, the main U.S. base on Lake Ontario. (Mostert)
- July 22, 1812 Union Canal Company of Pennsylvania advertises for a loan of \$100,000; only \$26,400 taken; the company had hoped to use the money to re-engage William Weston or ask Weston to recommend another engineer. (MB, AR)
- July 22, 1812 Arthur Wellesley, Viscount Wellington, defeats the French at Salamanca in Spain. (Black)
- July 26, 1812 The *Jersey* makes 25 crossings of the Hudson River and carries over 1,500 passengers, in addition to vehicles. (NYPost)
- July 27, 1812 Alexander Hanson (1786-1819) resumes publication of *Federal Republican* in Baltimore under armed protection of a small group of prominent Federalists, including Gen. Henry "Light Horse Harry" Lee (1756-1818) and Revolutionary War Gen. James Lingan (1752?-1812); when attacked, the Federalists fire, killing one of the mob; the militia sides with the mob, and instead of restoring order, arrests the Federalists for murder, while allowing the mob to destroy the paper; the mob then follows the Federalists to jail, and brutally beats them when they attempt to break free; the 80-year old Gen. Lingan is killed, and Lee's and Hanson's lives are shortened as a result of their injuries; the "Baltimore Riots" go unpunished and have a chilling effect on dissent. (Taylor,)
- July 28, 1812 On learning of the fall of Fort Michilimackinac, Gen .William Hull sends orders to Capt. Nathan Heald to evacuate Fort Dearborn (Chicago) and fall back to Fort Wayne. (Dunbar)
- July 29, 1812 British government receives the American declaration of war. (Arthur)
- July 31, 1812 Col. Joseph G. Swift (1783-1865) commissioned Chief of Engineers of the Army. (DAB)
- July 31, 1812 British Order-in-Council orders the Royal Navy and privateers to seize all American ships they can as prized and bring them in to British ports; no British merchant ship is to enter an American port. (Arthur)

- Aug. 1, 1812 Works begins on the Fairmount Water Works in Philadelphia; designed by Frederick Graff (1775-1847); uses two steam engines to lift water to a reservoir on top of Fairmount, which is 56 feet above the highest part of the city; there are two engines so that there will always be a back-up should one get out of repair; the south engine is a low-pressure Watt type built by Samuel Richards at the Eagle Works (now 24th & Callowhill Streets) with some parts made at Weymouth Furnace in N.J.; the north engine is a high-pressure Columbian engine built by Oliver Evans at his Mars Works. (Gibson, EngrClbPhila)
- Aug. 2, 1812 Express post established between Washington, D.C., and Detroit via Pittsburgh. (StdHistPitts)
- Aug. 3, 1812 British Admiralty appoints Admiral Sir John Borlase Warren (1753-1822) Commander-in-Chief of its squadrons at Halifax and the West Indies; he is to first seek an armistice and peaceful resolution of differences but also be prepared to enforce a blockade of the East Coast; Warren is a veteran of British naval operations in the Revolutionary War. (Arthur)
- Aug. 4, 1812 Right of way is condemned for a feeder from Lake Drummond to the Dismal Swamp Canal. (Brown)
- Aug. 7, 1812 After Techumseh wipes out his southern guard post below Detroit, Gen. William Hull retreats across the river into Fort Detroit at night, fearing Indians will cut his supply lines. (Taylor)
- Aug. 7, 1812 Capt. Nathan Heald (1775-1832), commanding at Fort Dearborn (Chicago), receives an order from Gen. William Hull to evacuate eastward to Fort Wayne. (Smith)
- Aug. 8, 1812 Harrisburg Bridge Company organized. (Egle)
- Aug. 8, 1812 Gen. Henry Dearborn, the American commander on the Niagara front, makes an armistice with the British commander Gen. Isaac Brock (1769-1812) that leaves the latter free to move west to attack Gen. Hull at Detroit. (Dunbar)
- Aug. 9, 1812 Capt. Nathan Heald, commanding at Fort Dearborn, finally learns of the declaration of war in orders from Gen. Hull ordering him to evacuate to Fort Wayne. (CHTaylor)
- Aug. 12, 1812 Anglo-Spanish forces under Arthur Wellesley, Lord Wellington (1769-1852) take Madrid. (Schom)
- Aug. 12, 1812 World's first two commercially successful Blenkinsop-Murray locomotives, the *Prince Regent* and the *Salamanca*, are placed in regular service on the

Middleton Colliery Railway at Leeds; *Salamanca* pulls 90 tons of coal on a level at 4 MPH. (Rolt, Marshall, Blanning)

- Aug. 13, 1812 Associates of the Jersey Company grant Steam Boat Ferry Company an extension until May 1, 1813 to put on first boat; appoints committee to ask state for lottery privileges to raise money to buy shares of Passaic & Hackensack Bridges; authorize filling in old ferry basin. (MB)
- Aug. 13, 1812 Philadelphia City Council passes an ordinance authorizing the Mayor to raise money for building a new water works at Fairmount, formerly Morris Hill. (Scharf)
- Aug. 13, 1812 Pres. Charles G. Paleske report to the Union Canal Company of Pennsylvania Board that he has visited Gouverneur Morris of the New York Canal Commissioners at Morrisania, and he has agreed to cooperate in developing a water communication between the New York and Pennsylvania improvements; Paleske notes that the New Yorkers are disposed to bring their canal as close to the Pennsylvania border as possible and build a canal connecting with the North Branch of the Susquehanna River. (MB)
- Aug. 13, 1812 Scout Capt. William Wells (1770?-1812) arrives at Fort Dearborn with about 30 friendly Miami Indians, who are to assist the evacuation to Fort Wayne; the arms and powder are to be destroyed and the trade goods and supplies given to the Indians. (CHTaylor)
- Aug. 15, 1812 Gen. Isaac Brock begins the bombardment of Fort Detroit, even though the Americans have superior numbers; a lucky shot lands in the officers' mess, splattering three officers and unnerving an already timid Gen. Hull; Brock also deploys his Indian allies in sight of the fort, threatening massacre and scalplings. (Taylor)
- Aug. 15, 1812 Capt. Nathan Heald (-1832) and Capt. William Wells (1770?-1812), a white Kentuckian captured and raised by the Miamis, who has come from Fort Wayne with Miami Indian allies, evacuate Fort Dearborn (Chicago), but are attacked by Pottawatomies as they reach the site of present 14th Street; Capt. Wells and 54 other whites are killed in the battle and the rest taken prisoner; trader John Kinzie (1763-1828), who has warned the Americans to stay in the fort, is protected by his Native American friends and allowed to stay at his house on the north side of the Chicago River; the fort is burned. (Smith, EAH, WwasW, Dunbar)
- Aug. 1812 Next 11 miles of the National Road from m.p. 10 to m.p. 21 at Tomlinson's let. (HistBdfdSsetFltn)
- Aug. 16, 1812 General William Hull surrenders Fort Detroit to an inferior British and

- Indian force under Gen. Isaac Brock without firing a shot; Hull is spared the death penalty because of his Revolutionary War record. (Taylor, EAH)
- Aug. 18, 1812 John Kinzie and his family are evacuated from the site of Fort Dearborn to the St. Joseph River under British protection. (CHTaylor)
- Aug. 19, 1812 U.S. Navy frigate *U.S.S. Constitution*, nicknamed “Old Ironsides,” sinks the British warship *H.M.S. Guerriere* off the New England coast in a positive counterpoint to the military disasters on land; the early, single-ship victories raise American morale but have little long-term effect. (Dudley, Arthur)
- Aug. 19, 1812 After an unsuccessful holding action, the Russian army abandons Smolensk, considered the gateway to Great Russia, and continues its withdrawal towards Moscow. (Lieven)
- Aug. 23, 1812 William Frederick Harnden (1812-1845), founder of the first U.S. railway express company, born at Reading, Mass.; as an adult he is very short and of slight build, weighing only about 100 pounds, and his constitution proves unable to withstand the constant traveling. (WwasW, Stimson)
- Aug. 31, 1812 Commodore John Rodgers returns to Boston, having taken only 7 small prizes. (Arthur)
- Sep. 1, 1812 Virginia commissioners to examine the James-Kanawha route begin their work at Lynchburg. (Dunaway)
- Sep. 5, 1812 Shawnee with British assistance begin unsuccessful attacks on Fort Wayne; Capt. Zachary Taylor (1784-1850) repulses an attack on Fort Harrison. (Esarey)
- Sep. 7, 1812 Russian army digs in and makes a stand at the bloody Battle of Borodino, east of Moscow; the battle ends with the exhaustion of both sides, but the Russians under Field Marshal Mikhail Ilarionovich Kutuzov (1745-1813) withdraw in good order to the east of Moscow, while Napoleon loses about a quarter of his army; French artillery engineer and future U.S. civil engineer Claudius Crozet (1790-1864) is taken prisoner and thus is spared the later horrors of the Retreat from Moscow. (Schom, Black, Lieven, Hunter)
- Sep. 10, 1812 All interest of George Hand, Jr., in the (Baltimore) Union Line of Packets is sold at auction, including the *Diana*, a three-quarter interest in the *Telegraph*, a half-interest in the two steamboats under construction, 5 stage coaches, 2 baggage wagons, horses, and a half-interest in the steam ferry *Camden* at Philadelphia, by Thomas Janvier, administrator. (PADA)
- Sep. 12, 1812 Gen. William Henry Harrison arrives with reinforcements to lift the siege of

Fort Wayne; he then sends out parties to destroy the Indian villages and crops in northern Indiana. (Esarey)

- Sep. 14, 1812 Johnson County, Illinois Territory, created from part of Randolph County with county seat at the house of John Bradshaw; Madison County created from parts of Randolph and St. Clair Counties with county seat at the house of Thomas Kirkpatrick; Gallatin County created from part of Randolph County with county seat at Shawneetown. (Long)
- Sep. 15, 1812 Napoleon enters Moscow, which has been partially evacuated and then set on fire by the Russians that night; the city burns for six days, destroying three-quarters of the buildings, which are mostly built of wood; however, Napoleon lingers in Moscow for over a month, thinking that the Tsar will negotiate for the city. (Lieven, Mostert, Black)
- Sep. 15, 1812 Fulton and Livingston settle with the Albany Company; in return for ending litigation, Albany Company is allowed to sell *Hope* and *Perseverance* to any Fulton licensee with money split equally between Albany Company and Fulton. (Philip - heyl has injunction dated 4/1813??)
- Sep. 1812 Federalists meeting in New York City endorse Mayor DeWitt Clinton for Pres. against James Madison; New York merchants generally support Clinton as a candidate for peace and prosperity; the lower classes associated with Tammany Hall support Madison out of Anglophobia. (Burrows/Wallace)
- Sep. 1812 Col. Robert Poague builds Fort Amanda on the west bank of the Auglaize River, the first settlement in what is now Allen County, Ohio; part of Gen. William Henry Harrison's defensive line. (HistAllenCo)
- Sep. 17, 1812 William Henry Harrison, now commanding the Kentucky militia, is given a U.S. Army commission as Brigadier-General and ordered to retake Detroit. (EAH)
- Sep. 19, 1812 Steamboat *Delaware* launched at Kensington yard of Joseph & Francis Grice for Baltimore Union Line; engine built by Daniel Large (1778?-1861) of Philadelphia, a former apprentice of Boulton & Watt. (Alexander, Scharf)
- Sep. 26, 1812 British Admiral Sir John Borlase Warren arrives in Halifax. (Arthur)
- Sep. 28, 1812 Virginia commissioners reach the junction of the Greenbrier and New Rivers, having taken 10 days to descend 48 miles on the shallow, twisting Greenbrier; in contrast, the New River has abundant water but many rapids and falls and steep banks; the Great Falls of the New River have a 23-foot vertical drop. (Dunaway)

- Sep. 30, 1812 Admiral Sir John Borlase Warren sends Pres. Madison Britain's terms for an armistice. (Arthur)
- Fall 1812 John Stevens makes a tour of Virginia and North Carolina seeking monopoly grants; hopes to run one boat between Baltimore and Norfolk, one on Albemarle and Pamlico Sounds, and another from Kingston to Charleston, S.C.; Fulton engages Benjamin H. Latrobe to organize a rival line on the Potomac. (Philip)
- Oct. 4, 1812 Robert Fulton petitions the New York City Council for a lease of the ferry from the Fly Market to Brooklyn for steam operation. (Stokes)
- Oct. 5, 1812 Associates of the Jersey Company approve sale of 185 lots to Robert Fulton and Cadwallader D. Colden (1769-1834); Fulton builds his machine shops and dry-dock at Morgan & Greene Streets in Jersey City. (MB, Winfield)
- Oct. 5, 1812 4.5 miles of the Wilmington Turnpike in Delaware licensed to take tolls. (Scharf)
- Oct. 6, 1812 James Millholland (1812-1875), future mechanical engineer and locomotive designer, born at Baltimore, the oldest son of a manufacturer. (RRGaz)
- Oct. 6, 1812 Capt. Isaac Chauncey (1772-1840) arrives at Sacketts Harbor, N.Y., to take command and begin the construction of a navy for Lake Ontario; he also directs the building of warships for Lake Erie at Buffalo. (Mostert)
- Oct. 8, 1812 Future civil engineer Matthew A. Gamble (1812-1887) born at Jersey Shore, Pa.; son of James Gamble and Margaret Armstrong Gamble and younger brother of future Canal Commissioner John A. Gamble (1799-1878). (HistLycomingCo)
- Oct. 9, 1812 Troops at Buffalo commanded by Lt. Jesse Elliott board and seize the Canadian brig *Caledonian* and the brig *Detroit* captured from the Americans at Detroit from Canadian militia; the *Detroit* runs aground and is lost. (Mostert)
- Oct. 10, 1812 Admiral Sir John Borlase Warren orders a squadron of 5 vessels to patrol the East Coast between Cape Hatteras and Delaware Bay; Warren realizes he needs at least twice that number. (Arthur)
- Oct. 13, 1812 U.S. troops under Federalist Gen. Stephen Van Rensselaer (1764-1839) cross the Niagara River and take Queenstown; the highly capable British commander Gen. Isaac Brock (1769-1812) is killed; the federal American troops are then crushed by the superior British force when the New York militia refuses to leave the state to reinforce them; Col. Winfield Scott

(1786-1866) commanding the regulars is taken prisoner; contrary to American expectations, the Canadians fight to resist annexation to the U.S. (EAH, Mostert, Taylor)

- Oct. 13, 1812 Stung by U.S. naval victories and the success of American privateers against British shipping around the world, a British Order-in-Council orders reprisals against all American goods, ships and citizens. (Arthur)
- Oct. 13, 1812 In the fall elections, Democratic Republicans recapture Philadelphia from the Federalists in a burst of pro-war patriotism. (Scharf)
- Oct. 13, 1812 Bradford County, Pa., fully organized with county seat at Towanda; Susquehanna County fully organized with county seat at Montrose; Tioga County fully organized with county seat at Wellsboro. (Long)
- Oct. 15, 1812 Benjamin Henry Latrobe, passing through Philadelphia, writes to his friend Robert Fulton describing Daniel French's steamboat on Coopers Ferry at Camden. (Hamlin)
- Oct. 18, 1812 Sloop-of-war *U.S.S. Wasp* commanded by Capt. Jacob Jones (1768-1850) of Delaware engages sloop-of-war *H.M.S. Frolic* off the West Indies, raking it with broadsides at nearly point-blank range and killing 90 British to a loss of 5 Americans; before Jones can send his prize to Charleston, both ships are captured by the 74-gun ship-of-the-line *H.M.S. Poictiers* and taken to Bermuda. (Scharf)
- Oct. 19, 1812 A U.S. force from Vincennes destroys the Shawnee's base at Prophetstown on the Wabash. (Esarey)
- Oct. 19, 1812 Napoleon begins his retreat from Moscow; but his army has lost too many horses, while the Russian cavalry is abundantly supplied from the interior; the *Grande Armée* is forced to retreat through a scorched and plundered country, harassed by Cossacks and partisans, and ground down by the oncoming Russian winter. (Lieven, Mostert, Black)
- Oct. 21, 1812 Philip Thomas lays out a town at Creswell's Ferry, which is renamed Port Deposit, Md., later in the year. (Johnston)
- Oct. 25, 1812 Stephen Decatur (1779-1820) commanding the 44-gun heavy frigate *U.S.S. United States* captures *H.M.S. Macedonian* after heavy action and brings her into New York as a prize. (Mostert)
- Oct. 26, 1812 Commissioners report to the Virginia Legislature that the James River Company's sluice navigation has not met its charter requirements of passing a boat drawing one foot in lowest water; the worst sections are below the Blue Ridge; those through and above the mountains are much better.

(Dunaway)

- Oct. 27, 1812 Pres. James Madison demands an end to British impressment as a condition of peace; full compliance would have depopulated the Royal Navy. (Dudley)
- Oct. 27, 1812 Robert Fulton accuses John Stevens of enticing his workers away from his shop and of running his Hoboken ferry *Juliana* without a license. (DuBois)
- Oct. 28, 1812 Returned to Washington, Benjamin Henry Latrobe writes to Robert Fulton informing him that Oliver Evans is going to build steamboats on the Ohio River in opposition to Fulton. (Hamlin)
- Oct. 29, 1812 Aaron Ogden (1756-1839), a Revolutionary War veteran, Federalist and opponent of the war with England, sworn in as Governor of New Jersey on being chosen by the Legislature to succeed Joseph Bloomfield. (Sobel, Hatfield)
- Fall 1812 First 10 miles of the National Road finished west from Cumberland. (HistBdfdSsetFltn)
- Nov. 2, 1812 French forces retake Madrid and Joseph Bonaparte is reinstated as King of Spain. (Mercer)
- Nov. 3, 1812 Benjamin H. Latrobe in the *National Intelligencer* calls for the formation of a company to operate a steamboat between Washington and Alexandria under the Fulton-Livingston monopoly. (Bryan)
- Nov. 7, 1812 Royal Navy has imposed a second blockade between Charleston, S.C., and St. Mary's, Ga., aimed at stopping coastal shipments of Georgia timber to northern shipyards. (Arthur)
- Nov. 12, 1812 The last French units depart Smolensk heading west out of Great Russia. (Lieven)
- Nov. 12, 1812 Miller, Martin & Co., operators of Freedom Forge near Lewistown, Pa., advertise they are building a furnace. (HistJuniata/Susq)
- Nov. 1812 William Renshaw begins operating the "New Mansion House Hotel," built and owned by Thomas Leiper (1745-1825), on the southeast corner of 11th & Market Streets; it is later transformed into a railroad depot and used by the PRR and still later by the Adams Express Company; for the moment, it is too far from the business district, and Renshaw gives it up in 1814 and returns to the old "Mansion House," the former William Bingham mansion on South 3rd Street. (Scharf)

- Nov. 16, 1812 Admiral John Borlase Warren receives the U.S. rejection of Britain's offer of an armistice, which demands an end to impressment. (Arthur)
- Nov. 17, 1812 Union Canal Company addresses a new memorial to the Pa. Legislature asking for an advance of the \$100,000 proposed to be raised by lotteries. (AR)
- Nov. 19, 1812 Gen. Henry Dearborn (1751-1829) leads a large U.S. army from Plattsburg, N.Y., towards Montreal, only to have the militia refuse to cross out of the state into Canada. (EAH)
- Nov. 27, 1812 British Admiralty orders its Commander-in-Chief for North America and the West Indies, Admiral Sir John Borlase Warren to impose a commercial blockade of Delaware and Chesapeake Bays, home to many American privateers. (Arthur, Dudley)
- Nov. 29, 1812 The French complete the crossing under fire of the Berezina River, made more difficult by the fact that it remains unfrozen during an unseasonable warm spell; Napoleon loses over 25,000 men and all his artillery and baggage. (Lieven)
- Dec. 2, 1812 Pres. James Madison reelected, defeating DeWitt Clinton (1769-1828), the candidate of a coalition of moderate, antiwar Republicans and Federalists; Clinton carries all New England except Vermont and all the Middle Atlantic States except Pennsylvania but gets no votes at all south of the Potomac River; had he been able to carry Pennsylvania, Clinton would have won; the Republicans retain large majorities in Congress; Federalist victories in the Northeast double their representation in Congress; Clinton becomes *persona non grata* to the Republican Party's Virginia Dynasty and builds what amounts to an independent movement. (EAH, Taylor, Howe, JHammond, Burrows/Wallace)
- Dec. 2, 1812 Quaker manufacturer Josiah White draws up a petition to the Legislature for a grant for private parties to improve the navigation of the Schuylkill River for the purpose of bringing coal to Philadelphia. (MChCourier)
- Dec. 2, 1812 First foundation stone laid for the Harrisburg Bridge; designed by Theodore Burr. (Egle)
- Dec. 3, 1812 In his annual message, Pa. Governor Simon Snyder opposes the creation of new banks. (Higginbotham)
- Dec. 4, 1812 New York City Council approves a lease of the Brooklyn (Fulton Street) ferry to Robert Fulton and William Cutting at \$4,500 per year. (Stokes)
- Dec. 5, 1812 Josiah White and others petition the Legislature for a company to improve

the navigation of the Schuylkill River up to the coal mines near Norwegian Creek (Pottsville). (Scharf)

- Dec. 5, 1812 Maryland act changes the name of Creswell's Ferry to the town of Port Deposit because it is a port of deposit for lumber descending the Susquehanna River in rafts. (PL, EEBrown)
- Dec. 5, 1812 As the weather turns bitter, Napoleon abandons his army, still about 150 km inside Russia, and makes for Paris with a picked bodyguard. (Lieven)
- Dec. 14, 1812 The French rearguard crosses the Niemen out of Russia and into the Grand Duchy of Warsaw; both armies are exhausted and depleted. (Lieven)
- Dec. 17, 1812 Washington & Baltimore Turnpike Road Company incorporated in Md. (PL)
- Dec. 17, 1812 Cumberland Turnpike Road Company incorporated in Md. to build from Conococheague Creek to Cumberland, where it will meet the National Road; charters of banks in Baltimore and Washington County extended to Nov. 1, 1835 if they raise money to complete the road; all banks are also to contribute \$20,000 per year each to a school fund; no action under this charter, as the banks refuse its terms. (PL, Bryan)
- Dec. 18, 1812 Aaron Ogden's small steamboat, the *Sea Horse*, makes its first trip from Elizabethtown Point to Perth Amboy to take out papers; built by Cornelius Joralemon at North Belleville with 12 HP lever-beam engine built by Daniel Dod; Ogden is relying on Dod's engine patents to circumvent Fulton. (NJJrnl, Hatfield, DAB)
- Dec. 18, 1812 Oliver Evans announces the opening of the Pittsburgh Steam Engine Company. (PittsGaz, Pursell)
- Dec. 18, 1812 Miami Indians defeated by a force under Col. John B. Campbell near present-day Peru in the last battle fought in Indiana; most warriors flee to the protection of the British at Detroit, leaving their towns in northern Indiana deserted. (Esarey, FactsStates)
- Dec. 18, 1812 Napoleon arrives in Paris, having abandoned his troops on Dec. 5 to hurry back to confront the growing crisis; Napoleon's *Grande Armée* has suffered 300,000 casualties and lost 1,000 cannon and 180,000 horses; he immediately begins to assemble a new army. (Lieven, Mostert, Black)
- Dec. 19, 1812 Elk & Christiana Turnpike Company incorporated in Md. to build from landing at confluence of Elk Creek and Little Elk Creek towards Christiana Bridge in Delaware. (PL)

- Dec. 22, 1812 John Stevens publishes a proposal for a steamboat line between Baltimore and Norfolk and through the North Carolina sounds to Charleston, S.C. (DuBois)
- Dec. 22, 1812 Tsar Alexander I arrives in Vilna in Russian Lithuania; he intends to press the advantage before Napoleon can restore his army, and he plans to bring Prussia and Austria into the war to defeat Napoleon in Europe. (Lieven)
- Dec. 24, 1812 North Carolina grants John Stevens a 20-year steamboat monopoly; war prevents Stevens from sending the *Phoenix* to North Carolina in spring of 1813. (DuBois)
- Dec. 24, 1812 A new Susquehanna Bridge Company incorporated in Maryland to build a toll bridge across the Susquehanna River above tidewater between a point above Port Deposit and Rock Run. (PL)
- Dec. 26, 1812 Virginia commissioners to examine the James-Kanawha route report to Gov. James Barbour (1775-1842); they report that both the upper James and Greenbrier Rivers can be improved by sluice navigation, but the New River is more problematic because of its rapid current and many falls; estimate the cost from \$190,000 to \$600,000. (Dunaway)
- Dec. 26, 1812 British Order-in-Council repeats the call for a “complete and vigorous” blockade of Delaware and Chesapeake Bays to bottle up American privateers that have taken 319 British merchant ships since the beginning of hostilities; includes stopping neutral vessels from entering or leaving American ports. (Scharf, Arthur)
- Dec. 31, 1812 John Stevens make a proposition to Virginia coal operator Henry Heth (d. 1821) for his son Robert L. Stevens to build a railroad from Heth’s Black Heath mine to Richmond or the navigable waters of the James River; such a railroad is eventually built by Moncure Robinson over 15 years later. (DuBois)
- Dec. 31, 1812 City Bank of Baltimore incorporated in Maryland with a capital of \$1.5 million; no further banks are chartered in Baltimore until 1835. (PL, Byran, Scharf)
- 1812 Run of *Phoenix* extended to Trenton; Stevens and Livingston agree to divide traffic among three sets of stage proprietors: Robert Letson (1788-) and Nicholas Van Brunt of New Brunswick; John Gulick (1758-1828), Perez Rowley and Robert Bayles (1774-1847) of Princeton; and Nathaniel Shuff, Ebenezer Stout and John Lafaucherie (1784-1869) of Trenton. (Lane - verify)
- 1812 Unable to rent the water power to others, Josiah White builds a rolling mill

and wire nail factory at the Falls of Schuylkill in partnership with Erskine Hazard (1789-1865), the son of former Postmaster Ebenezer Hazard (1744-1817). (Hagner, Richardson)

- 1812 Storm closes Cranberry Inlet in Island Beach opposite the mouth of Toms River, forcing shipowners on the upper end of Barnegat Bay to run south to Barnegat Inlet and north up the ocean to reach New York. (Miller)
- 1812 George Shoemaker and Necho Allen (1775-1830?) discover anthracite coal on the Centreville Tract about 1 mile north of Pottsville; Shoemaker buys out Allen and sends 9 wagon loads to Philadelphia; he manages to sell one to Joshua Malin (1782-1849) and Thomas Bishop, proprietors of the Delaware County Rolling Mill north of Media; on learning of Malin & Bishop's success, White & Hazard buy a second load for their wire mill at the Falls of Schuylkill; both succeed in solving the problem of building an anthracite fire, which is to have the draft of air applied entirely from below so that all the oxygen passes through the entire mass of coal. (HazReg, Munsell, Ashmead, Hagner, Daddow/Bannan -pre 12/1812)
- 1812 John Pott (1759-1827), proprietor of Greenwood Forge just south of present Pottsville, mines and ships anthracite coal in small quantities, which he advertises in Reading newspapers. (Nolan/Unger)
- 1812 William Wurts of Philadelphia purchases large coal tracts in the upper Lackawanna Valley. (Munsell - NO - the story given in Roberts is that Wurts explored the upper Lackawanna Valley in 1812, connected with one David Nobles who had fled to the backwoods to escape arrest for debt, and used him to prospect and as a front to buy land at \$0.50 to \$3 per acre)
- 1812 Chain of turnpikes completed between Baltimore and York Haven on the Susquehanna River. (Gibson)
- 1812 2.5 million board feet of lumber sent down the Susquehanna River to Baltimore from the counties around Binghamton, N.Y. (EEBrown)
- 1812 Holland Land Company completes the Chautauqua Road from Geneseo to Mayville on Chautauqua Lake via Ellicottville and Rutledge; later, a branch is constructed from Little Valley to Jamestown. (Flick, Ellis/Cattaraugus)
- 1812? Work begins on the Westminster & Hagerstown Turnpike, the first in Washington County, Md. (Scharf - check cards)
- 1812 Christopher Cowan builds the Pittsburgh Rolling Mill, the first at Pittsburgh; located at Penn Street & Cecils Alley; it is powered by a 70 HP steam engine. (HistPitts, Swank)

- 1812 Ohio Legislature authorizes a state road from Coshocton to Cambridge. (NNHill - verify PL)
- 1812 Scribner Brothers lay out New Albany, Ind. (Esarey)
- 1812 Evansville, Ind., settled by Col. Hugh McGary. (Esarey)
- 1812 Paul Skidmore builds the first large foundry at Louisville, Ky. (Pursell)
- Jan. 1, 1813 Name of county seat of Washington County, Md., changed from Elizabeth Town to Hagerstown. (Long)
- Jan. 1, 1813 Russian army crosses the Niemen River into Prussia, intending to pursue Napoleon all the way to Paris. (Schom)
- Jan. 2, 1813 Admiral Sir John Borlase Warren orders 3 frigates to cruise in the area at the east end of Long Island Sound and Block Island. (Arthur)
- Jan. 5, 1813 Stephen Girard's Bank loans \$10,000 to the Ridge Turnpike Company, the first, and one of only four, transportation enterprises he invests in. (DAdams)
- Jan. 8, 1813 New Castle Turnpike opens to Clarkes (Hares) Corners, Del. (Scharf)
- Jan. 13, 1813 Wilmington & Kennett Turnpike Company completed and licensed to take tolls. (Scharf)
- Jan. 1813 Upper Ferry Bridge opens across the Schuylkill River at Spring Garden Street; designed and built by Lewis Wernwag (1769-1843) as a single arch of 340-foot span; called the "Colossus"; it speeds the development of what are later the Mantua and Powelton Village sections of West Philadelphia. (Scharf)
- Jan. 17, 1813 Rear Admiral Sir George Cockburn (1763-1847) arrives in Bermuda as Admiral Sir John Borlase Warren's second in command. (Arthur)
- Jan. 19, 1813 British again blockade New York Harbor; continues during spring. (Vexler)
- Jan. 21, 1813 Danville Turnpike Road Company incorporated in Pa. to build branch from the Centre Turnpike to Danville. (PL)
- Jan. 21, 1813 John C. Frémont (1813-1890), future explorer of the West, unsuccessful presidential candidate, and inept general and railroad speculator, born at Savannah, Ga. (DAB)
- Jan. 22, 1813 British under Gen. Henry Proctor defeat an advance party of an army

commanded by William Henry Harrison as it approaches Detroit at the Battle of Frenchtown (Monroe) on the River Raisin; about 80 wounded captives left behind in the town are killed by his Indian allies; Harrison falls back and establishes Fort Meigs at the Maumee Rapids near present-day Toledo. (EAH, Taylor, Mostert, Dunbar)

- Jan. 26, 1813 *Albany Argus* launched as the organ of the New York State Republican Party, with Jesse Buel as editor; it later becomes the mouthpiece for the Albany Regency and its leader Martin Van Buren and lays down the Democratic-Republican/Democratic party line for much of the nation. (UnionLstofNewspapers, JHammond)
- Jan. 28, 1813 Delaware act revives the charter of the New Castle & Frenchtown Turnpike Company. (PL)
- Jan. 29, 1813 Virginia act requires owners of dams across the Monongahela River to provide locks at least 16 feet wide. (PL)
- Jan. 29, 1813 Monroe County, Ohio, created from parts of Belmont, Guernsey and Washington Counties; not fully organized. (Long)
- Feb. 1, 1813 William Chamberlain Patterson (1813-1883), second Pres. of PRR, born in Tazwell, Claiborne County, Tenn.; son of Francis Patterson (1765-1845) and Ann Graham Patterson (1772-1857), natives of Northern Ireland who had fled to America after involvement in Wolf Tone's Rebellion in 1798; younger brother of future Gen. Robert Patterson. (NCAB, Watkins - obit has 2/2/12)
- Feb. 1, 1813 Wilmington & Philadelphia Turnpike Company incorporated in Delaware to turnpike the old road to Philadelphia. (PL, Scharf)
- Feb. 1, 1813 Fairfax Turnpike Company incorporated in Va. to build from the south end of the Long Bridge to intersect the Little River Turnpike in present-day Annandale; the portion of the route within the District of Columbia is owned by the Columbia Turnpike Company, which owns the stock of the Fairfax Turnpike Company. (PL, VaBPW)
- Feb. 1, 1813 Harrison County, Ohio, created from parts of Jefferson and Tuscarawas Counties with county seat at Cadiz. (Long)
- Feb. 2, 1813 Thomas Mellon (1813-1908), founder of the Mellon family fortune and a future PRR director, born in County Tyrone in northern Ireland; the family emigrates to Westmoreland County, Pa., in 1818. (StdHistPitts)
- Feb. 3, 1813 British Foreign Secretary Robert Stewart, Viscount Castlereagh (1769-1822) reports that American grain will no longer be needed to feed the

British Army on the Iberian Peninsula; deliveries continue until the end of the year, when they are replaced with a reopened trade with the Baltic. (Arthur)

- Feb. 4, 1813 First units of British blockading fleet, the frigates *H.M.S. Maidstone*, *H.M.S. Belvidera*, *H.M.S. Junon* and *H.M.S. Laurestinus*, enter Chesapeake Bay; the heavy frigate *U.S.S. Constellation* is trapped in the Elizabeth River at Norfolk, where it stays for the duration of the war; by Mar. 13, about half the British fleet is stationed there, with additional vessels in Delaware Bay; both foreign and coasting trades collapse, leading to local gluts and shortages of goods; goods formerly carried by the coasting trade now have to be hauled over bad roads along the Fall Line. (Arthur, Dudley)
- Feb. 5, 1813 "The President & Directors of the Farmers & Mechanics Bank of Cincinnati" incorporated in Ohio with a capital of \$200,000. (PL)
- Feb. 6, 1813 Admiral John Borlase Warren reports the blockade of Delaware and Chesapeake Bays effective. (Dudley)
- Feb. 6, 1813 Future LIRR Pres. Oliver Charlick (1813-1875) born near Hempstead, N.Y. (rootsweb, Munsell/Queens)
- Feb. 8, 1813 Congress authorizes a second war loan of \$16 million at 7% interest; the largest federal borrowing operation thus far. (Arthur, DAdams)
- Feb. 8, 1813 DeWitt Clinton is again appointed Mayor of New York City, following his defeat for the presidency. (JHammond)
- Feb. 9, 1813 A bill is introduced in the Pa. House on the petition of Josiah White to improve the Schuylkill River; most petitions are opposed to the bill, and no action is taken. (HseJrnl - see above)
- Feb. 9, 1813 Future civil engineer James Moore (1813-1897) born at Doe Run, Chester County, Pa.; son of Robert Moore and Elinor Moore. (NCAB)
- Feb. 9, 1813 Ohio act designates certain streams as public highways: the Muskingum River up to the forks, the Tuscarawas up to the Portage; the White Woman Creek from the Tuscarawas to its source, the Mohican-John Creek from the White Woman to the line between Sections 11 & 14 in Township 19, Range 16, and Killbucks Creek from the White Woman up to the forks. (PL)
- Feb. 11, 1813 Princeton, N.J., incorporated as a town. (PL)
- Feb. 12, 1813 New Jersey Legislature passes act for more effective enforcement of seizing New York steamboats in N.J. waters. (Thompson, Hatfield)

- Feb. 1813 New Castle & Frenchtown Turnpike Company organized; Kensey Johns, Pres. (Holmes)
- Feb. 15, 1813 Future railroad and Brooklyn real estate entrepreneur Electus Backus Litchfield (1813-1889) born at Delphi Falls, N.Y.; son of Maj. Elisha Litchfield (1785-1859), a Connecticut Yankee and future Congressman. (Ingham)
- Feb. 15, 1813 New Jersey act authorizes the sale of the state's right to subscribe to any of the State Banks of 1812. (MB)
- Feb. 16, 1813 Lebanon County, Pa., created from parts of Dauphin and Lancaster Counties with county seat at Lebanon. (PL)
- Feb. 16, 1813 Indiana Territory act orders county commissioners to appoint overseers to improve the navigation of the Whitewater River from near present Waterloo on the West Fork down to the Ohio River. (PL)
- Feb. 18, 1813 Falls Bridge Turnpike Company incorporated in Va. to build from the Falls Bridge over the Potomac River to intersect the Leesburg Turnpike at Dranesville. (PL)
- Feb. 19, 1813 As Gov. Aaron Ogden refuses to sell, a revised New Jersey act authorizes any state officer to sell the rights to subscribe to the State Banks; proceeds to be invested in the stock of the State Bank at Camden. (PL)
- Feb. 20, 1813 In order to pay for the war, the federal government advertises for subscriptions to a \$16 million loan. (McMaster)
- Feb. 22, 1813 British troops cross the frozen St. Lawrence River and capture Ogdensburg, N.Y.; Ogdensburg has been dependent upon trade with Canada, and the agents of the big Federalist landowners have established a *modus vivendi* with the Canadian authorities that permits smuggling; however, Republican militias sent from the South have been staging raids into Canada, and it is these that are driven off, along with most of the inhabitants, with the exception of the houses of the pro-British agents, the town is sacked. (Taylor)
- Feb. 23, 1813 Boston Manufacturing Company incorporated in Mass., by Francis Cabot Lowell (1775-1817), Patrick Tracy Jackson (1780-1847), Nathan Appleton (1779-1861), et al., and their mechanic Paul Moody (1779-1831); establishes the first completely integrated cotton textile mill at Waltham, Mass.; Lowell has smuggled the secret of Cartwright's power loom out of England in his head; it becomes the prototype of the large integrated textile mills of northern New England; it is paying a 17% dividend by 1817 and 35% in 1825. (PL, Johnson/Supple, Howe, EAH, Hunter, Tucker)

- Feb. 25, 1813 Lewistown & Kishacoquillas Turnpike Road Company incorporated in Pa. to build from Lewistown to Reedsville in the Kishacoquillas Valley. (PL)
- Feb. 25, 1813 The government issues another \$5 million in Treasury notes to help finance the war, this time in denomination of \$20 instead of \$100, increasing the likelihood they will circulate as money and become depreciated. (Arthur)
- Feb. 26, 1813 Chancellor Robert R. Livingston (1746-1813) dies of a stroke at his dinner table at "Clermont." (Philip, WwasW)
- Feb. 27, 1813 Act of Congress allows the Washington Turnpike Company of Maryland to extend into the District of Columbia along present Wisconsin Avenue as far as Georgetown, a route originally granted to the Columbia Turnpike Road Company of D.C. (StatutesatLarge)
- Feb. 28, 1813 Prussia, freed from Napoleon's domination and pressured by Tsar Alexander I, signs the Treaty of Kalisch with the Russians, and joins the war against France; Russia promises not to make peace with Napoleon and restore Prussia to its 1806 territories; by this time, Russia has occupied almost all of the Grand Duchy of Warsaw. (Schom, Lieven)
- Early 1813? Potomac Steamboat Company incorporated in Va. to operate between Washington and Acquia Creek, connecting with stage coaches for Fredericksburg and points south. (Bryan - check PL - according to Hamlin, B.H. Latrobe is Secy and is in service by 1/13/13 - elsewhere boat not brought from NY til after war)
- Mar. 1, 1813 Richland County, Ohio, fully organized and detached from Knox County with county seat at Mansfield. (Long)
- Mar. 3, 1813 Congress appropriates an additional \$140,000 for the National Road. (StatutesatLarge)
- Mar. 3, 1813 Secretary of the Treasury Albert Gallatin informs Pres. Madison that the federal government has barely enough money to last to the end of the month; bowing to Republican fears of high direct taxes, the administration has been financing the war by loans, most of which come from wealthy Federalists, who now hope to end the war by bankrupting the government. (Arthur, Taylor)
- Mar. 3, 1813 Rear Admiral Sir George Cockburn arrives in Chesapeake Bay with the ships-of-the-line *H.M.S. Poictiers*, *H.M.S. Marlborough* and *H.M.S. Victorious*; they are joined next day by the ship-of-the-line *H.M.S. Dragon* and the frigate *H.M.S. Acasta*. (Arthur)

- Mar. 4, 1813 After successful attacks behind the French lines, the Russians enter Berlin, where they are greeted as liberators; the French withdraw across the Elbe. (Lieven)
- Mar. 6, 1813 Second and much improved John Stevens steamboat *Philadelphia* launched at Kensington yard of Nicholas Van Dusen; capable of 8 MPH; teamed with *Phoenix* on Philadelphia-Trenton run; known as "Old Sal" because of female figurehead . (PADA, Shagena, Lytle, Heyl, Stanton)
- Mar. 8, 1813 Congress provides for a staff of 8 Topographical Engineers with the rank of majors of cavalry and 8 assistants with the rank of captains of infantry to make military maps and surveys; after the war, the Topographical Engineers will take a major role in internal improvements. (topogs.org)
- Mar. 8, 1813 Russia offers to mediate between the U.S. and Great Britain. (Arthur)
- Mar. 10, 1813 George Evans, Mark Stackhouse, Mahlon Rogers, and Luther Stephens of Lexington, Ky., announce the formation of the Pittsburgh Steam Engine Company to manufacture Evans's high-pressure engines for trans-Allegheny market; first manufacture of steam engines west of the Alleghenies (except for Fulton's boat) and beginnings of Pittsburgh's growth as a metalworking and machine-building center. (Bathe - see 12/12 - may be date of partnership change)
- Mar. 10, 1813 Because of the campaign in Congress by Baltimore millers against his flour-milling patents, Oliver Evans orders his son George to cease building their steamboat at Pittsburgh. (Bathe)
- Mar. 11, 1813 Gen. Samuel Smith (1752-1839), commander of the militia at Baltimore, is ordered to improve the harbor's defenses, including increasing the armaments at Fort McHenry. (Scharf)
- Mar. 11, 1813 Pres. Madison accepts the Russian offer of mediation and agrees to send a peace delegation to Europe. (Arthur)
- Mar. 11, 1813 Indiana act moves the state capital from Vincennes to Corydon. (Esarey)
- Mar. 12, 1813 Pa. act authorizes a \$1 million subscription to a federal war loan. (Scharf)
- Mar. 13, 1813 Subscription book for the \$16 million federal loan are closed with only \$3,956,400 subscribed; Stephen Girard takes \$100,000. (McMaster)
- Mar. 13, 1813 British engineer William Hedley (1779-1843) patents a smooth rail system for steam locomotives. (Ptnt)
- Mar. 14, 1813 *H.M.S. Poictiers*, a 74-gun ship-of-the-line, sails 10 miles up Delaware Bay;

a frigate and other ships soon follow. (PaGaz)

- Mar. 14, 1813 Future Camden & Amboy lawyer and Supreme Court Justice Joseph P. Bradley (1813-1892) born at Berne, N.Y. (WwasW)
- Mar. 1813 James Boorman (1783-1866) and John Johnston (1781-1851), two Scots emigrants at New York, form the mercantile house of Boorman & Johnston; they import Scottish woolens, Madeira wine and Swedish iron, while exporting Virginia tobacco; they monopolize the New York-Dundee trade for many years and are later important importers of railroad iron. (DeForest, Scanlon)
- Mar. 16, 1813 Commodore Sir John P. Beresford, commanding *H.M.S. Poictiers* of the Delaware Bay blockading squadron, sends an order to the people of Lewes, Del., to sell him 20 bullocks, hay and vegetables for reprovisioning; the town refuses; state militia begins moving into Lewes and batteries are erected at New Castle and Wilmington; specie in Delaware banks is removed to Philadelphia; Philadelphia is defenseless, as its garrison has been sent to the West. (PaGaz, Scharf)
- Mar. 16, 1813 A Prussian army commanded by Field Marshal Gebhard von Blücher (1742-1819) invades Saxony, the major French ally in north Germany. (Leiven)
- Mar. 17, 1813 Meeting of citizens at Wilmington, Del., to take measures to resist invasion. (PaGaz)
- Mar. 17, 1813 King Joseph Bonaparte abandons Madrid. (Schom)
- Mar. 17, 1813 Prussia declares war on France; political and military reforms since its earlier humiliating defeats enable it to field an army of 272,000 crack troops. (Lieven, Schom)
- Mar. 18, 1813 A Russian strike force occupies Hamburg; the first Swedish units of the Allied force disembark at Stralsund. (Lieven, Mercer)
- Mar. 18, 1813 Russian envoy arrives in the U.S. with an offer to mediate with Britain; also brings word of Napoleon's defeat in Russia. (Dudley)
- Mar. 19, 1813 Gov. Simon Snyder vetoes the Omnibus Banking Bill that would have chartered 25 new banks around the state; many country Democrats split from the administration and favor banks in their districts, but are unable to override the veto; entrepreneurial Democrats begin gravitating to William Findlay. (Higginbotham, DAdams)
- Mar. 20, 1813 Jericho Turnpike Company incorporated in N.Y. to build from the end of

the Hempstead Turnpike through Jericho to the east line of the Town of Oyster Bay. (PL)

- Mar. 20, 1813 N.Y. act authorizes the construction of a state road from Ceres, Pa., to Olean and then to the outlet of Chautauqua Lake; it is later extended to Lake Erie; funded by \$6,000 from the royalties of the Onondaga Salt Works; however, the main part of the route in Cattaraugus County is through the Indian reservation, and it soon falls into disrepair. (Ellis/Cattaraugus)
- Mar. 22, 1813 Washington Guards organized at Philadelphia with Condy Raguet (1784-1842) as captain. (Scharf)
- Mar. 22, 1813 Union County, Pa., created without full organization. (Long)
- Mar. 23, 1813 Public meeting held in Philadelphia to plan the defense of the city; denounces the Federalist-dominated Select Council, which has refused to meet with a quorum, thus blocking action; volunteer militia sent to man Fort Mifflin. (DelRep, Scharf)
- Mar. 23, 1813 Robert Fulton writes affidavit to North Carolina denying that John Stevens has made any true contributions to the development of steamboats and asking that his state grant be annulled, which is refused. (DuBois)
- Mar. 23, 1813 Marietta, Richland & Mount Joy Turnpike Road Company receives letters patent. (PaArch)
- Mar. 25, 1813 Supplement to the Pa. charter of the Chesapeake & Delaware Canal agrees to subscribe 375 shares providing the federal government subscribes for 1,157 shares and Maryland subscribes 250 shares and declares the Susquehanna River within its boundaries a public highway. (Scharf)
- Mar. 26, 1813 British Admiralty orders the blockade extended from Long Island Sound to New Orleans, but it remains only a paper blockade at points south of Virginia. (Arthur)
- Mar. 26, 1813 British blockading fleet appears in Long Island Sound. (Stokes)
- Mar. 26, 1813 Pennsylvania act for encouraging the introduction of steamboats on the Susquehanna River grants the exclusive rights to run steamboats between Wilkes-Barre and Tioga Point to James Barnes of Wilkes-Barre. (PL)
- Mar. 26, 1813 Pennsylvania again declares Frankstown Branch of Juniata from the forks to Hollidaysburg, the Lackawanna River from the North Branch of the Susquehanna River to Ragged Island (Jermyn), Black Lick Creek in Indiana County, and Big Sandy Creek from the Allegheny to the road between

Mercer and Meadville to be public highways. (PL)

- Mar. 27, 1813 Capt. Oliver Hazard Perry (1785-1819) arrives at Erie, where ships are under construction with materials brought by land from Philadelphia via Pittsburgh; all military supplies for the Lake Erie front are hauled up the Allegheny River in keelboats and then by wagon to Erie. (EAH, McKnight)
- Mar. 27, 1813 The Prussians take Dresden, the capital of Saxony. (Lieven)
- Mar. 29, 1813 New Castle & Frenchtown Turnpike Company holds first meeting; Kensey Johns elected Pres. (MB)
- Mar. 29, 1813 Pennsylvania declares the Big Conoquinessing Creek from Butler to the Beaver Creek to be a public highway. (PL)
- Mar. 29, 1813 Pennsylvania appropriates \$750 for clearing and improving the navigation of Moshannon Creek. between Philipsburg and the West Branch of the Susquehanna River. (PL)
- Mar. 31, 1813 The British Delaware Bay squadron captures the *Montesquieu* belonging to Stephen Girard off the Delaware Capes, inbound from Canton with a cargo worth \$1.5 million; the *Montesquieu* had left Philadelphia in 1810 and was unaware that war had been declared; Girard eventually ransoms the cargo by a payment of \$180,000 in specie. (Scharf)
- Mar. 31, 1813 A second call for the \$16 million federal loan nets an additional \$1,881,800; the Commonwealth of Pennsylvania offers \$1 million, but it comes after the books are closed and is not accepted; Treasury Secretary Albert Gallatin has extended the deadline for individual subscribers to Apr. 5 and allows them to bid for the loan, offering a discount, that is, paying less than par value. (McMaster)
- Apr. 2, 1813 British Rear Admiral Sir George Cockburn begins operations in Chesapeake Bay with a raid up the Rappahannock River. (Dudley)
- Apr. 2, 1813 Public pressure finally goads the Federalist Select Council of Philadelphia to meet; appoints a joint committee to organize the defense of the city. (Scharf)
- Apr. 2, 1813 Buffalo, N.Y., incorporated as a village within the Town of Buffalo. (PL)
- Apr. 2, 1813 Binghamton, N.Y., incorporated as a village. (PL)
- Apr. 5, 1813 New Castle & Frenchtown Turnpike orders survey from Clarks Corners to Frenchtown via Glasgow. (MB)

- Apr. 5, 1813 Stephen Girard, David Parish and John Jacob Astor, the three richest men in America, notify Secretary of the Treasury Albert Gallatin that they will take the balance of the \$16 million loan for resale to small subscribers; Astor agrees to take \$2,056,000 at 88 (12% discount), and Girard and Parish agree to take the residue or \$8 million at 88; Girard adds the additional proviso that his private bank be recognized as equal to the city's incorporated banks, especially as to the recognition of its notes, and that Treasury deposits are to remain in his bank until called for. (McMaster, DAdams)
- Apr. 1813 David Parish and other Federalists agree to a \$7.5 million loan to the government at 7.5% in return for a cessation of activity around Ogdensburg in the St. Lawrence Valley and sending Albert Gallatin to Europe to negotiate a peace. (Taylor)
- Apr. 6, 1813 British begin bombarding Lewes, Del., after demands for provisions and water are refused; American batteries respond in day-long artillery duel. (Scharf)
- Apr. 8, 1813 A meeting of master blacksmiths in Philadelphia held in Philadelphia to secure an adequate supply of coal, as Virginia and imported coal have been cut off by the British blockade. (Bathe, Powell/Sch)
- Apr. 8, 1813 The British fleet withdraws outside of the Delaware Capes after failing to land soldiers at Lewes in the face of American fire. (Scharf)
- Apr. 9, 1813 Flushing, N.Y., incorporated as a village. (PL)
- Apr. 12, 1813 Alleghany Coal Company incorporated in New York by Jacob Sherred, John G. Bogert, Gilbert Aspinwall, Gabriel Furman, John Slidell, George Arcularius, Anthony Steinback, and Rev. Frederick W. Geissenhainer (1771-1838), et al., to develop coal mines on the West Branch of the Susquehanna River in Pennsylvania; Geissenhainer, a Lutheran clergyman, becomes a pioneer in trying to smelt iron with anthracite coal. (PL, Binder)
- Apr. 12, 1813 Books opened for subscriptions to the Mutual Assistance Coal Company of Philadelphia for the Promotion of Manufactures, which is to supply coal to metalworkers at reasonable prices; backers include Henry Abbett, Patrick Lyon, Oliver Evans, George Worrall, et al.; are selling coal at \$1.25 per bu. (Bathe - verify - ad mentions the 12th as a Monday, which would be May, not Apr)
- Apr. 13, 1813 Joel Barlow Moorhead (1813-1889), future politician and official on the Main Line of Public Works, born at Moorhead's Ferry, Pa.; son of William Moorhead (1774-1817) and Elizabeth Kennedy Young Moorhead (1774-1847). (BioAnnalsofFrnklnCo, RyW)

- Apr. 13, 1813 New York merchant John Johnston, like many other Scottish aliens resident in New York, is forced to remove from the coast into what amounts to house arrest in Fishkill village up the Hudson River; he returns to New York at the end of July and becomes a U.S. citizen in Aug.; he then travels to Europe on neutral shipping to represent the partnership of Boorman & Johnston (DeForest)
- Apr. 1813 Junius Spencer Morgan (1813-1890), the founder of the Morgan banking dynasty, born in Hartford, Conn., the son of Joseph Morgan (1780-1847) and Sarah Spencer Morgan (1787-1859); the elder Morgan has successfully navigated the market revolution from Connecticut Valley farmer and country innkeeper to stagecoach proprietor, urban hotel owner, insurance company founder, and capitalist. (Strouse)
- Apr. 1813 Royal Navy begins preying upon American coastal shipping along the East Coast as well as ocean shipping. (Arthur)
- Apr. 16, 1813 British fleet, including one 74-gun ship-of-the-line and two frigates, appears at the mouth of the Patapsco River but finds the approach to Baltimore too heavily fortified; while the fleet keeps Baltimore under a tight blockade, small craft carry out raids against towns on the tributaries of Chesapeake Bay. (BaltAm, Scharf)
- Apr. 19, 1813 After persuasion by Secretary of the Treasury Albert Gallatin, Stephen Girard and David Parish of Philadelphia take \$7,055,800 and John Jacob Astor of New York takes \$2,056,000 of the 6% war loan at 88. (Arthur - according to DAdams, this is the date the Treasury began drawing on the loan)
- Apr. 23, 1813 Col. Henry Proctor besieges Gen. William Henry Harrison in Fort Meigs but with no success. (Dunbar)
- Apr. 24, 1813 Pa. commissioners report that \$14,000 has been raised by lottery for the improvement of the Susquehanna River, Juniata River and Bald Eagle Creek; 1805 act called for \$20,000, so the money is to be distributed proportionately to each river segment. (PaArch)
- Apr. 24, 1813 Tsar Alexander I arrives in Dresden, the capital of Saxony; Napoleon moves forward from Mainz to Erfurt for a counterattack in Saxony. (Lieven)
- Apr. 26, 1813 Associates of the Jersey Company grant Aaron Ogden the right to operate a ferry from Paulus Hook to Elizabethtown Point. (MB)
- Apr. 27, 1813 American naval and land forces from Sacketts Harbor capture York (Toronto), capital of Upper Canada, and burn the parliament and other

public buildings; the army commander Gen. Zebulon Pike (1779-1813), famed as an explorer of the West in 1805-1807 and for whom Pikes Peak is named, is killed along with numerous others when a powder magazine explodes; the soldiers get out of control and loot the town. (EAH, Mostert)

- Apr. 29, 1813 Raiders from the British Delaware Bay squadron land at Fishing Creek on the New Jersey shore and carry off considerable livestock. (Scharf)
- Apr. 29, 1813 Rear Admiral Cockburn's forces burn Frenchtown, Md., at the head of Chesapeake Bay. (Scharf)
- May 1, 1813 Gov. Thomas Posey (1750-1818) moves the capital of Indiana Territory from Vincennes to Corydon under act of Mar. 11. (PL, Derleth)
- May 2, 1813 Napoleon defeats an outnumbered Russian and Prussian force at Lützen, east of Dresden; as a result, King Frederick Augustus of Saxony returns to Napoleon's side; the Allies retreat westward across the Elbe to Bautzen. (Lieven)
- May 3, 1813 Rear Admiral Cockburn's forces attack and burn Havre-de-Grace, partially burning and looting the home of Commodore John Rodgers. (Brubaker, Arthur)
- May 1813 British raiders destroy Cecil Furnace at Principio, Md., which is a major cannon foundry. (Diggins)
- May 4, 1813 Rear Admiral Cockburn's forces attack and burn Georgetown and Fredericktown, Md., on the Sassafras River. (Dudley)
- May 5, 1813 John Stevens offers Fulton and Livingston a half interest in his North Carolina steamboat monopoly in return for permission to operate steam on his Hoboken ferry; Stevens soon stops operating the *Juliana*, as he is unable to get permission of the Paulus Hook ferry operators to carry more than passengers. (DuBois)
- May 6, 1813 Philadelphia merchants meet at the Coffee House and pledge to raise a defense fund; City Councils authorize borrowing \$30,000. (Scharf)
- May 9, 1813 British and Indians end their nine-day siege of Fort Meigs at the mouth of the Maumee River in Ohio, where Gen. William Henry Harrison commands the defense; however, Harrison cannot move on Detroit as long as the British have control of Lake Erie. (Dunbar, EAH)
- May 9, 1813 Albert Gallatin sails from Philadelphia for St. Petersburg as one of the peace commissioners, having resigned as Secretary of the Treasury, a hopeless post considering the government's impending bankruptcy; it

deprives the Administration of one of its few people well-versed in finance.
(Arthur)

- May 11, 1813 John Rea, grandfather of PRR Pres. Samuel Rea, again elected to Congress to fill the term of Robert Whitehill, deceased. (CongBio)
- May 12, 1813 Rear Admiral Cockburn's fleet withdraws to lower Chesapeake Bay.
- May 12, 1813 County seat of Bucks County, Pa., moved from Newtown to Doylestown.
(Long)
- May 15, 1813 Delaware Gov. Joseph Haslet (1769-1823) commissions two emergency companies of militia to guard the factories along Brandywine Creek, including the du Pont gunpowder mills; the officers are drawn from among the factory owners. (Scharf)
- May 1813 William Johnston begins the manufacture of salt by evaporation from kettles or pans at Saltsburg, Pa. (HistIndCo)
- May 17, 1813 Philadelphia militia makes camp at Stanton, Del., in order to guard the du Pont gunpowder mills on the Brandywine; the camp is later moved to several different sites guarding the approach to Wilmington. (Scharf)
- May 18, 1813 Swedish army under Crown Prince Jean Baptiste Jules Bernadotte (1763-1844) lands in Pomerania to join the fight against his former master Napoleon; Britain pays a subsidy and agrees not to oppose Sweden's planned annexation of Norway; after the war, Bernadotte becomes King of Norway & Sweden as Charles XIV John. (Mercer)
- May 21, 1813 Napoleon defeats the outnumbered combined armies of Prussia and Russia at Bautzen; panic on Paris stock exchange; however, Napoleon is now drawing on raw recruits; his army suffers greater casualties, and the Allies withdraw in good order; the Allies then adopt the strategy of avoiding a direct attack on Napoleon himself, while picking off his subordinates detached from the main army. (Lieven, Mostert, Black)
- May 25, 1813 Gov. Aaron Ogden, a leading N.J. Federalist and resident of Elizabethtown, begins operating the steamboat *Sea Horse*, built for him by Daniel Dod, between Elizabethtown Point and Paulus Hook, where passengers transfer to regular ferry; blocked from operating to New York by Fulton-Livingston monopoly; makes stage connection with the *Eagle* on the Delaware River. (NJJrnl, Turnbull)
- May 26, 1813 Admiral John Borlase Warren proclaims a British blockade of the ports of New York, Port Royal, Charleston, Savannah and New Orleans. (Stokes, EAH)

- May 26, 1813 State Fencibles organized at Philadelphia with Clement C. Biddle (1784-1855) as captain. (Scharf)
- May 27, 1813 U.S. troops under Col. Winfield Scott (1786-1866) win the Battle of Fort George, gaining temporary control of Lake Ontario; the British evacuate the Niagara Peninsula including Forts Niagara and Erie; the Americans then plunder the town of Newark at the outlet of the Niagara River. (EAH, Mostert, Taylor)
- May 29, 1813 Two British frigates, a sloop of war, and support vessels under the command of Commodore Stackpoole, who has relieved Commodore Beresford on Delaware Bay blockade duty, begins ascending the river; they come as far as Reedy Island, seizing shipping and prompting movement of American militia to prevent a landing; the British then withdraw to cruising the coast between Egg Harbor Inlet and Chincoteague Island, blocking any attempt to enter or leave Delaware Bay. (Scharf)
- May 29, 1813 British landing at the U.S. naval base at Sacketts Harbor, N.Y., is repulsed by U.S. regulars stationed inland after adverse winds prevent their ships from bringing their guns into play; fearing defeat at the start of the battle, a American lieutenant sets fires that destroy naval stores and damage the new warship *General Pike*, then under construction; Commodore Isaac Chauncey (1772-1840) is forced to return from the attack on Fort George; he blames the Army for the damage to his base and thereafter refuses to support Army operations fully. (Taylor)
- May 29, 1813 French under Marshall Louis-Nicolas Davout (1770-1823) reoccupy Hamburg. (musicalhistory.com)
- May 30, 1813 The Russians abandon Hamburg after Marshall Bernadotte fails to come to their aid; however, the Russian partisan operations have kept 40,000 French occupied away from the main battle theater and disrupted the German spring horse fairs at which the French could have begun to rebuild their cavalry. (Lieven)
- June 1, 1813 Admiral John Borlase Warren enters Chesapeake Bay with reinforcements for Admiral Cockburn; the total force in the Chesapeake now numbers 8 ships-of-the-line, 12 frigates, and a fleet of smaller vessels. (Scharf)
- June 1, 1813 British attack and plunder Hampton, Va. (Dudley)
- June 1, 1813 British ship *H.M.S. Shannon* captures the U.S. 38-gun frigate *U.S.S. Chesapeake* off Halifax; Capt. James Lawrence (1781-1813) is mortally wounded but orders “don’t give up the ship”; the *Chesapeake* is taken as a prize to Halifax and remains a part of the Royal Navy until scrapped in

1820. (Mostert, Stokes, wiki)

- June 1, 1813 British blockading squadron prevents the heavy frigate *U.S.S. United States*, *U.S.S. Macedonian* and sloop-of-war *U.S.S. Hornet* from getting to sea via the eastern exit from Long Island Sound; they are forced to take shelter at New London, where the *United States* and *Macedonian* remained bottled up for the rest of the war. (Arthur)
- June 2, 1813 Militia abandons Camp Stanton and marches to Camp Shellpot on Shellpot Hill, 3 miles north of Wilmington, Del. (Scharf)
- June 4, 1813 Through Austrian mediation, Napoleon signs a 40-day armistice with the allies at Pleischwitz; Napoleon is unaware of the weakness and divisions in the Allied camp and hopes to rebuild his cavalry; had he continued the campaign a bit longer he might have split the Allies and won favorable terms; instead, the armistice allows the Allied armies to rebuild, while new reserves arrive from Russia. (Lieven, Mercer)
- June 7, 1813 Robert Fulton writes to Cadwallader D. Colden to secure an injunction to stop John Stevens from using steamboats on the Hoboken ferry. (Stokes)
- June 7, 1813 City Bank of Baltimore organized; John Donnell, Pres.; directors include George S. Brown, Samuel Chase, Thomas Ellicott, Robert Patterson and Peter A. Karthaus. (Scharf)
- July 7, 1813 Pres. Madison names Secretary of the Navy William Jones to be acting Secretary of the Treasury as well, replacing Albert Gallatin. (Arthur)
- June 9, 1813 U.S. forces evacuate Fort Erie and establish a defensive line on the Niagara River. (EAH)
- June 12, 1813 French evacuate Madrid. (Mercer)
- June 13, 1813 *Chesapeake*, first steamboat on Chesapeake Bay, Capt. Edward Trippe (1771-1846), begins excursion runs between Baltimore and Annapolis; engine is built by Daniel Large (1778?-1861) of Philadelphia, a former apprentice of Boulton & Watt, and the hull at William Flanigan's shipyard in Baltimore; built by a syndicate that includes William McDonald and Andrew F. Ferguson. (BaltAm, Burgess, Brown, Holly)
- June 13, 1813 Raiding party from Sir James Yeo's fleet lands at Sodus Point, N.Y.; they burn several houses but fail to find stores of public flour, which have been hidden. (French)
- June 15, 1813 Britain, Russia and Prussia form the Fourth Coalition against France. (Schom)

- June 1813 Steamboat *Washington* launched at New York for service on the Potomac River, but it is not brought to Washington until 1815. (Bryan)
- June 21, 1813 *Chesapeake* begins regular operation between Baltimore and Frenchtown, Md. three times a week, with a stage portage to the *Delaware* on the Delaware River from New Castle; forms a through line called the Union Line between Philadelphia and Baltimore, competing with the old sailing packets of Briscoe & Partridge. (Burgess)
- June 22, 1813 In the climax of the Peninsular Campaign, Arthur Wellesley, Lord Wellington, defeats the French in the Battle of Vitoria, having already pushed them back over 500 miles since leaving his winter quarters; King Joseph Bonaparte flees to France, and French troops stream back over the Pyrenees. (Mostert)
- June 25, 1813 Steamboat *Eagle*, Capt. Moses Rogers (1779-1821), begins running Philadelphia to Burlington and Bristol, preparatory to establishing a New York line; built by J. & F. Grice at Kensington with an engine by Daniel Large. (PADA, Holly)
- June 25, 1813 The Americans send a booby-trapped bomb boat against *H.M.S. Ramillies*, head of the blockading squadron off New London, Conn.; fortunately, Capt. Thomas Hardy has it kept at some distance, but it explodes, killing 11 of the 14 men in the British boarding party. (Mostert)
- June 26, 1813 Austrian Chancellor Klemens Wenzel Nepomuk Lothar von Metternich (1773-1859), hoping to broker a Continental peace favorable to Austria, meets with Napoleon at Dresden; he comes away convinced that Napoleon is doomed to defeat; the same night, news of the Battle of Vitoria arrives in Dresden, bolstering the Allies resolve. (Mostert)
- June 27, 1813 Catamaran steamboat *The Twins* with center wheel placed in service on Coopers Point-Market Street ferry by James Springer and William Poole. (PADA)
- June 27, 1813 Russia, Prussia and Austria sign the Treaty of Reichenbach, in which Austria agrees to join the war against Napoleon if he does not agree to favorable terms in Germany by July 20. (Lieven)
- Summer 1813 Delaware cedes Pea Patch Island in the Delaware River to the U.S. for the purpose of building fortifications to prevent enemy vessels from ascending to Wilmington or Philadelphia. (Scharf - verify)
- Summer 1813 Daniel French outfits a modified 25-ton river barge named the *Comet* with his patented oscillating cylinder steam engine and runs it from Pittsburgh to

Louisville; it is not successful; in contrast, Fulton's *New Orleans* is 350 tons displacement. (Morrison, Monette, Hunter)

- July 1, 1813 Steamboat *Eagle* begins running every other day to Bordentown as "New York & Philadelphia New Steam Boat Line"; also connects with McKnight's summer stagecoaches to Long Branch. (PADA)
- July 5, 1813 Having expended \$78,000 from individual subscriptions and not meeting the state's conditions for \$90,000 subscription by beginning the piers and superstructure simultaneously, Columbia Bridge Company begins operating an office of discount and deposit (a bank), whose profits raise sufficient funds and win state subscription; however, the bank has no legal sanction. (Wilson)
- July 6, 1813 Pioneer civil engineer Ellis Sylvester Chesbrough (1813-1886) born at Baltimore. (NAF)
- July 8, 1813 Harry Heth agrees with Oliver Evans to build a more powerful pumping engine for his Black Heath Colliery to replace the one built by Daniel French in 1811. (Lewis)
- July 12, 1813 Philadelphia militia moves from Camp Shellpot to Camp Oak Hill 4 miles west of Wilmington. (Scharf)
- July 28, 1813 Philadelphia militia return to the city from guard duty in Delaware after the British ships have withdrawn down the Chesapeake. (Scharf)
- July 29, 1813 After Robert Fulton orders John Stevens to cease steam ferry operations at Hoboken, James A. Stevens leaves Hoboken with the *Juliana*, arriving the next day at Middletown, Conn., where *Juliana* is used as a ferry across the Connecticut River; *Juliana* is replaced on the Hoboken ferry by a horse-boat designed by John Stevens. (DuBois)
- July 29, 1813 Pres. Madison imposes an embargo on American exports by executive order. (Arthur)
- Aug. 2, 1813 John Stevens notifies the New York City Council that his steam ferry has been stopped by Robert Fulton and asking to substitute team-boats. (Stokes)
- Aug. 2, 1813 Congress authorizes another loan of \$7.5 million to be sold at not less than 88 to fill a budget deficit. (Arthur)
- Aug. 2, 1813 Congress imposes a wartime tax of 1% on every bank's note issue; incorporated banks can pay a tax of 1½% on dividends, but private banks that pay no dividends must pay the note tax. (DAdams)

- Aug. 3, 1813 Ark load of 24 tons of coal passes down the Lehigh River past Bethlehem. (Levering)
- Aug. 6, 1813 Steamboat *Eagle* begins running a round trip on Sundays. (PADA)
- Aug. 6, 1813 Union Canal Company of Pennsylvania Board authorizes acquiring copies of the surveys of the New York Canal Commissioners. (MB)
- Aug. 8, 1813 A British fleet of 3 ships-of-the-line, 5 frigates, 3 brigs, 2 schooners and a number of smaller vessels ascends the Patapsco River to within sight of Baltimore but again finds the forts too well defended. (Scharf)
- Aug. 8, 1813 Steamboat *Chesapeake* makes an excursion from Baltimore to the mouth of the Patapsco River to allow spectators to observe the British blockading fleet. (Holly)
- Aug. 10, 1813 Talbot County, Md., militia drives off a landing party from Admiral Cockburn's fleet with no loss of life in the Battle of St. Michaels.
- Aug. 10, 1813 The armistice between the Allies and Napoleon expires, having been extended from July 20 by Austria to allow it to seek favorable terms. (Lieven)
- Aug. 12, 1813 Austria declares war on France after Napoleon fails to meet all of its demands, which include the dissolution of the Grand Duchy of Warsaw and the withdrawal of French forces across the Rhine. (Lieven, Mostert)
- Aug. 1813 Capt. Oliver H. Perry moves his completed naval squadron from Erie to Put-in-Bay (modern Sandusky) to tighten the blockade of the British and Indian forces at Amherstburg and Detroit, which are soon running short of food. (Mostert)
- Aug. 1813 Next 18 miles of the National Road let from Tomlinson's to Smithfield; construction is practically suspended because of the war. (HistBdfdSsetFltn, Crumrine)
- Aug. 20, 1813 Gen. James Wilkinson (1757-1825), a corrupt con man and incompetent blowhard who has bamboozled Republican leaders into thinking he is a military genius, arrives at Sackets Harbor, N.Y., to take command of the northern theater around Lake Ontario; he plans a descent of the St. Lawrence River to capture Montreal. (Taylor)
- Aug. 21, 1813 Bank of St. Louis incorporated by Auguste Chouteau, et al.; the first bank in Missouri, it is not organized until after the war. (PL, Scharf)
- Aug. 22, 1813 Aaron Ogden begins transferring New York passengers to and from his

steamboat the *Sea Horse* to a large barge in midstream off the New York dock. (NJJrnl)

- Aug. 22, 1813 Napoleon learns that the Allied army is massing for an attack on Dresden in his rear and turns to attack them. (Lieven)
- Aug. 23, 1813 Prince Bernadotte turns back a French attempt to retake Berlin at Gross Beeren. (Lieven)
- Aug. 26, 1813 Field Marshal Blücher defeats Marshal Etienne MacDonald (1765-1840) at Katzbach and drives the French out of Silesia and back into Saxony; on the same day, the Austro-Russian Army of Bohemia's attack on Dresden fails, and it prepares to retreat back to Bohemia. (Lieven)
- Aug. 28, 1813 Napoleon defeats the Russians and Prussians in his last big victory at Dresden after Tsar Alexander I and Frederick William III (1770-1840) insist on an engagement. (Black)
- Aug. 28, 1813 Steamboat *Eagle* begins advertising stagecoach connections from Bordentown to the *Rariton* at New Brunswick and the *Sea Horse* at Elizabethtown Point. (PADA)
- Aug. 30, 1813 Two-day Battle of Kulm concludes with a Russian victory, resulting in the capture of 8,000 prisoners, including the commander Gen. Vandamme and 82 guns. (Lieven)
- Sep. 1, 1813 Admiral Sir John Borlase Warren extends the blockade to Albemarle and Pamlico Sounds in North Carolina. (Arthur)
- Sep. 6, 1813 Admiral Warren withdraws most of the British fleet from Chesapeake Bay because of the fever season. (Dudley)
- Sep. 6, 1813 Columbia County, Pa., created from parts of Northumberland and Luzerne Counties with county seat at Danville. (Long)
- Sep. 9, 1813 Christopher Cowan, operating the first rolling mill at Pittsburgh, advertises for the service of 30 to 50 wagons to make 3 or 4 trips each with bar iron from Bellefonte and to engage 20 to 30 of that number by the year. (Swank)
- Sep. 9, 1813 By the Treaty of Teplitz, Russia, Prussia and Austria agree to contribute 150,000 men each and not make peace until Napoleon is defeated. (Blanning)
- Sep. 10, 1813 Capt. Oliver H. Perry defeats the British fleet on Lake Erie in battle off Sandusky, securing control of supply routes to the Northwest; it is the only surrender of a full squadron in the history of the Royal Navy; most of the

skilled British naval officers are killed or wounded in the course of the fighting, leaving the Canadians leaderless. (EAH, Mostert)

- Sep. 17, 1813 Benjamin Henry Latrobe leaves Washington, D.C., and his work for the federal government, as the war has halted all construction in Washington, and he is in debt; he goes to Pittsburgh to build steam engines and steamboats for Robert Fulton and Nicholas J. Roosevelt; there he joins John Livingston, David Cooke and Charles Stoulinger. (Hamlin)
- Sep. 26, 1813 British evacuate and burn Detroit after losing control of Lake Erie; Gen. Henry Proctor abandons Amherstburg; Gov. William Henry Harrison leaves Fort Meigs, pursuing the British and Indians along the north shore of Lake Erie. (FactsStates, Mostert)
- Sep. 27, 1813 By now, 122 ships and brigs have been laid up and dismantled at New York, along with 18 sloops and schooners. (Arthur)
- Sep. 27, 1813 Gen. William Henry Harrison's army occupies and loots Amherstburg in Upper Canada. (Taylor)
- Sep. 29, 1813 Gen. William Henry Harrison's army occupies Detroit; it then advances up the Thames Valley in Canada in pursuit of Gen. Procter, looting and plundering as it goes. (Taylor)
- Sep. 29, 1813 A Russian force captures Kassel, the capital of the French puppet Kingdom of Westphalia, and King Jérôme Bonaparte (1784-1860) flees. (Lieven)
- Sep. 30, 1813 Union Canal Company of Pennsylvania Board agrees to pay Pres. Charles G. Paleske \$1,000 for lobbying and legal services to the old companies. (MB)
- Oct. 3, 1813 Prussian troops, having blunted a French counter-thrust at Berlin, cross the Elbe into western Germany. (Mercer)
- Oct. 4, 1813 Representatives from Augusta, Rockingham and Shenandoah Counties approach the Potomac Company, which agrees to their request to surrender its rights on the Shenandoah River for failure to complete improvements to the navigation; a new company is to be formed under the laws of Virginia. (Kapsch)
- Oct. 5, 1813 Gov. William Henry Harrison defeats the greatly outnumbered retreating force of British and Indians under Gen. Henry Proctor in the Battle of the Thames in Upper Canada (Ontario); Proctor rides off after the first exchange of shots; Shawnee leader Tecumseh (1768-1813), fighting with the British and amazed at this betrayal, stands his ground and is killed, ending the alliance and the hopes of the Indians of the Old Northwest.

(Dunbar, Mostert)

- Oct. 8, 1813 Wellington invades France from the south. (Mercer)
- Oct. 12, 1813 Republicans sweep Pennsylvania elections. (Higginbotham)
- Oct. 14, 1813 Robert Fulton completes a dry-dock at his steamboat works at Paulus Hook in Jersey City. (Stokes)
- Oct. 14, 1813 Returned to Detroit, Gen. William Henry Harrison secures an agreement from the Miami, Potawatomi, Wea, Wyandot, Ottawa and Objibwa to surrender their American prisoners and end their alliance with the British in return for food supplies. (Taylor)
- Oct. 1813 Oliver Evans publishes a satire of the Baltimore millers under the pseudonym Patrick N. I. Elisha, a collection of verses, notes and excerpts of the patent laws; in it Evans prophesies that steam railroads will attain speeds of 15-20 MPH and passengers will pass between Washington and New York in a single day and, with sleeping cars, will travel around the clock. (Bathe)
- Oct. 16, 1813 James Milnor resigns as VP of the Union Canal Company of Pennsylvania. (MB)
- Oct. 19, 1813 Steamboat *Philadelphia* sent from New York to Philadelphia for service on Delaware River. (Scharf - must have been sent to Hoboken to have machinery installed?)
- Oct. 19, 1813 Gen. Harrison and Commodore Perry leave Detroit for the Niagara frontier, leaving Col. Lewis Cass in command. (Dunbar)
- Oct. 19, 1813 Six-day Battle of Leipzig, where the three main Allied armies have converged, ends with Napoleon's defeat, as many of his German conscripts defect; his ally, the King of Saxony, is taken prisoner; the French lose 60,000 of 190,000 men against a combined force of 320,000 Russians, Prussians, Swedes and Austrians; Napoleon conducts a fighting retreat westward. (Black, Mercer)
- Oct. 24?, 1813 Stevens's steamboats *Phoenix* and *Philadelphia* have a race to Trenton with the *Eagle* of ___ Line; *Eagle* strains its machinery and is out of service for rest of season. (Heyl)
- Oct. 26, 1813 A small force of French Canadians and Indians turn back the advance of Gen. Wade Hampton (1752-1835) on Montreal on the Chateaugay River, and he retreats to Plattsburg; despite a substantial advantage in numbers, his force is completely demoralized. (Taylor)

- Oct. 29, 1813 Democratic-Republican William S. Pennington (1757-1826) inaugurated Gov. of New Jersey, replacing Federalist Aaron Ogden after public opinion becomes more pro-war and the Federalists lose their majority in the Legislature. (Sobel)
- Oct. 29, 1813 Aaron Ogden petitions N.J. Legislature for a law to counteract New York's steamboat monopoly laws. (Petition)
- Oct. 29, 1813 Pres. Madison appoints Col. Lewis Cass (1782-1866), formerly commanding troops on the Michigan frontier, Gov. of Michigan Territory; he serves for 18 years. (Dunbar)
- Oct. 31, 1813 Benjamin H. Latrobe arrives in Pittsburgh to take charge of the operations of the Ohio Steam Boat Navigation Company; Fulton is competing with a company of Pennsylvania Quakers working upstream at Brownsville, Pa., who are attempting to put a small steamboat on the Ohio River. (Hamlin, Stecker)
- Nov. 1, 1813 New Jersey act authorizes the State Banks of 1812 to issues notes as small as \$1.00. (PL)
- Nov. 1, 1813 Union County, Pa., fully organized with county seat at New Berlin. (Long)
- Nov. 2, 1813 First lots sold at auction in New Albany, Ind., laid out by Joel, Abner and Nathaniel Scribner. (HistFloydCo)
- Nov. 2, 1813 Napoleon retreats across the Rhine; his army is riddled with typhus. (Lieven, Mostert)
- Nov. 3, 1813 New Jersey grants a two-year steamboat monopoly of N.J. waters to Aaron Ogden and his mechanic Daniel Dod and the right to seize any boat using Dod's inventions; excludes steamboats on the Delaware River and the New York-Jersey City ferry; has the effect of forcing John R. Livingston's *Rariton* out of N.J. waters. (PL, Lane)
- Nov. 11, 1813 Units of a U.S. force under Gen. James Wilkinson (1757-1826?) advancing on Montreal down the St. Lawrence River are crushed at the Battle of Chrysler's Farm by a smaller Canadian force; Wilkinson then stops the advance and goes into winter quarters on the Salmon River across the border in New York, where his army is completely neutralized, allowing the British to shift their troops to the Niagara front. (Taylor, EAH)
- Nov. 12, 1813 A party organized by the British North West Company captures John Jacob Astor's American Fur Company outpost at Astoria on the Columbia River, the only American settlement on the Pacific Coast; naval forces arrive in

H.M.S. Raccoon on Nov. 30. (Arthur)

- Nov. 15, 1813 John R. Livingston writes to John Stevens seeking aid in getting the repeal of Aaron Ogden's New Jersey grant; Stevens, who has made a stage coach connection to Ogden's boat at Elizabethtown Point, refuses to make more than a minimal effort. (DuBois)
- Nov. 15, 1813 Napoleon calls up an additional 300,000 recruits. (Lieven)
- Nov. 1813 1,500 wagons are employed in transporting freight across the waist of New Jersey between New York Bay and the Delaware River to avoid the British blockade. (Stiles)
- Nov. 16, 1813 Meeting held at Norristown to urge incorporation of a company to improve the navigation of the Schuylkill River from the Upper Ferry to Jacob Dreibelbis's mill (Schuylkill Haven). (Scharf)
- Nov. 16, 1813 William Meredith elected VP & Manager of the Union Canal Company of Pennsylvania, replacing James Milnor; lawyer John Sergeant elected Manager & Councillor replacing Meredith. (MB)
- Nov. 16, 1813 Admiral Warren announces Britain is extending its blockade to Long Island Sound, effective Dec. 6, to stop privateering out of New York, leaving only the coast of New England, which opposes the war, open east of Point Judith; the closing of other ports causes the specie needed to pay for imports to flow into New England, where much of it is instead invested in the textile industry or exported to Canada to buy British government bonds, deemed a safe investment; much of the specie is drawn from New York, which in turn draws on Philadelphia to replenish its supplies. (Stokes, Arthur, DAdams, EAH)
- Nov. 20, 1813 Robert Fulton tests his new boat *Fulton*, built for Long Island Sound service, between New York and Newburgh. (Stokes)
- Nov. 23, 1813 *Sea Horse* withdrawn for winter; all early steamboats do not operate in winter to avoid dangers of ice. (NJJrnl)
- Nov. 24, 1813 Western Reserve Bank opens for business at Warren, Ohio; Simon Perkins, Pres. (Trumbull/Mahoning)
- Nov. 27, 1813 New York Canal Commissioners accept an offer of the Holland Land Company to donate 100,632 acres of almost worthless mountainous land in support of the Erie Canal project. (Chazanof)
- Dec. 1, 1813 Post Office Dept. extends the Baltimore-Trenton government mail stage to Jersey City. (Holmes/Rohrbach)

- Dec. 1, 1813 The Allies offer Napoleon ambiguous frontiers greater than those of 1792. (Lieven)
- Dec. 1, 1813 Napoleon rejects the Allies' peace terms. (Mercer)
- Dec. 3, 1813 New York City Council approves a revised lease to Fulton and Cutting of the Brooklyn ferry, placing the Manhattan terminal at Burling Slip. (Stokes)
- Dec. 4, 1813 Meeting held in Pittsburgh in support of a turnpike road to Greensburg. (StdHistPitts)
- Dec. 4, 1813 *U.S.S. President* escapes from Providence, R.I. (Arthur)
- Dec. 6, 1813 Admiral Warren extends British blockade to east end of Long Island Sound, ending neutral trade and privateering from New York City. (Dudley)
- Dec. 6, 1813 Associates of the Jersey Company grants lots 10 & 12 on Grand Street and 9 & 10 on York Street to Steam Boat Ferry Company. (MB)
- Dec. 7, 1813 Public meeting held at Philadelphia to support the incorporation of a company to improve the navigation of the Schuylkill River; Samuel Wetherill (1764-1829) Chairman and Cadwalader Evans (1762-1841) Secretary. (Scharf)
- Dec. 8, 1813 Future sugar refiner and railroad financier Edward Collings Knight (1812-1892), born at what is now Collingswood, N.J., which he later develops as a suburban town. (WwasW, Prowell)
- Dec. 10, 1813 Writing in the *Aurora*, Oliver Evans notes the proposal of Samuel Morey of New Hampshire for covering railroads in the manner of covered bridges to better protect them from the weather; offers to subscribe \$25,000 to any railroad company formed to build 50 miles, providing the sum can be payable in steam engines. (Bathe)
- Dec. 10, 1813 British stage a successful attack against Fort George, realizing that its garrison has been depleted for the attack on Montreal; the Americans evacuate Fort George and burn the village of Newark, Canada, driving the inhabitants out into a snowstorm. (Taylor, EAH)
- Dec. 10, 1813 William Renshaw advertises as the new proprietor of the Mansion House Hotel on the southeast corner of 11th & Market Streets, Philadelphia, later the PRR's passenger station; a stop for all stagecoach lines running to New York and Baltimore. (PADA - see above)
- Dec. 10, 1813 Seat of Madison County, Illinois Territory, changed from the house of

Thomas Kirkpatrick to Edwardsville. (Long)

- Dec. 11, 1813 Treaty of Valençay restores Ferdinand VII as King of Spain, although he is not actually returned to Spain until Napoleon is near defeat; Joseph Bonaparte abdicates; the end of fighting in Spain ends the need to ship American grain to Wellington's forces. (wiki, Arthur)
- Dec. 13, 1813 Public meeting in support of a company to improve the navigation of the Schuylkill River held at Orwigsburg, the seat of Schuylkill County. (Scharf)
- Dec. 1813 Robert Fulton publishes a prospectus on the possibilities of running lines of steamboats with short land portages in the Tidewater bays and estuaries from Norfolk south to Florida. (Rept)
- Dec. 1813 A Fuel Association formed in New York City to buy and distribute fuel to the poor; over the winter it supplies 1,315 loads of wood to 3,000 addresses. (Flick)
- Dec. 1813 Period of sharp speculation in commodities, particularly tropical products, and high war-induced inflation in Philadelphia. (Cope Diary)
- Dec. 1813 George Philip Geulich and Joseph Ritchie try to ascend the West Branch of the Susquehanna to begin operations for the Alleghany Coal Company of New York, but the river is choked with ice. (Aldrich)
- Dec. 1813 Simon Cameron (1799-1889) is taken on a holiday trip from Sunbury to Philadelphia by Lorenzo Da Ponte (1749-1838), now an emigre teacher of Italian, but who had written the revolutionary libretto for Mozart's *Le Nozze di Figaro* in 1786 and who is the brother-in-law of Cameron's benefactor, Dr. Peter Grahl. (Bradley)
- Dec. 17, 1813 Congress passes an embargo designed to stop smuggling and supplying the British from New England and New York ports and along the Canadian border; the embargo is not successful; U.S. grain continues to feed the Maritime Provinces, the West Indies, and Wellington's Peninsula Campaign; the embargo hurts the coasting trade, but smuggling continues via Canada and Amelia Island on the border with Spanish Florida; instead, the embargo cripples government income from duties, as trade goes underground. (EAH, Dudley)
- Dec. 19, 1813 British capture Fort Niagara on U.S. side of the mouth of the Niagara River and burn Lewiston, N.Y. in retaliation for the U.S. burning of Newark, Canada; they capture all the American military stores on the Niagara frontier. (Taylor)
- Dec. 19, 1813 Cornelius Vanderbilt marries his first cousin Sophia Johnson (1795-1868).

(thepeerage.com, Stiles)

- Dec. 20?, 1813 The Austro-Russian army crosses the Rhine at Basle. (Leiven - 1/1 O.S.)
- Dec. 25, 1813 Commissioners report that the Northumberland Bridge Company bridge completed and makes last \$12,500 subscription. (PaArch)
- Dec. 27, 1813 New York City Council changes the Manhattan terminus of Fulton's Brooklyn ferry from Burling Slip to Beekman Slip. (Stokes)
- Dec. 27, 1813 Public meeting held at Wilmington, Del., to protest high prices and price gouging caused by shortages of imported tropical goods such as coffee, tea and sugar. (Scharf)
- Dec. 28, 1813 A group of Baltimore merchant millers petition Congress against Oliver Evans's flour milling patents, claiming that his inventions were made by others or were of ancient derivation, although in fact, Evans's combination of the chain of buckets and Archimedean screw into an automated ensemble is completely new. (Bathe, Ferguson)
- Dec. 28, 1813 Chillicothe, Ohio, incorporated as a town. (PL)
- Dec. 30, 1813 Admiral Sir John Borlase Warren complains of his inability to stop the fast Baltimore clippers from running the blockade and of the cold gales and fogs that affect the New England coast in winter. (Arthur)
- Dec. 30, 1813 British burn Buffalo and Black Rock, N.Y., blowing up Peter B. Porter's stone mansion and storehouse; demoralized U.S. troops fall back to Batavia, and many civilians flee to east of the Genesee River. (EAH, Chazanof, Taylor)
- Dec. 30, 1813 The British schooner *Bramble* arrives in Annapolis with a British offer for direct peace talks in Gothenburg, Sweden, in place of Russian mediation at St. Petersburg; it also brings news of Napoleon's defeat at Leipzig and the destruction of his Continental System. (Arthur)
- Dec. 31, 1813 Prussians under Gebhard Leberecht Blücher (1742-1819) cross the Rhine into France. (Mercer)
- 1813 Second Fulton ferryboat *York* placed on Jersey City-Cortlandt Street run. (HC, Morrison)
- 1813 New Philadelphia-New York line established with steamboat *Camden* running between Philadelphia and Bordentown. (Scharf)
- 1813 William Cooper builds small steam ferry *Rebecca* for his Upper Ferry

- between Coopers Point, Camden, and Arch Street, Philadelphia. (Boyer)
- 1813 Rink, Stanger & Co. builds a glass works south of Glassboro, N.J.; it is taken over by Thomas H. Whitney (1813-1882) and Samuel A. Whitney (1819-1890) as Whitney Bros. (Cushing)
- 1813 Charles Gwinn establishes first steam-operated flour mill in Baltimore on Commerce Street Wharf. (Browne)
- 1813 Nathan Beach (1763-1847) discovers anthracite coal at Beaver Meadow, Pa. (Heydinger/RRH 109)
- ca. 1813 Robert E. Hobart (1768-1826), a member of the Potts dynasty of ironmasters, begins mining coal on the Gate Vein (so named from its proximity to the toll gate on the Centre Turnpike and the uppermost large red ash vein) on Gate Mountain Ridge between present York Farm and Centreville near Pottsville; the coal is shipped by cart to the iron-making regions around Pottstown for forge work and also by ark from Dreibelbis's landing, now Schuylkill Haven, which is considered the head of freshet navigation on the Schuylkill. (Nolan/Unger)
- 1813 George M. Hollenback sends two wagon loads of coal from Wilkes-Barre to Philadelphia; James Lee sends at least one load to a blacksmith at Germantown. (Munsell)
- 1813? Joshua Malin is the first to make a large quantity of iron castings by melting pig iron in a furnace with anthracite coal. (Seely)
- 1813 William Johnston drills the first salt well and establishes saltworks at the mouth of Loyalhanna Creek (Saltsburg); first in Kiskiminetas valley. (Sipes, Bishop)
- 1813 Daniel French, Henry M. Shreve and their associates form the Monongahela & Ohio Steam Boat Company at Brownsville, Pa. (Hunter - not incorporated)
- ca. 1813 Cotton is shipped from Louisiana to the mills in Rhode Island via Pittsburgh and Philadelphia at 10-15 cents per pound. (NY-NO Rept of 1830)
- 1813 Troy Mills and Pocasset Mills are the first cotton mills built at Fall River, Mass., marking its beginnings as one of the great textile centers of New England. (OfficialChronicle)
- 1813 Government establishes an express rider service between Washington and Buffalo via Carlisle, Williamsport, Bath and Dansville, to run through in 4 days, 18 hours. (Young/Chautauqua)

- 1813 Pennsylvania militia under Gen. Richard Crooks, marching from Pittsburgh to Fort Meigs to join Gen. William Henry Harrison, cuts the first road west of Mansfield, Ohio, passing through present Bucyrus and Upper Sandusky. (Perrin/CrwfrdCo)
- 1813 Land offices opened at Kaskaskia and Shawneetown in Illinois Territory. (chronillinoishistory - verify Stat.at Large?)
- 1813 William Hedley (1779-1843), assisted by Timothy Hackworth and Jonathan Foster, builds the *Grasshopper*, popularly called the “Wylam Dilly,” an 0-4-0 with vertical cylinders and no cog wheels, at the Wylam Colliery in Northumberland, England; serves as the prototype for the *Stourbridge Lion* built by Foster and J.U. Rastrick at Stourbridge, Worcestershire, for the Delaware & Hudson Canal Company in 1828. (Rolt, Marshall)
- Jan. 1, 1814 Congress imposes new excise and property taxes on whiskey, sugar refining, auctions, carriages, bank notes, land and slaves to help pay for the war, as the British blockade has throttled income from customs duties, the traditional source of federal revenue. (Arthur)
- Jan. 1, 1814 Citizens of Northern Liberties hold a meeting to protest the high cost of imported tropical goods such as coffee and molasses and resolve not to purchase them if the price is too high. (Scharf)
- Jan. 1, 1814 Northumberland (Pa.) Bridge opens. (Harvey)
- Jan. 1, 1814 *U.S.S. Constitution* escapes from Boston; however, the Royal Navy and convoy system prove effective in reducing the number of British prizes U.S. warships can take to a minimum; most successful raids on British commerce are by American privateers. (Arthur)
- Jan. 4, 1814 John Stevens begins preliminary examination for a railroad between New Brunswick and Trenton. (Turnbull)
- Jan. 4, 1814 Xenia, Ohio, incorporated as a town. (PL)
- Jan. 6, 1814 Congressional committee reports upholding Oliver Evans’s patent claims against the petition of the Baltimore millers. (Bathe)
- Jan. 7, 1814 George Woolsey Aspinwall (1814-1854), future operator of freight propeller lines on the Delaware & Raritan Canal, born at New York; son of John Aspinwall and younger brother of future successful merchant William Henry Aspinwall (1807-1875); in early life he moves to Philadelphia. (AspinwallGen)

- Jan. 12, 1814 Chambersburg Turnpike Road Company (Adams County to Chambersburg) licensed to take tolls. (PaArch)
- Jan. 12, 1814 Meeting held in Huntingdon, Pa., in support of the Huntingdon, Cambria & Indiana Turnpike Road. (Africa)
- Jan. 1814 Philadelphia prices fall on peace rumors. (Cope Diary)
- Jan .16, 1814 Thomas Jefferson writes to Oliver Evans expressing his opinion that new combinations of old devices are not patentable and that such patents would deprive people of the right to use existing devices in combination; he takes as his examples simple tools and overlooks or fails to understand the fact that the principle of automation is entirely new. (Bathe)
- Jan. 19, 1814 John Stevens presents three petitions to New Jersey Legislature: for a charter for a railroad across New Jersey; for repeal of the steamboat monopoly grant to Aaron Ogden; and for the right to run as many steamboats as possible between New York and New Brunswick. (TrueAm, Watkins)
- Jan. 20, 1814 New Jersey House Committee reports a bill for John Stevens's railroad between New Brunswick and Trenton. (TrueAm, Watkins)
- Jan. 21, 1814 Zanesville, Ohio, incorporated as a town. (PL)
- Jan. 21, 1814 Seat of Johnson County, Illinois Territory, changed from the house of John Bradshaw to Lanesville. (Long)
- Jan. 22, 1814 Philadelphia Federalists hold a public dinner in honor of the Tsar Alexander and the King of Sweden, and the heroic people of Germany, Spain and Portugal for throwing off the French yoke. (Scharf)
- Jan. 22, 1814 Alexander Hay (1814-1884), future banker and railroad entrepreneur, born at York, Pa.; son of John Hay and Susan Schmeisser Hay. (Hay&AlliedFamilies)
- Jan. 24, 1814 New York City leases to Robert Fulton and William Cutting (1773-1820) the right to operate a ferry from Beekman's Slip in Manhattan to the old ferry landing in Brooklyn for 25 years from May 1, providing they place a steam ferry boat on the line by May 2, 1814 and a second by May 1, 1819; Fulton and Cutting form the New York & Brooklyn Steamboat Ferry Association with a capital of \$68,000. (Stiles)
- Jan. 25, 1814 Aaron Ogden petitions New York State Legislature to repeal Fulton-Livingston steamboat monopoly. (Philip)

- Jan. 25, 1814 British Admiralty appoints Vice Admiral Sir Alexander Cochrane (1758-1832), a determined America-hater whose older brother had been killed in the Revolutionary War, to replace Admiral Sir John Borlase Warren as commander of the blockade of the American coast. (Arthur, Dudley)
- Jan. 26, 1814 State of Maryland declares the Susquehanna River a public highway between the Pennsylvania state line and tide. (PL)
- Jan. 26, 1814 Maryland act incorporates the former Elizabeth Town as the town of Hagers Town. (Scharf)
- Jan. 27, 1814 New charter issued to Cumberland Turnpike Road Company in Md. to build Conococheague Creek to Cumberland, to be managed by boards of banks located between Baltimore and Cumberland; number of banks contributing to the road expanded to include the banks of Baltimore, Hagerstown, the Conococheague Bank and the Cumberland Bank of Allegany; the charters of the banks are extended to Jan. 1, 1835, and no new banks are to be chartered in Baltimore; annual \$20,000 payments to school fund replaced by a tax of 20 cents per \$100 of capital paid in; the banks may also make a lump sum payment of \$200,000 each by Jan. 1, 1816. (PL, Bryan)
- Jan. 27, 1814 Farmers Bank of Virginia made a state depository, equal with the Bank of Virginia; its capital is increased by \$500,000 and 1,330 shares given to the state for the benefit of internal improvements. (PL, Starnes)
- Jan. 28, 1814 Admiral Sir John Borlase Warren receives orders relieving him of command; the North American and West Indian fleets are divided, having proved too much for one man to command. (Arthur)
- Jan. 29, 1814 Baltimore & Havre-de-Grace Turnpike Company incorporated in Md.; by early 1830s, builds as far as Bynum's Run. (PL)
- Jan. 29, 1814 The Allies defeat Napoleon on French soil at Brienne. (Lieven)
- Jan. 31, 1814 Susquehanna Bridge Company authorized to turnpike the road from Baltimore through Bel Air to their bridge. (PL)
- Jan. 31, 1814 Westminster, Taneytown & Emmittsburg Turnpike Road Company incorporated in Md. to build from Westminster through Emmittsburg towards Pa. state line. (PL)
- Early 1814 Pres. Madison appoints George W. Campbell of Tennessee as Secretary of the Treasury, replacing William Jones; his first choice of Alexander J. Dallas has been blocked by Dallas's enemies, the Pennsylvania Old Republicans Sens. Michael Leib and Abner Lacock. (DAdams - verify)

- Feb. 1, 1814 N.J. authorizes a wing dam at Foul Rift on the Delaware River 12 miles above Easton. (PaArch)
- Feb. 1, 1814 Prussians under Field Marshal Gebhard Leberecht Blücher and Austrians under Prince Karl von Schwarzenberg (1771-1820) defeat Napoleon at La Rothière. (Mostert)
- Feb. 3, 1814 Bedford & Somerset Turnpike Road Company incorporated in Pa. (PL)
- Feb. 3, 1814 “New Shenandoah Company” incorporated in Va. to complete the improvement of the Shenandoah River as the Potomac Company has failed to do so. (PL, Kapsch)
- Feb. 5, 1814 European peace conference convenes at Châtillon; the Allies offer France only its old frontiers of 1792. (Mostert, Lieven)
- Feb. 7, 1814 New Jersey House begins consideration of John Stevens’s railroad bill. (AssyJrnl, Watkins)
- Feb. 8, 1814 New Jersey House passes John Stevens’s railroad bill, 29-10. (AssyJrnl, Watkins)
- Feb. 9, 1814 Samuel Jones Tilden (1814-1886), future railroad lawyer and Gov. of New York, born at New Lebanon, N.Y., of an old Yankee family. (DAB)
- Feb. 9, 1814 New Lisbon, Ohio, incorporated as a town. (PL)
- Feb. 10, 1814 New Jersey Council (Senate) postpones action on the Stevens railroad bill to the next sitting in Oct. 1814. (CnclJrnl, Watkins)
- Feb. 11, 1814 Zanesville Canal & Domestic Manufacturing Company incorporated in Ohio. (PL)
- Feb. 11, 1814 Dayton Manufacturing Company incorporated in Ohio with a capital of \$100,000 and banking privileges. (PL)
- Feb. 11, 1814 Napoleon defeats a Russo-Prussian army at Montmirail. (Lieven)
- Feb. 12, 1814 Delaware act authorizes the New Castle Turnpike Company to macadamize the road between the Newport Bridge and Clarkes Corners. (PL)
- Feb. 14, 1814 Napoleon wins his fourth victory over the Army of Silesia under Blücher at Vauchamps, although unknown to him it is almost immediately reinforced to its original strength. (Lieven)
- Feb. 1814 U.S. begins bonding vessels to operate in the coasting trade in Chesapeake

Bay, Long Island Sound, and other sheltered waters to end the strangulation of trade brought about by its own embargo. (Dudley)

- Feb. 17, 1814 Buoyed by his recent successes, Napoleon rejects the new peace terms and holds out for the “natural frontiers” of the Rhine, Alps and Pyrenees. (Lieven)
- Feb. 18, 1814 The frigate *U.S.S. President*, under the command of Commodore John Rodgers (1773-1838), runs the British blockade and enters Lower New York Bay; it remains in the harbor as a check against possible British action against New York City. (Stokes)
- Feb. 18, 1814 Napoleon defeats the Allies at Montereau, and the peace conference is suspended. (Mostert)
- Feb. 21, 1814 After New Jersey Legislature rejects his bill for a state railroad between the Raritan and Delaware Rivers, John Stevens writes to stage proprietor John Gulick, proposing a private railroad between Rocky Hill and New Brunswick for use of those stage operators who subscribe to it. (DuBois)
- Feb. 25, 1814 Columbia, Pa., incorporated as a borough. (PL)
- Feb. 25, 1814 New York Legislature begins hearings on Aaron Ogden’s appeal against the Fulton-Livingston monopoly; committee headed by William A. Duer (1780-1858), the son of the speculator William Duer and later Pres. of Columbia College, a foe of the Livingstons; Duer is an ancestor of future PRR Chief Electrical Engineer John Van Buren Duer. (Baxter)
- Feb. 25, 1814 The full Senate reports a bill to restrict the 1808 act for the relief of Oliver Evans, rejecting the committee report. (Bathe)
- Mar. 1, 1814 Britain, Russia, Prussia and Austria sign the Treaty of Chaumont committing themselves to force France into its pre-1792 borders, restore an independent Netherlands, restore the German states to the overlordship of Prussia and Austria and maintain a military alliance for 20 years. (Lieven)
- Mar. 2, 1814 Potomac Company stops work on improving the navigation of Antietam Creek after many local subscribers to the loan fail to pay after the cost estimate escalates from \$20,000 to \$100,000. (Kapsch)
- Mar. 4, 1814 Union Canal Company of Pennsylvania Board asks Henry Pratt to relinquish his contract to operate the Union Canal lotteries, as his poor health has prevented him from drawing the 2nd class lottery. (MB)
- Mar. 4, 1814 Act of Congress divides Indiana Territory into five election districts. (Thorpe)

- Mar. 8, 1814 New York legislative committee dominated by Federalists and upstaters rules that Fitch, not Fulton, invented the steamboat and reports a bill granting relief to Aaron Ogden. (Philip - see 3/18)
- Mar. 8, 1814 New York Canal Commissioners recommend construction of a canal between Hudson River and Lake Champlain at the same time as the Erie Canal; report they have appointed an English engineer, but he has not arrived. (Sweet)
- Mar. 9, 1814 Charter of Harrisburg & Pittsburgh Turnpike Road Company repealed, and five new companies incorporated to build sections of the "Southern Turnpike": Harrisburg, Carlisle & Chambersburg Turnpike Road Company, Chambersburg & Bedford Turnpike Road Company, Bedford & Somerset Turnpike Road Company, Somerset & Greensburg Turnpike Road Company, and Greensburg & Pittsburgh Turnpike Road Company. (PL)
- Mar. 9, 1814 Napoleon attacks a Russo-Prussian army under Field Marshall Blücher at Laon, believing it is retreating, when it actually outnumbers his force two-to-one; although Napoleon is defeated, the French escape when Blücher suffers a breakdown, and the Allied command is paralyzed. (Lieven)
- Mar. 10, 1814 Seat of St. Clair County, Illinois Territory, moved from Cahokia to Belleville, as the former is still predominately French. (Smith, Long)
- Mar. 12, 1814 The Duke of Wellington enters Bordeaux. (Mostert)
- Mar. 14, 1814 Elisha Boudinot, Cadwallader D. Colden (1769-1834), Anthony Dey, John N. Cumming, et al. secure incorporation of York & Jersey Steam-Boat Ferry Company in New York State for 15 years starting May 1. (PL - verify - see below)
- Mar. 1814 Future founder of the New York Central Railroad Erastus Corning (1794-1872) joins John Spencer & Co., hardware and iron merchants of Albany, where he will eventually become the richest man in town and a prominent Democratic party leader. (Neu)
- Mar. 18, 1814 York & Jersey Steam-Boat Ferry Company incorporated in N.Y. by Cadwallader D. Colden, Elisha Boudinot, John N. Cumming, John P. Durand, and Anthony Dey for the Paulus Hook ferry; incorporation of the joint-stock association called "The Steam-boat Ferry Company" which has leased the ferry for 18 years from May 1, 1811 and built two boats; capitalized at \$120,000. (PL, Stokes)
- Mar. 18, 1814 N.Y. legislative committee reports that Fitch had a prior claim to have invented the steamboat and that the monopoly violates the Commerce

Clause of the Constitution; a bill is drawn up to exempt boats that do not follow Fulton's designs. (Baxter, CncrngStmbts)

- Mar. 19, 1814 Pa. Gov. Simon Snyder again vetoes the Omnibus Bank Bill calling for incorporation of 41 banks with a total capital of \$17 million passed by the Findlayite majority. (Higginbotham, Shankman)
- Mar. 21, 1814 Findlayite majority in the Pa. Legislature passes the Omnibus Bank Bill over Gov. Simon Snyder's veto; among the banks chartered are the Schuylkill Bank in the City of Philadelphia, the Commercial Bank of Pennsylvania, the Mechanics Bank of the City & County of Philadelphia, the Bank of Pittsburgh, the Farmers & Mechanics Bank of Pittsburgh, and the Bank of Beaver; the Bank of Pittsburgh absorbs the Pittsburgh Manufacturing Company; the state is to tax bank dividends, and charters are to be forfeited if dividends are not paid annually; the banks are also required to loan to the state at 5% on call; of the 41 banks, 39 go into operation, but most fail in the depression following the panic of 1819. (PL, Higginbotham, Holdsworth, Shankman)
- Mar. 21, 1814 Napoleon finds himself facing the entire Army of Bohemia under Prince Karl von Schwarzenberg (1771-1820) at Arcis-sur-Arbe; he then turns to attack the Allied rear in an attempt to draw them away from Paris. (Lieven)
- Mar. 22, 1814 Future steamship owner, merchant and railroad promoter Marshall Owen Roberts (1814-1880) born at New York City. (AmScsflMen)
- Mar. 23, 1814 Milan, Ohio, the predecessor of Canal Fulton, laid out by Matthew Rowland on the west side of the Tuscarawas River. (Heald)
- Mar. 24, 1814 Senate defeats a bill to reduce Oliver Evans's patent rights to his flour-milling inventions. (Bathe)
- Mar. 24, 1814 Congress authorizes a further loan of \$25 million and the issue of an additional \$10 million in Treasury notes. (Arthur)
- Mar. 24, 1814 France hands over King Ferdinand VII to the Spanish army; Ferdinand has promised to rule as a constitutional monarch under the liberal Constitution of 1812, but will go back on his word and reestablish the Old Regime. (wiki)
- Mar. 24, 1814 Pope Pius VII returns to Rome from French captivity. (McBrien)
- Mar. 24, 1814 Tsar Alexander I orders the armies to take Paris, while it has been left relatively undefended, and support for Napoleon's regime is crumbling. (Lieven)
- Mar. 25, 1814 Fifth Great Western Turnpike Company incorporated in N.Y. to build from

the end of the Fourth Great Western Turnpike at Homer to the east shore of Cayuga Lake. (PL)

- Mar. 25, 1814 A second Newtown Turnpike Company incorporated in N.Y. to build from Newtown (Elmira) to the head of Seneca Lake; road is not completed until sometime around 1830. (PL)
- Mar. 25, 1814 Return J. Meigs (1764-1825) resigns as Gov. of Ohio to become Postmaster-General and is succeeded by Speaker of the Senate Othneil Looker (1757-1845) for the remaining nine months of his term. (Sobel)
- Mar. 26, 1814 York Haven Company, formerly a partnership, incorporated in Pa.; three new mills built and town of York Haven laid out in 1814. (PL, Gibson)
- Mar. 26, 1814 “The President, Managers & Company for Erecting a Bridge over the West Branch of the Susquehanna at the Town of Lewisburg” (Lewisburg Bridge Company) incorporated in Pa. to build across the West Branch of the Susquehanna River. (PL, C&C)
- Mar. 26, 1814 Pike County created from the southeastern part of Wayne County without full organization. (Long)
- Mar. 28, 1814 Pa. act authorizes the appointment of commissioners to improve the Monongahela River to the Va. state line. (PL)
- Mar. 28, 1814 British warships attack and destroy the frigate *U.S.S. Essex* as it returns to Valparaiso, Chile, after a successful 18-month raiding mission in the Pacific, where it has captured 13 British ships. (Stokes, Mostert)
- Mar. 28, 1814 Napoleon orders his wife and son and the Bonapartist government to flee Paris. (Lieven)
- Mar. 30, 1814 Full New York Legislature defeats the bill in favor of Aaron Ogden’s steamboat claim by vote of 51 to 43. (Philip)
- Mar. 30, 1814 Paris surrenders to the Allies; its defenders, outnumbered nearly five to one, are defeated in the suburbs. (Lieven, Black)
- Mar. 31, 1814 Union Canal Company of Pennsylvania Board appoints Benjamin B. Howell (1786-1841) to conduct the remainder of the 2nd class and 3rd class lotteries, replacing Henry Pratt. (MB)
- Mar. 31, 1814 Tsar Alexander I, King Frederick William III of Prussia (1770-1840) and Prince Karl von Schwarzenberg enter Paris. (Mostert)
- Mar. 31, 1814 Pres. James Madison recommends repeal of the Embargo and suspends it

pending action by Congress; the Embargo has been easily evaded. (Arthur, Stokes)

- Mar. 31, 1814 State Senator Martin Van Buren introduces a bill to lift the New York State ban on unincorporated banks, but it fails of passage. (JHammond)
- Spring 1814 Daniel French's small steamboat *Comet* descends the river to New Orleans, and thereafter runs between New Orleans and Natchez. (Monette)
- Apr. 1, 1814 Vice Admiral Sir Alexander Cochrane takes command of the American blockade from Admiral John Borlase Warren; Cochrane is to create diversions in the Chesapeake and along the coast to distract the U.S. from the Great Lakes campaign; Cochrane establishes a permanent base on Tangier Island to control Chesapeake Bay and its tributaries. (Dudley, Arthur)
- Apr. 1, 1814 Major flood in the Delaware River watershed; 25 feet at Easton. (BucksCoHS:6)
- Apr. 1, 1814 A Harrisburg newspaper estimates that 1,720 rafts, 320 arks and 240 boats have descended the Susquehanna River during the 20-day boating season. (Mifflin)
- Apr. 2, 1814 Under the direction of Charles-Maurice de Talleyrand-Périgord (1754-1838), who has changed sides again, the French Senate deposes Napoleon and the Bonaparte family. (Lieven)
- Apr. 2, 1814 Vice Admiral Sir Alexander Cochrane issues a proclamation offering freedom and resettlement in a British colony to any slaves or others who join the British forces. (Arthur)
- Apr. 3, 1814 A team-boat ferry designed by Moses Rogers is placed on the East River ferry between Main Street, Brooklyn, and Catharine Street, New York. (Stiles)
- Apr. 4, 1814 House Foreign Relations Committee reports that the repeal of the export Embargo will result in increased trade through New England ports, the customs revenue from which can be used to finance the war; Vice Admiral Sir Alexander Cochrane soon has a copy of the report, prompting him to extend the blockade to New England. (Arthur)
- Apr. 6, 1814 Napoleon abdicates unconditionally, having failed to secure his son, the so-called "King of Rome" (-) as his successor. (Black, EAH)
- Apr. 6, 1814 North American Coal Company incorporated in New York by Cadwallader D. Colden, Jeremiah F. Randolph, Thomas A. Emmet (1764-1827), Richard

Riker (1773-1842), et al., to search for coal in Connecticut, New York and New Jersey; after failure in these areas, where there is no coal, it moves to Schuylkill County, Pa., in the 1820s; an attempt to get banking powers is rejected by the Legislature. (PL)

- Apr. 6, 1814 New York Coal Company incorporated in New York by Robert Troup (1757-1832), Robert Fulton, Peter Jay Munro, Gould Hoyt, Nicholas Fish, Andrew Ogden, John Colvill, et al., to search for coal along the Ohio River; were it is to supply New York with coal from a 1,000-acre tract in southern Illinois 100 miles above Cairo purchased from Nicholas J. Roosevelt; later, the lands are found to contain no coal; charter is revived and renamed New York & Tuscarora Coal Company to operate in Schuylkill County in 1832; an attempt to get banking powers is rejected by the Legislature. (PL, Rept, Philip, NAF)
- Apr. 6, 1814 Mifflin Paul (1814-1890), future employee of the Camden & Amboy Railroad and founder of Sea Bright, N.J., born at Moorestown, N.J.; he joins the Camden & Amboy in 1833. (Ellis)
- Apr. 1814 An ark carrying 600 bu. of Schuylkill coal passes Norristown on its way to the Falls of Schuylkill or Philadelphia; the writer claims it is the first attempt to send coal down the Schuylkill by water. (Niles)
- Apr. 7, 1814 British fleet stages its first raid up the Connecticut River on Saybrook, destroying 27 vessels. (Dudley, Stokes, Arthur)
- Apr. 8, 1814 After a journey of three days, George Philip Geulich, John Frazer and James Bowman arrive at the site of present-day Karthaus on Moshannon Creek to begin operations for the Alleghany Coal Company of New York; shortly afterwards, Frederick W. Geissenhainer and John Reiter arrive and persuade Geulich to move his base of operations to the Ringgold Tract on Clearfield Creek, where he lives as the company's agent until 1818 when its last lands are sold; Geulich and Reiter sends a number of arks with coal downstream, but most are wrecked by rocks and snags in the river. (Aldrich)
- Apr. 9, 1814 Union Canal Company of Pennsylvania Board requests Garrett Cottringer to deposit the portrait of Robert Morris in his possession with the company permanently. (MB)
- Apr. 9, 1814 New York act establishes as a public highway the road (now State Route 5) from Avon through Batavia to Buffalo. (PL)
- Apr. 11, 1814 Treaty of Fontainebleau ends the war between France and the Allies of the Sixth Coalition; Napoleon is allowed to retain his rank of "Emperor" and is given the tiny Mediterranean island of Elba as his "empire"; the treaty

leaves the U.S. as the only belligerent against Great Britain; because of war debts, Britain increases the number of ships on American blockade duty only slightly; 14,000 hardened veterans of the Duke of Wellington's Peninsular Campaign are shipped to America for a three-pronged offensive down Lake Champlain, up Chesapeake Bay and against New Orleans. (Black, EAH, Dudley, Mostert)

- Apr. 1814 New Orleans banks suspend specie payment. (Huntington)
- Apr. 14, 1814 Republicans sweep New York State elections. (Flick)
- Apr. 14, 1814 U.S. repeals the Embargo and Non-Importation Acts and the embargo imposed in Dec. 1813. (EAH, Arthur)
- Apr. 15, 1814 Coalition of anti-Clinton Tammany Hall Republicans and representatives of the Southern Tier counties secure a New York act rescinding the 1812 act authorizing the Canal Commissioners to borrow money in Europe. (Sweet, Chazanof)
- Apr. 15, 1814 Jamaica, N.Y., incorporated as a village within the larger Town of Jamaica. (PL)
- Apr. 15, 1814 New York declares the Chenango River from the forks to the upper bridge in the town of Homer a public highway. (PL)
- Apr. 15, 1814 New York act authorizes improving the Ridge Road from the Genesee Falls (Rochester) to Lewiston on the Niagara River. (PL)
- Apr. 1814 Roswell L. Colt (1779-1856), son of Peter Colt, elected Gov. of Alexander Hamilton's old Society for Establishing Useful Manufactures; the Colt family has by now acquired a majority of the stock; the SUM has been reviving since 1812, after being dormant since 1796; as reorganized, the SUM is now simply a lessor of water power rights; Paterson, N.J., eventually becomes a major manufacturing center noted for textiles and locomotive building. (Trumbull, Hunter)
- Apr. 1814 U.S. Government buys 30 acres from William B. Foster, Sr., and begins the construction of the Allegheny Arsenal, which is completed in 1829; arms production ends in 1868, after which it is used for storage and distribution. (HistAlleghnyCo)
- Apr. 16, 1814 Union Canal Company of Pennsylvania Board requests the deputy surveyors of all Pennsylvania counties along its route between Philadelphia and Pittsburgh and Erie for information on the rivers in their territories. (MB)

- Apr. 21, 1814 Pa. Gov. Simon Snyder appoints commissioners for surveying the Monongahela River. (PaArch)
- Apr. 23, 1814 The 340-ton *Vesuvius*, built by Robert Fulton's agents Benjamin H. Latrobe and John Livingston for a company of New York and New Orleans investors (Ohio Steamboat Company) and the third boat built for Mississippi River service, leaves Pittsburgh for New Orleans. (Hamlin, StdHistPitts, Monette)
- Apr. 24, 1814 Vice Admiral Cochrane orders Rear Admiral Cockburn to wage destructive war in the Chesapeake. (Dudley)
- Apr. 25, 1814 Vice Admiral Cochrane announces the extension of the blockade to all of New England, which had previously been exempt because of its pro-British stance; the British begin to prey upon small ships in New England's coasting trade; Nantucket and Block Island are cut off and forced to declare neutrality and provision the British ships in order to get food and fuel from the mainland. (Cope Diary, EAH, Dudley, Arthur)
- Apr. 25, 1814 The Federalist-Clintonian coalition loses control of the New York State Legislature. (Burrows/Wallace)
- Apr. 28, 1814 Napoleon arrives at Elba. (Mostert)
- Spring 1814 A 45-ton sternwheel steamboat *Enterprise* is built at Bridgeport on the Monongahela River by a group of Brownsville Quaker investors with an oscillating engine and sternwheel propulsion by Daniel French. (Morrison, Monette, StdHistPitts)
- May 2, 1814 Treasury offers the first \$10 million installment of loan and notes; \$9.5 million is eventually subscribed, of which \$5 million is taken by New York banker and speculator Jacob Barker (1779-1871), who is able to pay \$3.5 million, but who defaults on the rest; the Treasury is only able to raise \$7.9 million at 12% discount. (Arthur)
- May 4, 1814 King Ferdinand VII of Spain reneges on his promises, abolishes the liberal Constitution of 1812, and rules absolutely; he restores the Jesuits, who were expelled during French rule; during the wars, many of Spain's colonies have declared independence, cutting off the flow of colonial revenue to Spain. (wiki)
- May 5, 1814 British raid Oswego in New York and withdraw to Canada, capturing nine guns; however Commodore Isaac Chauncey has kept most of his cannon inland and succeeds in moving them by bateaux along the coast to Sacketts Harbor. (Mostert)

- May 9, 1814 Huntingdon, Cambria & Indiana Turnpike Road Company opens books at Huntingdon. (Africa)
- May 10, 1814 William Cutting and Robert Fulton place the first steam ferry boat *Nassau* on the East River between Beekman Slip and the lower ferry at Brooklyn; the streets on both sides of the river become known as Fulton Street; however, they fail to put on a second boat by May 1, 1819, as required by their lease. (Stiles)
- May 10, 1814 Louis Rhoda, Robert Fulton's Chief Engineer, is crushed to death in the machinery of the Brooklyn ferry *Nassau*. (Morrison)
- May 10, 1814 Farmers & Mechanics Bank opens books at Pittsburgh. (StdHistPitts)
- May 13, 1814 New Castle & Frenchtown Turnpike asks for road viewers to license first five miles west from Clarkes Corner. (MB)
- May 13, 1813 Benjamin H. Latrobe launches the hull of the *Buffalo* at Pittsburgh. (Hamlin)
- May 17, 1814 New York banker Jacob Barker writes to Secretary of War John Armstrong noting that the British blockade has made it impossible to place the war loans; David Parrish has told him that it is impossible to raise \$100,000 in Philadelphia. (Arthur)
- May 23, 1814 City Bank of New York votes to loan Jacob Barker \$500,000 to enable him to float the government loan; in return, Barker promises to get the U.S. Treasury to deposit one-third of its New York funds at the bank. (Cleveland/Huertas)
- May 24, 1814 New Fulton-Livingston steamboat *Fulton* makes its first trip on an excursion to Sandy Hook; it then goes on the Albany run; it is intended for New York-New Haven service, but the Royal Navy is on blockade duty in Long Island Sound. (Heyl)
- May 30, 1814 In Treaty of Paris, the Allies reduce France to its 1792 boundaries; the Bourbon monarchy is restored, and Louis Stanislas Xavier, Comte de Lille (1755-1824), brother of the guillotined Louis XVI, takes throne as Louis XVIII, the young Dauphin, the uncrowned Louis XVII, having died in custody during the Revolution in 1795. (Black, Mercer)
- June 1, 1814 John Gadsby of Baltimore, John Tomlinson of Philadelphia, Samuel Slaymaker, Amos Slaymaker, David Witmer, et al., establish a stage line between Philadelphia and Baltimore via Lancaster, Columbia and York, running three times a week. (BaltAm)

- June 1, 1814 Fulton steamboat *Vesuvius* leave New Orleans on her first upstream voyage; two weeks later it grounds on a sandbar 700 miles from New Orleans, where it remains until floated off by a flood in Dec. 1814. (Monette)
- June 3, 1814 Creditors attach the property of Fulton's Ohio Steamboat Company at Pittsburgh for debts. (Hamlin)
- June 3, 1814 Tsar Alexander I leaves Paris. (Lieven)
- June 8, 1814 Daniel French's steamboat *Enterprise* arrives at Pittsburgh; is making test runs between Pittsburgh and Bridgeport. (StdHistPitts)
- June 9, 1814 News of Napoleon's abdication arrives in New York. (Dudley)
- June 9, 1814 John Stevens urges Robert L. Stevens to have the *Trenton* make a round trip between Philadelphia and Trenton six days a week instead of every other day. (Turnbull)
- June 9, 1814 Philadelphia City Councils authorize a contract with Oliver Evans for a large high-pressure pumping engine for the Fairmount Water Works; a second engine is a low-pressure one on the plan of Boulton & Watt. (Bathe)
- June 10, 1814 Letter in *Pittsburgh Gazette* complains of smoke nuisance caused by burning of coal by local industries. (HistPitts)
- June 11, 1814 Commissioners report Erie & Waterford Turnpike Road completed. (PaArch)
- June 11, 1814 *Norfolk Gazette & Public Ledger* reports the arrival of the first decked boat from the Roanoke River to Norfolk via the Dismal Swamp Canal; the next through boat, from the Staunton River, does not arrive until Dec. 15, 1815. (Brown)
- June 1814 Dismal Swamp Canal finally opens over its entire length, linking Norfolk with Albemarle Sound and the outlet of the Roanoke River; however, the canal can pass only small boats, requiring transshipment at either end. (Wertenbaker)
- June 13, 1814 Albert Gallatin writes to Secretary of State James Monroe from London that the U.S. cannot compel the British to yield on any maritime issues and that the best to be hoped for is peace on *status quo ante bellum*. (Arthur)
- June 1814 British Navy is taking a high toll of U.S. coasting vessels along the east coast, rendering internal trade difficult and expensive. (Cope Diary)
- June 17, 1814 John Simpson & Company's unincorporated Team & Steam Boat

Company, an association newly-formed at New Brunswick, agrees to purchase 75% interest in the team-boat *Retaliation* being built by Lewis Murelatour of New York; to be operated in connection with Aaron Ogden's steamboat to enable him to run to New York City. (Thompson, Benedict)

- June 21, 1814 *Sea Horse* resumes running between Elizabethtown Point and Paulus Hook. (NJJrnl)
- June 23, 1814 Pres. Madison presents the Cabinet with news from London that the British will demand that America give up its traditional fishing rights at Newfoundland, be barred from trading with the British West Indies or beyond the Cape of Good Hope and be forced to cede Louisiana to Spain. (Arthur)
- June 25, 1814 Steamboat *Eagle* leaves Baltimore for Norfolk and Richmond. (BaltPatr)
- June 26, 1814 Pres. Madison receives further news that the British will seek to move the U.S.-Canadian border southwards and bar U.S. shipping from the Great Lakes. (Arthur)
- June 27, 1814 Cabinet votes to drop the demand for an end to impressment from the peace negotiations. (Arthur)
- June 28, 1814 Greensburg & Pittsburgh Turnpike Road Company receives letters patent. (PaArch)
- June 29, 1814 New York Federalists led by Gouverneur Morris (1752-1816) and Rufus King (1755-1827) hold public celebrations of the fall of Napoleon. (Flick)
- July 1, 1814 First three miles of New Castle & Frenchtown Turnpike west from Clarkes Corner, Del., licensed to take tolls. (Scharf)
- July 3, 1814 U.S. forces under Gen. Jacob J. Brown (1775-1828) and Gen. Winfield Scott (1786-1866) begin an invasion of Canada across the Niagara River; capture Fort Erie, opposite Buffalo; future civil engineer Canvass White (1790-1834), an officer of New York volunteers and is badly wounded in the fighting, leaving him in impaired health. (Taylor, EAH, Roberts)
- July 3, 1814 An American amphibious force leaves Detroit to retake Fort Mackinac. (Dunbar)
- July 5, 1814 In contrast to the inept performance of the militia, Gen. Winfield Scott's professionally drilled brigade defeats a force of 1,500 British veterans of the Napoleonic Wars at the Battle of Chippewa Plain. (EAH, Taylor, Wheelan)
- July 6, 1814 British fleet appears off Sandy Hook. (Vexler)

- July 10, 1814 British ships move north of Baltimore; seize a Frenchtown packet and sink a schooner above Pooles Island. (BaltAm)
- July 11, 1814 British in four barges attempt a landing at Elkton, Md., but are repulsed by militia; at the first news, Philadelphia mobilizes all its defenses. (BaltAm, Scharf)
- July 11, 1814 Northampton Bank incorporated in Pa. at future Allentown. (Mathews/Hngrfrd)
- July 11, 1814 Isaac A. Chapman (1787-1827) a Yankee from the upper Susquehanna, arrives at Lausanne on the Lehigh River at the mouth of Nesquehoning Creek, where he meets Jacob Cist and Charles Miner and goes to inspect the old Lehigh Coal Mine Company mine. (Mathews/Hngrfrd)
- July 11, 1814 Royal Navy occupies Eastport, Maine. (Arthur)
- July 12, 1814 *Sea Horse* begins transferring New York passengers to an oar-powered barge off Ellis Island and stops running to Paulus Hook. (NJJrnl)
- July 13, 1814 Pioneer Mississippi River steamboat *New Orleans* sinks after hitting a snag near Baton Rouge. (AmHist)
- July 14, 1814 Pres. Madison calls for the state to furnish 93,500 militia for the defense of the Middle Atlantic and Chesapeake ports. (Mathews/Hngrfrd)
- July 14, 1814 A New York City committee reports that the city is defenseless against British attack by the East River or by land. (Flick)
- July 14, 1814 Vice Admiral Sir Alexander Cochrane writes to his superiors of his desire to give the Americans “a complete drubbing” and conclude a peace that will push back their northern borders and cost them control of the Mississippi; his immediate plan is an attack on Baltimore and Washington. (Arthur)
- July 15, 1814 Gen. Joseph G. Swift begins the construction of a defensive line across northern Manhattan and western Long Island. (Stiles)
- July 1814 Stephen Girard rejects the overtures of David Parish and John Jacob Astor to form a new syndicate to take the \$25 million war loan. (DAdams)
- July 1814 Greensburg & Pittsburgh Turnpike Road Company organized at Pittsburgh; William Wilkins, Pres. (StdHistPitts)
- July 17, 1814 Abiel Abbott (1790-1838), a master carpenter, leaves Wilkes-Barre on foot for Lausanne on the Lehigh River with a group of young men from

prominent families to build coal arks for Jacob Cist, Charles Miner and ___ Hillhouse. (WBRecord)

- July 17, 1814 Vice Admiral Sir Alexander Cochrane explains to his superiors his plans for an attack on Philadelphia by landing at New Castle and destroying the Brandywine flour mills and the du Pont gunpowder mills near Wilmington. (Arthur)
- July 18, 1814 Vice Admiral Cochrane issues orders for the blockading fleet to destroy such coastal towns as present attractive targets. (EAH)
- July 22, 1814 Pa. Gov. Simon Snyder calls out the state's quota of 14,000 militia. (Mathews/Hngrfrd)
- July 22, 1814 Treaty of Greenville; Delaware, Seneca, Shawnee and Wyandot make peace with the Miamis, Wea, and U.S. and agree to join the war against Britain. (wiki)
- July 25, 1814 U.S. and British forces fight to a draw in the Battle of Lundy's Lane near Queenstown, the costliest land battle of the war; Commodore Isaac Chauncey is laid up with malaria but refuses to give command of the fleet to others; his failure to provide naval support ends momentum on the Niagara front, and the Americans fall back on Fort Erie. (Taylor, EAH)
- July 25, 1814 George Stephenson (1781-1848) tests his first locomotive, the *Blücher*, at the Killingworth Colliery of the Grand Allies near Newcastle, England; first successful flanged-wheel adhesion locomotive capable of negotiating a moderate grade. (Rolt, Marshall, Blanning)
- July 25, 1814 Ex-King of Spain Joseph Bonaparte leaves Royan, France, on the brig *Commerce* for the U.S., traveling as M. Bouchard. (Pula)
- Summer 1814 The Harmony Society of Economy, Pa., and their leader George Rapp (1757-1847), buy 17,000 acres in Posey County, Ind., and establish the commune of Harmony; they have sold the original Harmony in Butler County, Pa., to a group of Mennonites at a large profit, in part because local climate will not support wine-making; the Indiana site is swampy and malarial, close to slave territory and the neighbors belligerent, forcing them to move after a decade (Esarey, DAB, wiki)
- Aug. 1, 1814 Pa. Gov. Simon Snyder appoints John Rea, grandfather of PRR Pres. Samuel Rea, Major-General of the 11th Division of the State Militia, covering Franklin and Cumberland Counties. (PRRBios)
- Aug. 1, 1814 Commodore Isaac Chauncey finally sails from Sacketts Harbor and blockades the British base at Kingston, Ont. (Mostert)

- Aug. 1, 1814 Secretary of the Treasury George W. Campbell writes to Dutch bankers Wilhelm & Jan Willink to take a U.S. loan of \$6 million. (Arthur)
- Aug. 4, 1814 American amphibious attack on Fort Michilimackinac is repulsed; the fleet's guns cannot be elevated sufficiently to hit the fort on the cliff, and Indians attack the landing party from ambush, killing the commander Maj. Andrew Hunter Holmes. (Taylor, Dunbar)
- Aug. 7, 1814 As part of the post-Napoleonic reaction, Pope Pius VII restores the Jesuits, abolished by Clement XIV in 1773 under pressure from Catholic rulers. (McBrien)
- Aug. 8, 1814 Negotiations begin at Ghent between British and American peace commissioners; Britain still hopes to annex to Canada all the land west of the 1795 Greenville Treaty line, that is, all northwestern Ohio and all of the future states of Michigan, Indiana, Illinois, Wisconsin and parts of Minnesota, to create an Indian buffer state to block future American westward expansion, and to possess Louisiana. (, Long)
- Aug. 9, 1814 British bombard Stonington, Conn. (Stokes)
- Aug. 9, 1814 Freshet in the Lehigh River. (BucksCoHS:6)
- Aug. 9, 1814 An ark-load of coal is dispatched down the Lehigh River from Lausanne by Hillhouse, Miner & Cist. (Mathews/Hngrfrd)
- Aug. 13, 1814 British begin besieging Fort Erie. (EAH)
- Aug. 14, 1814 An ark-load of Lehigh coal sent down by Hillhouse, Miner & Cist is delivered to Stelwagen & Knight in Philadelphia for retail sale; the coal costs \$14 a ton delivered at Philadelphia; a portion is sold to White & Hazard, wire manufacturers at the Falls of Schuylkill. (Scharf)
- Aug. 14, 1814 British attack on Fort Erie fails as the explosion of a powder magazine kills almost 10% of their force. (Taylor)
- Aug. 14, 1814 Bank of the Dayton Manufacturing Company opens. (Drury)
- Aug. 15, 1814 Admiral Cochrane lands 3,400 veterans of Wellington's Peninsular campaign at the British base on Tangier Island in Chesapeake Bay. (Mostert)
- Aug. 1814 Major flood in the Susquehanna watershed, probably from a tropical storm. (HazReg)
- Aug. 19, 1814 Large British fleet with 4,000 men under Gen. Robert Ross (1766-1814)

- moves up the Patuxent River and embarks troops at Benedict to march overland for an assault on Washington. (Cope Diary, EAH)
- Aug. 19, 1814 All specie is removed from Washington banks for safekeeping and they stop specie payments. (PADA)
- Aug. 19, 1814 2,000 militia from upstate arrive in New York City by the Hudson River to bolster the city's defenses; citizen volunteers are building improvised fortifications to protect from an attack via Long Island or Long Island Sound. (Stokes)
- Aug. 22, 1814 Treasury offers an additional \$6 million in bonds to finance the war; only \$3.5 million taken at 20% discount; subscribers default on \$410,000. (Arthur)
- Aug. 22, 1814 Future banker and broker Thomas Alexander Biddle (1814-1888) born at Philadelphia; son of broker Thomas Biddle (1876-1857) and Christine Williams Biddle (1780-1861); he will build the family business into a major investment bank and financier of many Philadelphia enterprises. (findagrave)
- Aug. 24, 1814 Federal Government flees into Virginia as British forces occupy Washington, D.C., after routing the poorly-trained U.S. militia troops commanded by Gen. William H. Winder (1775-1824) and drawn up in their path at Bladensburg, Md.; the British burn the White House, Capitol, Navy Yard and other public buildings, supposedly in retaliation for the burning of York (Toronto); the British burn the Washington end of the Long Bridge and the Americans burn the Virginia side. (EAH, Howe, Bryan)
- Aug. 25, 1814 British withdraw from Washington. (EAH)
- Aug. 26, 1814 Emergency meetings held in the State House Yard at Philadelphia to organize the defense of the city; partisan squabbles are set aside and Federalists and Republicans join in the effort; militia units are deployed to resist an invasion overland from Maryland, while earthworks and batteries are thrown up around the city; the Committee of Defense rejects the idea of a Black Legion, but calls for separate groups of people of color to assist with the earthworks; a brigade of African American troops is apparently organized by the regular army. (Scharf)
- Aug. 26, 1814 State Fencibles leave Philadelphia for guard duty at Kennett Square. (Scharf)
- Aug. 26, 1814 A committee of Philadelphia banks begins meetings to confront the crisis caused by a shortage of specie and the contraction of credits. (DAdams)

- Aug. 27, 1814 Pres. Madison and some of the Cabinet return to Washington. (EAH)
- Aug. 28, 1814 British attack and occupy Alexandria, Va. (Arthur)
- Aug. 29, 1814 A committee of Philadelphia banks considers an “Open Notice to Banks” drafted anonymously by printer/publisher Mathew Carey recommending an immediate suspension of specie payments as inevitable and the only way to stop economic collapse. (DAdams)
- Aug. 30, 1814 Banks in Baltimore suspend specie payments; spreads to all banks outside New England, causing rapid depreciation of currency. (Arthur - verify BaltAm - McMaster implies earlier, before Phila. - says specie buried in the country)
- Aug. 30, 1814 Philadelphia banks suspend specie payments; merchants begin moving their ships up the Delaware River, fearing an attack. (Cope Diary)
- Aug. 31, 1814 A British army of 11,000 men under Gen. Sir George Prevost (1767-1816) begins advancing south from the St. Lawrence River to Lake Champlain. (Taylor)
- Summer 1814 Daniel French’s steamboat *Enterprise* makes two round trips, Pittsburgh to Louisville. (Morrison, Monette)
- Sep. 1, 1814 New York banks suspend. (Arthur)
- Sep. 1, 1814 Bank of Maryland begins issuing small notes in denominations from \$1 to \$3 to be honored by all city banks; all specie has been sent into the interior. (BaltPatr)
- Sep. 1, 1814 Benjamin H. Latrobe issues an unsuccessful appeal to raise money to save the Ohio Steamboat Company. (Hamlin)
- Sep. 2, 1814 Royal Navy ships ascend the Penobscot River and destroy American vessels at Bangor, Maine; by the end of the month, Maine east of the Penobscot is under British occupation to protect their land communication between the Maritimes and Quebec; the area remains in British hands for the rest of the war. (Arthur)
- Sep. 2, 1814 British evacuate Alexandria, Va., after the citizens surrender 21 ships, stores and merchandise. (Arthur)
- Sep. 1814 Virginia banks suspend to prevent a drain of their hoarded specie to the North to cover the state’s trade imbalance. (Starnes - try Niles Reg)
- Sep. 5, 1814 British forces board and capture the *Tigress*, the last of two U.S. ships

maintaining a blockade of Mackinac Island; the upper Great Lakes remain under British control. (Dunbar)

- Sep. 6, 1814 New Castle & Frenchtown Turnpike asks for viewers to license remainder of turnpike in Delaware; is done to Maryland state line. (MB)
- Sep. 6, 1814 British force under Gen. Ross embarks on the Patuxent; instead of marching overland and attacking Baltimore from its poorly-defended land side, they transfer their troops to assault the city from the Bay, giving time for the American forces to regroup. (Scharf)
- Sep. 6, 1814 Bank runs begin in Boston on news of events at Washington and Alexandria. (Arthur)
- Sep. 6, 1814 Gen. Prevost enters Plattsburgh and squares off against the Americans under Gen. Alexander Macomb (1782-1841), who entrenches himself on the opposite bank of the Saranac River backed up by the squadron of Capt. Thomas Macdonough (1783-1825) on Lake Champlain; Prevost urges his naval commander, Capt. George Downie (-1814), to hurry south to his support. (Mostert)
- Sep. 8, 1814 Stephen Girard places the specie from his private bank and other valuables in the Farmers Bank of Reading for fear of a British attack on Philadelphia. (McMaster)
- Sep. 10, 1814 Farmers & Mechanics Bank incorporated in Indiana Territory by John Paul, John Ritchie, Christopher Harrison, Henry Ristine, N. Hurst and D. Blackmore; capital to be \$750,000, of which the territorial government may take \$125,000; to be located in Madison. (PL, HistJeffCo, Esarey)
- Sep. 10, 1814 Bank of Vincennes incorporated in Indiana Territory; promoted by the officers of the Land Office at Vincennes; capital of \$750,000. (PL, Esarey)
- Sep. 11, 1814 Capt. Thomas Macdonough defeats the British invasion fleet on Lake Champlain at Plattsburgh; Capt. Downie is killed early in the action, and the invasion army under Gen. Sir George Prevost withdraws to Canada, abandoning large quantities of supplies and aborting what was to have been the main attack of the campaign. (EAH, Dudley)
- Sep. 12, 1814 Gen. Ross's troops land at North Point northeast of Baltimore for a flanking attack on the city; their advance is slowed by American skirmishers at the Battle of North Point; Gen. Ross is killed by a sniper early in the fighting, after which the British advance become more cautious. (Scharf, EAH, Arthur)
- Sep. 13, 1814 Steamboat *Chesapeake* of the Union Line is one of the vessels drawn up in

a blockading line to keep the British fleet from getting into the Inner Harbor at Baltimore, should they be able to subdue Fort McHenry. (Holly)

- Sep. 13, 1814 Vice Admiral Cochrane bombards Fort McHenry guarding the entrance to Baltimore's Inner Harbor, but the two-day combined land and naval assault on Baltimore fails; unable to obtain covering fire from their ships, the land force withdraws; Francis Scott Key (1780-1843), a hostage on the British ships during the fighting, writes *The Star Spangled Banner* to the tune of a popular English drinking song to celebrate the fort's resistance and refusal to strike its colors. (EAH, Scharf)
- Sep. 13, 1814 New Hope Delaware Bridge opens. (Fackenthal)
- Sep. 14, 1814 News of the attack on Baltimore reaches Philadelphia. (Scharf)
- Sep. 1814 Business failures in New York City. (Cope Diary)
- Sept. 1814 Holland Land Company completes a road from present Ischia, N.Y., west to present Mayville on Lake Chautauqua. (Young/Chautauqua)
- Sep. 17, 1814 U.S. troops sortie to engage the British as they prepare to retreat from Fort Erie. (Taylor)
- Sep. 17, 1814 British fleet withdraws from Baltimore; Vice Admiral Sir Alexander Cochrane receives approval for his plan for an attack on New Orleans. (Scharf, Arthur)
- Sep. 17, 1814 Americans repel a British naval attack on Mobile Bay, indicating that New Orleans will be the target of the next assault. (Arthur)
- Sep. 19, 1814 Congress meets in extra session to cope with the financial crisis. (Catterall)
- Sep. 21, 1814 British finally withdraw from Fort Erie. (Taylor)
- Sep. 23, 1814 Secretary of the Treasury George W. Campbell reports that the Treasury faces a shortfall this year of \$11.66 million. (Arthur)
- Sep. 26, 1814 New York act authorizes the New York Manufacturing Company to reduce its capital and use wire it manufactures for other than textile cards. (PL)
- Sep. 27, 1814 Secretary of War John Armstrong is forced to resign over the burning of Washington; James Monroe serves as both Secretary of State and War. (wiki, Taylor)
- Sep. 30, 1814 Robert Fulton fires Benjamin H. Latrobe as his Pittsburgh agent. (Hamlin)

- Oct. 1, 1814 Pike County, Pa., fully organized with county seat at Milford. (Long)
- Oct. 3, 1814 Secretary of the Treasury-designate Alexander J. Dallas writes to Stephen Girard outlining his plan for a new national bank. (DAdams)
- Oct. 6, 1814 Alexander J. Dallas of Pennsylvania becomes Secretary of the Treasury, replacing George W. Campbell, removed for incompetence; by now, even the Old Republicans support his appointment. (Arthur, DAdams)
- Oct. 9, 1814 British blockading squadron in Delaware Bay reports taking 83 American merchantmen since Aug. 6. (Arthur)
- Oct. 11, 1814 Federalists post big gains in Pa. elections, although Simon Snyder is reelected as Governor; Old School Democrats support the Federalists; future Pres. James Buchanan (1791-1868) of Lancaster wins election to the Assembly as a Federalist, beginning his political career. (Higginbotham, Klein)
- Oct. 11, 1814 Democratic-Republican Thomas Worthington (1773-1827) is elected Gov. of Ohio, defeating incumbent Othneil Looker. (Sobel)
- Oct. 11, 1814 *Sea Horse* begins transferring New York passengers to team boat *Substitution* off Bedloes (Liberty) Island. (NJJrnl - Hatfield has 6/24)
- Oct. 11, 1814 Wilhelm & Jan Willink reply to Albert Gallatin that they and the Van Staphorst consider a new U.S. loan issue to be unmarketable and that existing U.S. bonds have fallen to 72-78 on the Amsterdam Exchange. (Arthur)
- Oct. 14, 1814 British fleet leaves Chesapeake Bay for Jamaica, leaving a small squadron at the bay's mouth. (Dudley)
- Oct. 1814 John R. Livingston, hurt by Aaron Ogden's competition, petitions N.J. Legislature to repeal Ogden's grant and attacks the claim that Ogden and Dod have made real improvements in steamboats; Livingston is supported by John Stevens. (Petition)
- Oct. 1814 News of the British repulse at Baltimore reaches the peace negotiators at Ghent, leading to the end of the demand for territorial concessions by the U.S. (Arthur)
- Oct. 1814 Wholesale commodity prices begin rising dramatically for the first time since Jefferson's Embargo as a result of the British blockade; they continue to rise through Dec. 1814. (Arthur)
- Oct. 1814 Because of the blockade, 4,000 wagons and 20,000 horses and oxen are

- employed in land transportation across New Jersey; Federal government spends \$2 million on land carriage in New Jersey alone. (Lane)
- Oct. 16, 1814 Massachusetts Legislature chooses delegates to a convention to meet in Hartford on Dec. 15, with rumors that it will formulate a plan for New England to secede from the Union and make a separate peace. (Arthur)
- Oct. 17, 1814 New Secretary of the Treasury Alexander J. Dallas (1759-1817) recommends creation of a national bank with a capital of \$50 million, through which the President could suspend specie payments and the federal government receive regular loans. (EAH)
- Oct. 19, 1814 Virginia act allows the two banks to circulate small notes until after the end of the war. (Starnes)
- Oct. 22, 1814 Gen. Duncan McArthur (1772-1839) leaves Detroit on a raid through what is now southern Ontario, burning homes and crops as far east as Brantford on the Grand River before returning to Detroit along the south shore; the raid turns the local Canadians into permanent enemies. (Taylor)
- Oct. 23, 1814 Future southern New Jersey railroad entrepreneur Ebenezer Westcott (1814-1888) born in Cumberland County. (RyW)
- Oct. 23, 1814 Isaac A. Chapman returns to the Lehigh River with Jacob Cist and again visits the coal mine. (Mathews/Hngfrfd)
- Oct. 24, 1814 Benjamin B. Howell begins drawing the Second Class Union Canal Lottery. (AR)
- Nov. 1, 1814 Congress of Vienna convenes, at which the victorious Allies are to redraw the map of Europe after the surrender of French conquests, restore monarchies overthrown by Napoleon, and devise a peace settlement; ultimately, the arrangements made by the Congress prevent a general war in Europe for a century. (Mercer)
- Nov. 4, 1814 Isaac A. Chapman receives militia orders to march to the relief of Baltimore and Washington. (Mathews/Hngfrfd)
- Nov. 5, 1814 Americans evacuate and blow up Fort Erie, ending all efforts to invade Canada across the Niagara River. (Taylor, EAH)
- Nov. 7, 1814 General Andrew Jackson (1767-1845), the military leader of the just-concluded war against the Creek Nation, captures Pensacola in Spanish Florida from an outnumbered British occupation force. (EAH, Arthur)
- Nov. 7, 1814 The Duke of Wellington declines taking command of British forces in the

American war, saying his presence in Europe is essential. (DNB)

- Nov. 9, 1814 Secretary of the Treasury Alexander J. Dallas informs the holders of government securities in Massachusetts that the government cannot pay the interest; the government is bankrupt from its failure to place new war loans. (Catterall, Higginbotham)
- Nov. 15, 1814 The Treasury issues an additional \$3 million in Treasury notes. (Arthur)
- Nov. 21, 1814 Meeting held at the house of Valentine Brobst in Reading in support of chartering a Schuylkill Navigation Company. (DemPress)
- Nov. 22, 1814 Isaac A. Chapman receives his discharge from the militia, which is ordered back home. (Mathews/Hnggrfd)
- Nov. 22, 1814 Bank of Pittsburgh reorganized under a new charter, absorbing the Pittsburgh Manufacturing Company; William Wilkins (1779-1865) is elected Pres. and Alexander Johnston, Jr. (1784-1832), maternal grandfather and namesake of future PRR Pres. A. J. Cassatt, Cashier on Nov. 28. (HistAllghnyCo, Holdsworth, Mathews - verify PL?, PaArch?)
- Nov. 22, 1814 John James Abert (1788-1863) commissioned a Major in the Topographical Engineers. (topogs.org)
- Nov. 26, 1814 Large British fleet with 7,500 veteran troops under Sir Edward Pakenham (1778-1815) leaves Jamaica for an attack on New Orleans. (EAH)
- Nov. 29, 1814 British banker Alexander Baring advances \$132,000 to Wilhelm & Jan Willink to pay the interest due on the Louisiana Purchase debt held in the Netherlands. (Arthur)
- Nov. 30, 1814 Pennsylvania militia breaks up Camp Dupont guarding the powder mills near Wilmington. (Scharf)
- Dec. 1, 1814 Daniel French's steamboat *Enterprise* leaves Pittsburgh for New Orleans under the command of Capt. Henry M. Shreve with a cargo of ordnance stores for the defense of the city. (Monette)
- Dec. 1, 1814 William Jones (1760-1831) resigns as Secretary of the Navy. (Taylor)
- Dec. 2, 1814 Having been warned that New Orleans is the target of the British attack, Gen. Andrew Jackson arrives in the city with a large force of veterans of the successful war against the Creek Indians. (Mostert)
- Dec. 3, 1814 Congress rejects an income tax to pay for the war and close a \$17.7 million budget shortfall. (Arthur)

- Dec. 8, 1814 The British attack force from Jamaica reaches Ship Island in the Gulf 70 miles from New Orleans. (Arthur)
- Dec. 9, 1814 Future Philadelphia Quaker merchant and PRR director Washington Butcher (1814-1873) born at Philadelphia. (BioEncycPa)
- Dec. 10, 1814 Pres. Madison signs legislation placing Stephen Girard's private bank on the same basis as incorporated banks in paying the war tax on profits or notes. (DAdams)
- Dec. 13, 1814 Pa. reports that the first Columbia Bridge between Columbia and Wrightsville is completed and grants license to take tolls; the bridge is located about 1,000 feet upstream from later bridges; 5,690 feet long with 53 spans of covered Burr trusses; costs \$231,771; the longest covered bridge ever built; with the construction of the bridge, Wrights Ferry is renamed Wrightsville. (PaArch, Wilson, Val, Gibson)
- Dec. 13, 1814 Pa. pays last \$12,500 for stock of Northumberland & Sunbury Bridge Company. (PL)
- Dec. 14, 1814 *United States Gazette* reports the successful use of Lehigh coal by Josiah White and Erskine Hazard at the Falls of Schuylkill and its superiority to Virginia bituminous coal. (Scharf - date may be wrong)
- Dec. 14, 1814 Daniel French's steamboat *Enterprise* arrives at New Orleans, where it is immediately commandeered by Gen. Andrew Jackson. (Monette)
- Dec. 15, 1814 Hartford Convention convenes in Connecticut; dominated by New England Federalists opposing the war policies of the Democratic administration in Washington; they threaten secession. (EAH, Cope Diary)
- Dec. 1814 New Brunswick Association contracts with Daniel Dod and Cornelius Jerolomon to build a steamboat to be called the *John Fitch* to run from New Brunswick with a teamboat connection to New York. (Thompson)
- Dec. 1814 Union Canal Company of Pennsylvania gives the Gov. and each member of the Legislature copies of its annual report and the report of the New York Canal Commissioners of Mar. 8, 1814, in favor of separate canals rather than slackwater dams on rivers; done to oppose the move to charter the Schuylkill Navigation Company, which will pre-empt that part of the Union Canal's route between Philadelphia and Reading; the Union Canal claims that slackwater pools will breed disease. (AR)
- Dec. 1814 Fall floods finally float the Fulton steamboat *Vesuvius* off the sandbar where it has been stranded since June; it descends back to New Orleans,

where it is commandeered by Gen. Andrew Jackson for the defense of the city. (Monette)

- Dec. 1814 Secretary of the Treasury Alexander J. Dallas reports that the government needs \$56 million to prosecute the war in 1815, but that taxes will produce only \$15.1 million; investors have no confidence in the country to subscribe to loans, and smugglers have exported specie to buy British manufactured goods. (Taylor - Arthur has 1/17/15 - check Statutes or NASP)
- Dec. 21, 1814 Archelaus Ridgway Pharo (1814-1886) founder of the Tuckerton Railroad, born at Tuckerton, N.J. (findagrave)
- Dec. 22, 1814 The British begin their advance from Lake Borgne, sloggng through the bayous towards New Orleans, approaching the city from the east instead of trying to force the mouth of the Mississippi. (Mostert)
- Dec. 23, 1814 Congress increase internal excise duties by 50%. (Arthur)
- Dec. 23, 1814 The British invasion force arrives at Villere Plantation behind the Mississippi levees south of New Orleans, where, after dark, they are surrounded and attacked by the Americans. (Mostert)
- Dec. 23, 1814 Cleveland, Ohio, incorporated as a village. (PL)
- Dec. 24, 1814 Treaty of Ghent signed ending War of 1812 on basis of *status quo ante bellum*; Britain's position on the battlefield is such that it cannot force territorial concessions from the U.S. on land, but retains its freedom of action on the seas; the issue of impressment of American sailors is not mentioned, but ends once France is finally defeated, and the size of both the Royal Navy and the American merchant marine is reduced; Britain is also in no position to continue its demand for an Indian buffer state in the Midwest to block American expansion and must abandon its Indian allies south of the Great Lakes to American vengeance; because they have been such effective allies to the British and so feared in battle, the Americans are determined to expel all Indians west of the Mississippi as fast as possible, opening the Midwest to rapid settlement; the peace also cements Canadian nationalism and its identity as a separate people; immigration from the U.S. into Canada is cut off and replaced by increased immigration from Britain by British subjects loyal to the Crown; immigrants who previously would have moved from New York into Canada are now channeled south of the Lakes; at the same time, the war has permanently reduced the importance of the American merchant marine in foreign trade; the portion of American tonnage in foreign as opposed to coasting trade falls from 68.8% before the war to 44% in 1822 and remains under 50% thereafter; the diversion of American capital away from shipping ventures in the seaport cities to manufacturing, and internal development is permanent; the confining of

British influence north of the Great Lakes brings an acceleration in American settlement and development of the Midwest; U.S. politics also turns its back on European issues, its focus since Colonial times, in favor of domestic and continental issues. (Taylor, EAH, Arthur,)

- Dec. 24, 1814 Locomotive of William Chapman tested on the Lambton railway; Chapman has mounted the engine on two four-wheel trucks (“bogies” in British parlance), which distribute the weight on the ordinary light track, eliminating a problem that had defeated most earlier attempts to employ steam on ordinary railways. (Rolt)
- Dec. 24, 1814 Circleville, Ohio, incorporated as a town. (PL)
- Dec. 26, 1814 Congress authorizes an additional issue of \$10.5 million in Treasury notes. (Arthur)
- Dec. 26, 1814 All three Cincinnati banks suspend specie payments. (Vexler)
- Dec. 28, 1814 Pennsylvania act permits banks to expand their note issue through Feb. 1815; New York bank notes are at a 14% discount and Philadelphia and Baltimore banks at 16%; no cash is circulating and individuals are issuing notes (really IOU’s) for as little as 2 cents. (PL, Scharf)
- Dec. 29, 1814 Portsmouth, Ohio, incorporated as a town. (PL)
- Dec. 29, 1814 Urbana, Ohio, incorporated as a town. (PL)
- 1814 U.S. foreign trade has fallen to \$13 million in imports and \$7 million exports, down from \$138 million and \$108 million, respectively, in 1807. (Rothbard)
- 1814 Post Office Dept. changes the name of the post office at Coryell’s Ferry, N.J., to “Lambertsville” in honor of N.J. Sen. John Lambert (1746-1823); later shortened to “Lambertville.” (Snell)
- 1814 Marlton, N.J., laid out. (Woodward)
- 1814 David C. Wood (1781-1859) and Edward Smith build a small charcoal iron furnace and foundry at Millville, N.J., for the manufacture of stove plates and pipe; water power is taken from the Union Mill Pond dam by a 2.5-mile canal; within a few years, he is selling 300-500 tons of stove plates a year to stove manufacturers in Troy, N.Y. (Cushing - RDWoodCo has by 11/8/1814)
- 1814 Joshua Malin and his cousin John Rogers acquire Valley Forge, Pa., and rebuild it as a rolling and slitting mill; they also begin construction of a

cotton factory. (Futhey)

- 1814 John Bailey purchases a anthracite coal mine near the site of Pottsville from Col. George Shoemaker; John Mullooney of Philadelphia advertises 50 bushels of Schuylkill coal free at his quarry to anyone who can introduce it to market; small-scale shipments of Schuylkill coal continue into the 1820s, most of it sent to small town blacksmith shops and forges rather than to Philadelphia. (Nolan/Unger)
- 1814 William Wurts begins experimental mining operations on the Anderson Farm north of present Scranton, Pa., and sends samples to New York and Philadelphia. (Roberts - verify Lowenthal)
- 1814 Crandall Wilcox sends coal by ark from his mine on Mill Creek, Plains Township, Luzerne County, to Marietta, Pa., where it sells for \$8.50 a ton. (Bradsby)
- 1814 Jacob M. Haldeman (1781-1857) lays out "Haldemans Town," later New Cumberland, Pa., on the Susquehanna River in Cumberland County. (HistCumbAdams)
- 1814 Maryland's exports have fallen to \$248,434, down from \$6.8 million in 1811 and \$3.78 million in 1813. (Bryan)
- 1814 Elisha Riggs (-) and George Peabody (1795-1869) form the wholesale dry goods firm of Riggs & Peabody at Georgetown, D.C.; they move to Baltimore in 1815. (DAB)
- 1814 Holland Land Company finally completes an ordinary road from Angelica, at the end of the Lake Erie Turnpike (?), to Lake Erie. (Chazanof)
- 1814 National Road nearly finished to Tomlinson's; war prices and the scarcity of laborers is delaying construction. (HistBdfdSsetFltn)
- 1814 First shipment of coal downriver from Pittsburgh in flatboats; 2,400 bushels to a foundry in Louisville. (Hunter)
- 1814 The Harmony Society sells its 6,000 acres near Zelienople in Butler County, Pa., because of hostile neighbors and moves to 30,000 acres of improved land on the Wabash River in Posey County, Ind. (Richard)
- 1814 Robert McKee bores a salt well on Duck Creek near the Muskingum River 30 miles north of Marietta. (Williamson/Daum)
- 1814 Bank of Cincinnati organized as an unincorporated association. (HistCinHamCo, Huntington)

- 1814 Urbana Banking Company established in Urbana, Ohio, by John Reynolds; William Neil, Cashier. (Smiths - unincorporated)
- 1814 U.S. troops destroy the North West Company's lock on the Canadian side of the Sault Ste. Marie. (Dickinson)