

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

By Christopher T. Baer

1836

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1836 Associates of the Jersey Company lease operation of Paulus Hook ferry to the Jersey City Ferry Company, retaining ownership of the equipment. (HC)
- Jan. 1, 1836 New Jersey Railroad & Transportation Company begins revenue service to Rahway with 5 round trips with locomotive west of Newark; service east of Newark is still by horse car; schedule is run Jan. 1 & 2 as introduction. (NwkEagle)
- Jan. 1, 1836 New stockholders petition the Philadelphia & Trenton Railroad Board to end its opposition to the Camden & Amboy and ally with the Joint Companies. (MB)
- Jan. 1, 1836 James Morrison (1798-1857), an English merchant and Liberal member of Parliament worth £700,000 who began as a draper and haberdasher and is known as the “Napoleon of Shopkeepers,” forms the Anglo-American banking house of Morrison, Cryder & Co. with the American John Cryder (1796-1868); Morrison contributes £200,000 and Cryder £75,000; they will invest heavily in American railroads, especially the Reading, and import cotton; during the late 1830s, Morrison, Cryder & Co. will rank with W. & J. Brown & Co., Baring Brothers & Co., Lizardi & Co., Timothy Wiggin & Co., Thomas Wilson & Co. and George Wildes & Co. in Anglo-American trade and finance and is known humorously as “Over-Baring.” (Dakers)
- Jan. 4, 1836 New Jersey Railroad & Transportation Company begins permanent service with 3 round trips between Newark and Rahway. (NwkEagle)
- Jan. 4, 1836 Chief Engineer W. Milnor Roberts issues report of survey for Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad.

- Jan. 4, 1836 Western Railroad Corporation (Mass.) organized at Boston; Thomas B. Wales, Pres.; William Gibbs McNeill appointed Chief Engineer and William H. Swift, Resident Engineer. (Bliss)
- Jan. 5, 1836 At meeting at Woodbury, N.J., Henry R. Campbell reports estimate of \$80,000 for Camden & Woodbury Railroad. (Stewart)
- Jan. 6, 1836 Baltimore & Port Deposit Railroad appoints committee to meet with Delaware & Maryland Railroad concerning junction; authorizes purchase of locomotive. (MB)
- Jan. 6, 1836 Virginia act authorizes the City of Wheeling to subscribe \$250,000 to the B&O. (PL)
- Jan. 7, 1836 Meeting held at Burlington, N.J., in favor of a railroad to Mount Holly. (Schermerhorn)
- Jan. 8, 1836 Pa. House directs Canal Commissioners to investigate whether the Cumberland Valley Railroad can utilize the existing Harrisburg Bridge. (Wilson)
- Jan. 9, 1836 Illinois reorganizes Canal Commissioners and now pledges the credit of state to support a canal loan for the Illinois & Michigan Canal, backed by the federal land grant. (Putnam, Smith)
- Jan. 11, 1836 New Jersey Railroad & Transportation Company establishes through service between Jersey City and Rahway with two round trips by steam and one by horse; first regular use of locomotives east of Newark; Jersey City-Newark horse cars continue to operate every hour-and-a-half to Cook's Hotel in Broad Street (NwkEagle)
- Jan. 11, 1836 Conneaut & Beaver Railroad Company incorporated in Ohio to build from Conneaut Harbor through Kinsman to the Pennsylvania state line; not built. (PL)
- Jan. 11, 1836 J. J. Abert transmits the reports on the survey of the National Road between Springfield, Ohio, and Richmond, Ind., to Secretary of War Lewis Cass; the route via Dayton will be cheaper than the direct route. (Rept)
- Jan. 12, 1836 New pro-Camden & Amboy Board elected by Philadelphia & Trenton Railroad, including Joseph S. Moss, William G. Alexander, James S. Green (1792-1862), Edward R. Biddle (1798-1876) and Benjamin Fish (1785-1880); John Naglee is retained as Pres., but Camden & Amboy men constitute the Executive Committee. (MB)

- Jan. 12, 1836 Charles Howard elected Pres. of Baltimore & Susquehanna Railroad, replacing James Howard, resigned. (MB)
- Jan. 12, 1836 Georgia Railroad Board accepts the supplement of Dec. 18, 1835 and becomes the Georgia Railroad & Banking Company with banking powers; William E. Dearing (1785-1853) elected Pres., replacing James A. Camak, resigned to become Cashier of the bank at Athens. (Cumming, Hanson)
- Jan. 13, 1836 Gov. Joseph Ritner issues message on Pennsylvania state finances; notes lack of system and too few people wearing too many hats; Auditor-General is both general auditor of state and Commissioner of the Internal Improvement Fund; Treasurer is both treasurer of state and of the Canal Commissioners and also a Commissioner of the Internal Improvement Fund. (PaArch)
- Jan. 14, 1836 Robert Faries reports that Cumberland Valley Railroad cannot use the existing Harrisburg Bridge and requires a bridge about 15 feet higher. (Wilson)
- Jan. 15, 1836 Second meeting in favor of the Camden & Woodbury Railroad & Transportation Company at Woodbury; hear report of engineer Henry R. Campbell. (Stewart)
- Jan. 15, 1836 Morris Canal & Banking Company petitions the Legislature to build a navigable feeder canal to Long Pond, sell the surplus water power at its inclined planes, open a branch bank at Newark, and make the present Board self-perpetuating. (Munroe)
- Jan. 15, 1836 Severe winter cripples the Philadelphia & Columbia Railroad, which is nearly closed by snowdrifts well into the spring. (PhlCmmrclLst)
- Jan. 1836 Postmaster General Amos Kendall terminates Camden & Amboy mail contract as railroads want too much; new contract made with Alexander M. Cumming of Princeton to operate a mail stage from Trenton to the southern terminus of the New Jersey Railroad; runs through New York to Philadelphia in 10 hours at \$3 fare in competition with Camden & Amboy Railroad. (Lane, C&A MB)
- Jan. 1836 Pittsburgh Board of Trade founded. (PittsDir)
- Jan. 1836 Neil, Moore & Co. (Ohio Stage Company) announce their winter schedule: 1) Mail Pilot Line daily Columbus-Wheeling in 24 hours; 2) Good Intent Line daily Columbus-Wheeling in 20 hours connecting with stages to the East; 3) Mail Pilot Line to Cincinnati via Springfield in 36 hours; 4) Eagle Line every other day, Columbus-Mount Vernon-Wooster-

Cleveland; 5) Telegraph Line every other day Columbus-Sandusky in 2 days; 6) Phoenix Line every other day Columbus-Mount Vernon-Norwalk-Huron; 7) Daily line Columbus-Chillicothe. (Lee/Columbus)

- Jan. 16, 1836 Western Railroad Corporation petitions the Massachusetts Legislature for state aid in the form of a railroad-owned bank with a capital of \$5 million; this plan is rejected. (Bliss)
- Jan. 16, 1836 Galena & Chicago Union Railroad incorporated in Illinois. (Young)
- Jan. 16, 1836 Future bridge engineer Charles Shaler Smith (1836-1886), who will work on the Eads Bridge, born at Pittsburgh. (WwasW)
- Jan. 18, 1836 Matthew Newkirk (1794-1868) elected Pres. and director of Philadelphia & Delaware County Railroad; Edward R. Biddle (1798-1876) and Ashbel Green Jaudon (1800-1864) elected directors, replacing Gen. Robert Patterson. (MB)
- Jan. 18, 1836 Illinois Central Railroad incorporated in Illinois to build from the mouth of the Missouri River to the western end of the Illinois & Michigan Canal; a small amount of money is spent before the project is absorbed into the state's internal improvement program. (Smith)
- Jan. 19, 1836 Thaddeus Stevens (1792-1868), the leading Anti-Mason in the Pennsylvania House, introduces "An Act to Repeal the State Tax and to Continue the Improvement of the State by Railroads and Canals, and for Other Purposes"; bill grants state charter to the Bank of the United States in return for a bonus, loans and subscriptions to various canals and railroads; Nicholas Biddle spends about \$130,000 in lobbying fees to pass the charter. (Snyder)
- Jan. 19, 1836 Jacob Culp elected Pres. of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (MB) (Simon Cameron becomes Pres. later in year)
- Jan. 20, 1836 Garber, O'Connor & Jones inform Canal Commissioners they are working on a new line to operate over the Main Line of Public Works using 3-ton capacity boxes that can be carried on railroad wheels or in open canal boats; ask that the weight of the empty boxes be considered the equivalent of part of the weight of the car or boat and be exempt from toll. (CC)
- Jan. 21, 1836 Cincinnati & Charleston Railroad incorporated in Tenn. (ICC)
- Jan. 22, 1836 Pennsylvania authorizes new \$350,000 temporary loan to pay Feb. 1 interest; taken by the Bank of Pennsylvania and repaid from the permanent loan during the year. (PL, PaArch)

- Jan. 23, 1836 A committee of the Joint Companies writes to a committee of the General Assembly offering to end the dispute over the Monopoly grant by selling the Delaware & Raritan Canal and Camden & Amboy Railroad to the state for \$7,650,000 in 5% state bonds; the owners of the Joint Companies will then lease the operation from the state at 6%; the idea is for the state to increase its income, while the present owners earn more by raising rates on out-of-state passengers and shippers. (Rept)
- Jan. 25, 1836 Northern Liberties & Penn Township Railroad contracts with a P. Lucianna to operate passenger cars over line; is still used by Davis, Osborne, Kirk & Schofield for long distance cars. (MB - ARJ later has run to Columbia Bridge, first car is "Paula Amelia")
- Jan. 25, 1836 In his report to the Board, Cumberland Valley Railroad Chief Engineer W. Milnor Roberts recommends a lattice truss across the Susquehanna River at Harrisburg with a roadway on the lower level between the trusses and the railroad track above. (EngSocPaJrnl1915)
- Jan. 25, 1836 In the Pennsylvania House, Thaddeus Stevens makes a motion to grant a Pennsylvania charter to the Bank of the United States. (Palmer)
- Jan. 26, 1836 Holmes Hutchinson, Frederick C. Mills, John B. Jervis and Nathan S. Roberts report on surveys and estimates for the enlargement of the Erie Canal to a depth of 8 feet. (Jervis/FitzSimons)
- Jan. 26, 1836 City Point Railroad incorporated in Va. to build from deep water on the James River at City Point (Hopewell) to Petersburg; oldest component of the Norfolk & Western Railway system. (PL)
- Jan. 27, 1836 Indiana Governor Noah Noble (1794-1844) signs the "Mammoth Internal Improvement Bill" passed by the Whig majority with the consent of about half the Democrats; authorizes the construction of 900 miles of canal, 338 miles of road, including 8 turnpikes, and 90.5 miles of railroad funded by a \$10.5 million loan; replaces the three Canal Commissioners with a nine-man Board of Internal Improvement appointed by Gov.; as its members are appointed to represent different regions, each works to have money dispensed in his district; Madison & Lafayette Railroad project is the oldest PRR predecessor west of the Alleghenies; act also calls for extending the Wabash & Erie Canal from Lafayette to Terre Haute, building the Whitewater Canal from Lawrenceburg to Cambridge City, the Central Canal from Peru to Evansville via Indianapolis, and the Cross-Cut Canal between Terre Haute to Worthington, linking Wabash & Erie and Central Canals, improvement of Wabash River, macadam road from New Albany to Vincennes, road or railroad from Jeffersonville to Crawfordsville, and railroad or canal from Fort Wayne to Michigan City ; Jesse L. Williams (1807-1886) named engineer-in-chief for all canal

routes and moves to Indianapolis; David H. Maxwell, of the Madison Branch of the State Bank, is named Chairman of the Board of Internal Improvement; the interest on the \$10 million loan will be \$500,000 or 10 times the state's tax revenues. (Fatout, Blank, Clark, Church)

- Jan. 28, 1836 Pennsylvania act changes term of Canal Commissioners to begin Feb. 1 instead of June 1, so as to oust old Democratic Board four months early; locktenders and other employees not to be discharged until April 1; Canal Commissioners not to be owners of any boat or car lines; authorizes purchase of 11 locomotives of U.S. manufacture. (PL)
- Jan. 29, 1836 Locomotive *Ariel* (BLW c/n 19) makes first trial run on Brooklyn & Jamaica Railroad; boat launched at Brown & Simonson's yard for LIRR South Ferry service. (RRH)
- Feb. 1, 1836 Lake County, Indiana, created from parts of Newton and Potter Counties; not fully organized. (Long)
- Feb. 2, 1836 Pa. act authorizes Cumberland Valley Railroad to bridge Susquehanna River at Harrisburg and connect with Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (Digest)
- Feb. 21, 1836? Charter supplement to the Cumberland Valley Railroad allows it to bridge the Susquehanna River at Harrisburg, connect with the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, and operate through services to and from Philadelphia. (HistFrnklnCo. - verify PL)
- Feb. 2, 1836 Future PRR traffic officer Charles A. Chipley (1836-1904) born. (findagrave)
- Feb. 2, 1936 Union Potomac Company incorporated in Va. by Duff Green and his associates to improve the navigation of the Potomac River from Cumberland up to the mouth of Savage River to reach their coal lands. (PL)
- Feb. 3, 1836 Pa. House Committee on Inland Navigation & Internal Improvement reports against the passage of bill S-29 which would permit the Susquehanna Canal Company to change from the east side to the west side of the river; fear that if the canal is built to Havre-de-Grace, it can be continued without interruption to Baltimore; if built to Port Deposit, traffic can be taken more easily to Philadelphia. (Rept)
- Feb. 3, 1836 Future New York Central Pres. James Henry Rutter (1836-1885) born at Lowell, Mass., the son of William E. Rutter, future superintendent of the Old Colony Railroad. (NYTrib)

- Feb. 4, 1836 Residents of Warren County, Pa., petition for a railroad from the West Branch to Erie. (Rosenberger)
- Feb. 5, 1836 Henry R. Campbell of Philadelphia patents the first 4-4-0 type locomotive. (AAR)
- Feb. 5, 1836 Indianapolis incorporated as a town. (PL)
- Feb. 6, 1836 Porter County, Indiana, fully organized with county seat at Portersville. (Long)
- Feb. 8, 1836 Philadelphia Gas Works placed in operation; located at Schuylkill River and Market Street; built by the city as the result of a report by Samuel Vaughan Merrick, who serves as Chief Engineer. (Walther, DAB)
- Feb. 9, 1836 Franklin Benjamin Gowen (1836-1889), future Pres. of the Philadelphia & Reading Railroad and an implacable enemy of the PRR, born at Mount Airy, Philadelphia; son of James Gowen (1787-1871), a merchant who had emigrated from County Tyrone in Ulster in 1811. (Schlegel)
- Feb. 11, 1836 Maryland legislative resolution appoints commissioners to engage an engineer and survey a railroad from Elkton along the Delaware state line to the Virginia state line. (PL)
- Feb. 13, 1836 First section of the Richmond, Fredericksburg & Potomac Railroad opens for revenue service between Richmond (Broad & 8th Street) and the South Anna River. (AR)
- Feb. 15, 1835 Belleville Railroad & Transportation Company incorporated in N.J. to build from Belleville to the New Jersey Railroad between the Passaic and Hackensack Rivers. (PL)
- Feb. 16, 1836 Bill chartering the Bank of the United States in Pennsylvania passes the Pennsylvania Senate by 19-12 with eight Democratic votes, supposedly bribed or otherwise converted by Nicholas Biddle's operatives. (Snyder)
- Feb. 18, 1836 LIRR Board authorizes location from Jamaica to within two miles of Jericho; approves location of branch from Bedford to Williamsburg on East River, giving ferry connection independent of Brooklyn & Jamaica Railroad and bypassing congestion on Brooklyn streets. (MB)
- Feb. 18, 1836 Gov. Joseph Ritner signs state charter to permit the Second Bank of the U.S. to continue in business as the "Bank of the United States"; in return, the Bank pays a cash bonus of \$2 million, promises to make a permanent 30-year loan to state of \$6 million at 4%, plus temporary loans of up to \$1 million per year, plus payments of \$100,000 a year to the school fund;

Bank is to invest \$6 million in Pennsylvania stocks and subscribe \$675,000 to railroads and turnpikes, including subscriptions of \$200,000 to B&O, \$100,000 to the Cumberland Valley Railroad, \$100,000 to the Franklin Railroad, \$100,000 to the Monongahela Navigation Company and \$200,000 to the Williamsport & Elmira Railroad; the subscription to the B&O is contingent upon Maryland passing a law permitting it to connect with a railroad running into southeastern Pennsylvania; many of these subscriptions are extorted by Thaddeus Stevens; the same act also repeals all individual taxes, including those passed in Mar. 1831, making the state entirely dependent on the Bank for financing; the passage of the Bank charter cements the leadership of the Whigs and the decline of the "Exclusive" Anti-Masons in the governing coalition. (PL, Snyder)

- Feb. 18, 1836 Improvement Act provides that the Canal Commissioners are not to incur further debts; instead, the new Bank of the United States is to provide funds for a massive expansion of the Public Works: \$150,000 for North Branch Extension Canal from Pittston to Athens; \$200,000 for Shenango Line of Erie Extension Canal from Pulaski to Conneaut Lake; \$9,500 for a survey for a canal between West Branch and Allegheny River at Franklin, creating an all-water crossing of the Alleghenies; \$2,000 for railroad survey between Lewisburg and Water Street; a survey for a railroad between Freeport and Butler; \$12,500 to complete the Philadelphia & Columbia Railroad; \$42,061 to complete the Allegheny Portage Railroad; \$12,017 to complete the Tangascootack Extension, \$30,000 for the Johnstown Reservoir, and \$369,860 for repairs and equipment; most controversial project is \$200,000 to survey and begin the "Gettysburg Extension" of the Columbia Railroad from Gettysburg to the B&O or C&O Canal at Williamsport, Md.; a private company is to build from Wrightsville to Gettysburg to form an all-rail route to the West via B&O; actually to benefit Thaddeus Stevens of Gettysburg, a leading member of the Whig/Anti-Mason coalition, whose Caledonia Iron Works are on South Mountain along the route; however, the bill has no provision for monies due for repairs prior to Feb. 1, 1836, partly because of vague statements in the Canal Commissioners' annual report. (PL, PaArch, Snyder)
- Feb. 18, 1836 Second Monongahela Navigation Company incorporated in Pa. to improve the river up to the Virginia state line. (PL - see 3/31?)
- Feb. 18, 1836 Louisa Railroad incorporated in Va. to build from the Richmond, Fredericksburg & Potomac Railroad at Taylorsville (Doswell) north of Richmond to the base of Southwestern Mountain east of Charlottesville; oldest section of the Chesapeake & Ohio Railway system. (PL)
- Feb. 19, 1836 Second Bank of the United States accepts the Pennsylvania charter. (PaArch)

- Feb. 20, 1836 New Anti-Masonic Board of Canal Commissioners seated; President Moses Sullivan and Secretary Elijah F. Pennypacker (1804-1888); replace Democratic Commissioners James Clarke, ___ and ___. (CC)
- Feb. 20, 1836 Benjamin Wright resigns as Chief Engineer of the James River & Kanawha Company because of age; succeeded by Charles Ellet, Jr., in March. (Lewis)
- Feb. 22, 1836 New Anti-Masonic Canal Commissioners begin replacing all Democratic engineers, supervisors and other employees; they greatly increase the number of supervisors to create more patronage jobs; these actions suggest that the appeal of the new party at the local level was access to state jobs previously monopolized by the Democrats; the new officers and employees prove inexperienced, particularly those on the railroads. (CC, PhlCmmrclLst)
- Feb. 22, 1836 New Jersey Railroad Board considers proposals from Morris & Essex Railroad for through traffic and of Belleville Railroad & Transportation Company for financial aid. (MB)
- Feb. 22, 1836 Future PRR Superintendent of Transportation and Congressman John Reilly (1836-1904) born at Abnerville, Indiana County. (CongBio)
- Feb. 23, 1836 Burlington & Mount Holly Railroad & Transportation Company incorporated in N.J.; no work done under this charter; company tries for several years to get right to build down Main Street in Burlington. (PL, Woodward)
- Feb. 23, 1836 Virginia Legislature orders the Board of Public Works to survey the Falmouth & Alexandria Railroad; done by Charles B. Shaw (1800-1870) later in the year; several lines are run on inland routes to avoid the steep hills and wide creek mouths along the Potomac River, but nothing is done. (PL, VaBPW)
- Feb. 25, 1836 Maryland act authorizes the City of Baltimore to subscribe \$3 million to B&O, financed by property tax; the City is to be entitled to one additional director for each \$500,000, in addition to the two directors of 1827, up to a maximum of 12. (PL, Dilts, Reizenstein)
- Feb. 26, 1836 The Pennsylvania Company for Insurances on Lives & Granting Annuities is given the power to act as a trust company, which becomes its chief business, and the issuing of insurance and annuities is phased out. (PL, Barnes)
- Feb. 27, 1836 Announce that all the \$200,000 stock for an Erie Branch of the Bank of

the United States (Pa.) has been taken; combined with the anticipation of completing the Sunbury & Erie Railroad, the news sets off a flurry of land speculation in Erie. (HistErieCo)

- Feb. 29, 1836 Future PRR Chief Engineer William Henry Brown (1836-1910) born at Goshen, Little Britain Township, Lancaster County; son of Levi Kirk Brown (1814-1899) and Hannah Moore Brown (1816-1893) and a descendant of Quaker James Brown (1656-1716) who emigrated from Northamptonshire in 1677. (PRRBios, Cnl&RevFmlsPa)
- Feb. 29, 1836 Cleveland & Warren Railroad incorporated in Ohio. (PL)
- Feb. 29, 1836 Ohio act authorizes the state to take over the suspended Warren County Canal (Middletown-Lebanon) at 50 cents on the dollar, complete it, and make it part of the Miami Canal system. (PL, McClelland)
- Feb. 29, 1836 Newark, N.J., incorporated as a city. (PL, Atkinson)
- Mar. 1, 1836 Camden & Woodbury Railroad & Transportation Company incorporated in N.J. (PL)
- Mar. 1, 1836 Mahlon Betts (1795-1867) and Samuel N. Pusey (1814-1885) form the partnership of Betts & Pusey at Wilmington, Del., for the manufacture of railroad cars; Samuel Harlan (1807-1883), an expert cabinetmaker is agent. (H&H)
- Mar. 1, 1836 Walter Simonds Franklin (1836-1911), father of future PRR Pres. Walter Simonds Franklin (1884-1972), born at York, Pa.; son of Walter Simonds Franklin and Sarah Buel Franklin. (WwasW)
- Mar. 1, 1836 Jay County, Indiana, fully organized with county seat at Portland; Noble County fully organized with county seat at Sparta. (Long)
- Mar. 2, 1836 Belvidere Delaware Railroad Company incorporated in N.J. to build from Trenton to Belvidere, connecting with a railroad projected to the Susquehanna valley. (PL, Val)
- Mar. 2, 1836 Exchange Bank of Pittsburgh incorporated; William Robinson, Jr., Pres. (PL, Holdsworth)
- Mar. 2, 1836 American settlers in Texas declare their independence from Mexico. (Howe)
- Mar. 3, 1836 Federal charter of the Second Bank of the United States expires; bank continues to function as the "Bank of the United States" in Pennsylvania, but without the federal system of branches in other states or official ties to

the federal government; that is, it is no longer a true national bank, merely a very big state bank that engages in international finance and exchange.

- Mar. 3, 1836 Richard De Charms Barclay (1836-1908), future confidential secretary, legal advisor and front man for PRR Pres. Tom Scott, born at Bedford, Pa.; son of Francis B. Barclay, M.D., and Camilla Bonnett Barclay and grandson of Revolutionary War veteran Hugh Barclay (1747-1807), first postmaster of Bedford. (RgstrofPhiKappaSigma, BdfrdGaz)
- Mar. 3, 1836 N.Y. Senate committee endorses a \$3 million state loan to the New York & Erie Railroad on the grounds that it will divert the trade of northern Pennsylvania to New York City. (CHTP 19)
- Mar. 3, 1836 Ohio act authorizes borrowing \$200,000 per year for 1836, 1837, and 1838, and then \$300,000 per year for the next three years or a total of \$1.5 million to complete the Miami & Erie Canal from Piqua to Defiance. (PL)
- Mar. 4, 1836 Bank of the United States of Pennsylvania goes into operation with Nicholas Biddle as Pres. (Scharf)
- Mar. 4, 1836 Wolf and Muhlenberg Democrats hold a joint reconciliation Jackson Day meeting at Harrisburg; the eight Bank Democrats in the Senate are subsequently repudiated and drift into the Whig-Anti-Masonic coalition; however, the Democrats remain divided between hard-money radicals and those who support banks and paper money as an economic necessity. (Snyder)
- Mar. 4, 1836 New Jersey Assembly defeats proposal of Joint Companies to sell their works to the state; the defeat prompts Robert F. Stockton and Edwin A. Stevens to become more directly involved in politics and dictate who is elected to state offices. (Lane)
- Mar. 4, 1836 Ohio replaces Canal Commissioners with six-man Board of Public Works appointed by the Legislature; two acting commissioners at salaries of \$1,500 and four advisory commissioners who are paid *per diem*, one from each of four regional districts; Board also assumes responsibility for that portion of National Road in Ohio; all members of the new Board are Democrats, and terms of office are limited, marking the first time the spoils system is actively introduced on the Ohio public works. (PL, Scheiber)
- Mar. 4, 1836 Ohio act authorizes the State of Indiana's Whitewater Canal to cross into Ohio for such distance as necessary to reach the Ohio River at Lawrenceburgh, Ind.; the Board of Public Works is to build a branch canal from the lower level at Cincinnati to connect with it; the portion within Ohio to be subject to Ohio canal laws and tolls. (PL)

- Mar. 4, 1836 Ohio act authorizes Champaign County to subscribe for 600 shares of Mad River & Lake Erie Railroad. (Smiths)
- Mar. 5, 1836 Camden & Philadelphia Steam Boat Ferry Company incorporated by Joseph Kaighn (1774-1840), John W. Mickle, et al. to operate between Federal Street, Camden, to Market Street, Philadelphia. (Val, Digest)
- Mar. 5, 1836 N.J. act authorizes the Morris Canal & Banking Company to build a feeder to Long Pond and sell the surplus water power at the inclined planes; also enlarges the Board to 23 members of whom one-fifth are to be chosen in any one year; may issue \$600,000 in new stock to spend on the canal. (PL, Munroe)
- Mar. 5, 1836 Cleveland, Ohio, incorporated as a city. (PL)
- Mar. 6, 1836 Mexican army led by Pres. Antonio López de Santa Anna (1795?-1876) overwhelms the Texan and American volunteers holding the old mission of the Alamo in San Antonio de Béxar; almost the entire garrison of 150 is killed, the last half-dozen survivors, including former Tennessee Whig Congressman David Crockett (1786-1836), are hacked to death with swords at Santa Anna's order rather than taken prisoner. (Howe)
- Mar. 7, 1836 Towboat and ice-breaker *Pennsylvania* of Philadelphia Steam Tow-Boat Company placed in service; opens river to Chester by Mar. 17. (PhlCmmrclLst - 3/7 may be incorp. date - verify PL)
- Mar. 7, 1836 B&O delivers the first locomotive to the Winchester & Potomac Railroad at Harpers Ferry. (rlhsgroup/Cohen)
- Mar. 7, 1836 Ohio act authorizes extending the Hocking Canal from Lancaster to Athens by canal or slackwater and borrowing \$350,000 for that purpose. (PL)
- Mar. 7, 1836 First meeting of Indiana Board of Internal Improvements; each member and Canal Commissioner is given supervision of one or more of the projects; John Woodburn is placed in charge of the Madison-Lafayette Railroad; Board orders 22 miles of Madison & Indianapolis Railroad between Madison and Vernon under contract; Jesse L. Williams appointed Chief Engineer; Henry M. Pettit (1800-1847) Principal Engineer for roads and railroads; Stearns Fisher assistant for the Eastern Division of the Wabash & Erie Canal; L.B. Wilson assistant for the Central Division; Anderson Davis assistant for the Western Division; Simpson Torbert assistant for the Whitewater Canal; Thomas A. Morris (1811-1904) assistant for the Indianapolis line; C.G. Voorhies assistant for the Evansville line; W.I. Ball assistant for the Cross Cut Canal; Solomon

Holman assistant on the Falls Creek and Erie & Michigan road; R.H. Fauntleroy assistant on the Jeffersonville & Crawfordsville road; E.M. Beckwith Resident Engineer on the Madison Railroad; and John Fraser assistant on the New Albany & Vincennes Road. (Blank, Anderson, Fatout, Esarey)

- Mar. 8, 1836 Ohio Railroad incorporated in Ohio to build from Pennsylvania state line along the lake shore to the Maumee River below Toledo; to be double track built on pilings at 2,112 piles per mile; company is given banking privileges. (PL, GrnBk)
- Mar. 8, 1836 Ohio act authorizes borrowing \$1.5 million to extend Miami Canal from Dayton to the Maumee River. (PL)
- Mar. 9, 1836 Railroad convention held in Jersey Shore, Pa., to promote a line of railroad between Northumberland and Erie via Emporium, Kinzua Creek, and Warren; to be connected with Philadelphia via the Catawissa or Danville & Pottsville and Reading railroads. (Rosenberger)
- Mar. 9, 1836 First run of a locomotive from Harpers Ferry to Winchester over the Winchester & Potomac Railroad. (rlhsgroup/Cohen)
- Mar. 9, 1836 Ohio act authorizes the State to build a slackwater system of locks and dams for steamboat navigation on the Muskingum River from its mouth at Marietta as far as Zanesville and borrow \$400,000 for that purpose; William Wall is appointed Acting Canal Commissioner and David S. Bates Chief Engineer. (PL, Adnrews)
- Mar. 11, 1836 Pennsylvania act authorizes repayment of \$74,440 borrowed from Bank of Pennsylvania under temporary loan act of 1835. (PL)
- Mar. 11, 1836 Little Miami Railroad Company incorporated in Ohio with a capital of \$750,000 to build up the Little Miami Valley from Cincinnati towards the Great Lakes via Springfield. (Church)
- Mar. 11, 1836 Ohio act directs the Board of Public Works to survey the line of the Cincinnati & Whitewater Canal. (Trevorrow)
- Mar. 11, 1836 Virginia act incorporates the Lynchburg & Tennessee Railroad to build from the James River & Kanawha Canal at Lynchburg down the Great Valley to the Tennessee state line; the James River & Kanawha Company is to build a railroad from Lynchburg to Richmond, creating a continuous railroad to the southeast; the financial crises of 1836-43 kill the project. (PL, Wolfe)
- Mar. 12, 1836 Ohio resolution directs Board of Public Works to survey for a railroad

- between Cincinnati and Chillicothe. (PL)
- Mar. 12, 1836 Mansfield & New Haven Railroad incorporated in Ohio; later part of the B&O system. (ICC)
- Mar. 12, 1836 Akron, Ohio, incorporated as a town. (PL)
- Mar. 13, 1836 Maryland legislative resolution authorizes the survey of a railroad in Worcester County from the Delaware state line through Berlin and Snow Hill to the Virginia state line. (PL)
- Mar. 14, 1836 Philadelphia & Delaware County Railroad renamed Philadelphia, Wilmington & Baltimore Railroad (PW&B). (PL)
- Mar. 14, 1836 Wilmington & Susquehanna Railroad Company incorporated in Maryland; act permits merger with Delaware & Maryland Railroad. (Val)
- Mar. 14, 1836 Cleveland & Pittsburgh Railroad incorporated in Ohio to build from Cleveland to the Pennsylvania state line the Ohio River or in the direction of Pittsburgh. (PL, Church - or Cleveland, Warren & Pittsburgh??)
- Mar. 14, 1836 Winchester & Potomac Railroad opens for revenue service from Harpers Ferry to Winchester, Va.; serves as important feeder of Shenandoah Valley grain traffic to the B&O; road remains a primitive strap rail affair with light locomotives until after the Civil War. (VaBPW)
- Mar. 14, 1836 Richmond & Petersburg Railroad, later part of the main line of the Atlantic Coast Line Railroad, incorporated in Va. (PL, ICC)
- Mar. 14, 1836 Cleveland, Columbus & Cincinnati Railroad (later New York Central system) incorporated in Ohio. (GrnBk)
- Mar. 14, 1836 Ohio act authorizes loan of \$200,000 to Mad River & Lake Erie Railroad; first state aid to a private railroad company. (PL, Marvin)
- Mar. 14, 1836 Ohio Legislature passes resolution asking its congressional delegation to support B&O in its appeal for federal aid. (PL)
- Mar. 14, 1836 Ohio act orders the Board of Public Works to extend a canal or slackwater navigation up the Walhonding River from the Ohio Canal at Coshocton as far as practicable; residents desire the improvement to continue up the Mohican to Loudonville, the Vernon (Kokosing) River to Mount Vernon and/or the Killbuck to Millersburg, but the law is intentionally vague; the entire area is a rich wheat-growing region; it is surveyed later in the year from Roscoe on the Ohio & Erie Canal to Rochester on the Mohican River by William H. Price of the Ohio & Erie Canal. (PL, Woods)

- Mar. 14, 1836 Ohio act bans the new Pennsylvania Bank of the United States from maintaining offices or circulating its notes in Ohio. (PL)
- Mar. 14, 1836 Ohio act forbids banks to issue small bank notes with a penalty of a 20% tax on its dividends, excepting the Urbana Banking Company and the Miami Exporting Company, which could issue small notes under their charters. (Smiths)
- Mar. 14, 1836 Ohio act sets tolls for its section of the National Road. (PL)
- Mar. 15, 1836 Senate confirms Pres. Andrew Jackson's appointment of Roger B. Taney (1777-1864) of Maryland to be Chief Justice of the Supreme Court, succeeding John Marshall (1755-1835), deceased. (Howe)
- Mar. 15, 1836 Baltimore City Council agrees to subscribe \$3 million to the B&O. (Scharf)
- Mar. 1836 Typical stocks traded on the Philadelphia Merchants Exchange include federal bonds, Farmers & Mechanics Bank, Girard Bank, Pittsburgh Bank, Delaware & Hudson Canal Company, Morris Canal & Banking Company, and Camden & Amboy Railroad. (GrdTrst)
- Mar. 1836 Cumberland Valley Railroad Board approves the location of the Susquehanna River Bridge; contract for the abutment and piers let to William & James Cameron; Board also purchase all railroad iron for the road. (CERept)
- Mar. 1836 Col. S. Dodge surveys the Cleveland & Warren Railroad in Ohio. (ARJ)
- Mar. 1836 Edwin Schwenk begins detailed survey for Madison & Indianapolis Railroad between Madison and Vernon. (Anderson)
- Mar. 1836 Good Intent Line of steam packets begins operating between Pittsburgh and Louisville with 12 boats. (Hunter)
- Mar. 1836 British speculation in American bonds and import commodities has pushed exchanges below the gold point, making it profitable to export gold; beginning late in March, gold begins flowing out of the Bank of England for the next 11 months, causing it to raise the discount rate. (Parks)
- Mar. 16, 1836 James Brooks of Philadelphia begins construction of first 4-4-0 to Henry R. Campbell's patent. (BLW)
- Mar. 16, 1836 B&O tests an 8-ton Winans locomotive on the Parris Ridge inclined

planes; draws up a 17-ton load. (ARJ)

- Mar. 17, 1836 Pa. legislative resolution calls for the \$47,219 remaining unappropriated from the \$2 million received from the United States Bank of Pennsylvania to motive power fund of Philadelphia & Columbia Railroad. (PL)
- Mar. 17, 1836 Baltimore ordinance authorizes subscription of \$3 million to B&O, providing it runs in an unbroken line west of Harpers Ferry. (Digest, Dilts)
- Mar. 18, 1836 Girard Beneficial Association of 1835 formally incorporated in Pa. as the Girard Life Insurance, Annuity & Trust Company of Philadelphia; Benjamin W. Richards (1797-1851), Pres.; it becomes the Girard Trust Company on July 1, 1899. (PL, PaCorps, GrdTrst, Holdsworth)
- Mar. 18, 1836 Norristown & Valley Railroad approves a through traffic contract with the Philadelphia, Germantown & Norristown Railroad; the N&V is to build a substantial bridge across the Schuylkill River to link with the PG&N; Henry R. Campbell appointed Chief Engineer. (MB)
- Mar. 18, 1836 Hazleton Coal Company incorporated in Pa. to operate in the Eastern Middle Anthracite Field; may build a railroad to connect with the railroad of the Beaver Meadow Railroad & Coal Company. (PL, Baird, ICC)
- Mar. 18, 1836 Newark, N.J., incorporated as a city.
- Mar. 20, 1836 Pennsylvania & Ohio Transportation Company begins operating through packets between Philadelphia and Pittsburgh via Union Canal and Main Line. (P&O began in 1835 - was this first passenger packet?? - canals no open til 3/31-4/4)
- Mar. 21, 1836 PW&B appoints Samuel H. Kneass as Chief Engineer; issues 4,000 more shares. (MB)
- Mar. 21, 1836 Norristown & Valley Railroad appoints William L. Brown, Henry M. Naglee, Herman Haupt and J. W. Nevins Assistant Engineers; Board authorizes applying for trackage rights to run over the Philadelphia & Columbia Railroad to Columbia. (MB)
- Mar. 21, 1836 Wrightsville & Gettysburg Railroad Company incorporated in Pa. by Thaddeus Stevens (1792-1868); Stevens and James D. Paxton had built Caledonia Forge on South Mountain between Gettysburg and Chambersburg in 1830. (PL, Livingood, Watts)
- Mar. 21, 1836 Pennsylvania supplement to charter of Susquehanna Canal Company authorizes changing location from east to west bank, which is deemed to be less expensive; must make connection with the Conestoga Navigation

Company on the east bank; in return, the B&O must consent to the Pennsylvania railroads (Gettysburg Extension) making connection somewhere near Williamsport, Md., and must charge equal rates on traffic going over such a connection into Pa.; the B&O accepts these terms. (PL, B&O AR)

- Mar. 21, 1836 Pennsylvania passes a new limited partnership law which it hopes will remove some of the pressures for incorporation. (PL)
- Mar. 22, 1836 Eastern Shore Railroad incorporated in Va. to build from Cherrystone (Cape Charles) to the Maryland state line, connecting with other railroads for Philadelphia. (PL)
- Mar. 23, 1836 Second LIRR locomotive *Post Boy* (c/n 26), 4-2-0, completed by the Baldwin Locomotive Works for the Brooklyn & Jamaica Railroad. (Berliner-BLW)
- Mar. 23, 1836 James D. Harris leaves the Pennsylvania & Ohio Canal and accepts the Canal Commissioners offer of the post of Principal Engineer of the North Branch Extension Canal and charge of maintenance of the West Branch and Susquehanna Divisions at \$2,500 a year; Harris has been circulating his pro-Ritner, anti-Van Buren credentials to the new Canal Commissioners; Thomas Thornburg Wierman (1813-1887), later in charge of the PRR's canals, presents himself to Harris at Harrisburg with a letter of recommendation from Anti-Masonic leader Thaddeus Stevens and is hired by Harris in July as a rodman. (Cummings)
- Mar. 23, 1836 New York City branch of the old Bank of the United States closes. (Stokes)
- Mar. 23, 1836 Virginia act ratifies the state's purchase of 2,752 shares of Richmond, Fredericksburg & Potomac Railroad; amount was less than the typical 40% taken by the state, as private individuals have subscribed more than usual. (Harrison)
- Mar. 23, 1836 Virginia act declares it a felony to damage or destroy railroads; slaves damaging railroads shall suffer death without benefit of clergy. (PL)
- Mar. 23, 1836 Cumberland Coal Mining Company incorporated in Maryland by Walter Smith, Clement Smith, Henry Huntt, Richard S. Coxe, John A. Smith, John Hoye, Samuel P. Smith, Reuben Worthington and Henry Naylor with a capital of \$1 million; to own 12,000 acres on Dan's Mountain in the Cumberland Coal Field. (PL)
- Mar. 24, 1836 Canal Commissioners contract with McClurg, Wade & Co. of Pittsburgh for a locomotive for the Philadelphia & Columbia Railroad to be called the

Backwoodsman. (Wilson)

- Mar. 25, 1836 Maryland act authorizes Maryland Mining Company to build a railroad from its mines to the Chesapeake & Ohio Canal basin in Cumberland; the canal will not reach Cumberland until 1850. (PL)
- Mar. 25, 1836 Union Company incorporated in Maryland by Duff Green, James Lyon, Reverdy R. Welford, William M. Green, Richard K. Cralle, Archibald M. Green and Robert Hard with a capital of \$1-3 million to hold the 30,000 acres they have bought at the mouth of the Savage River above Cumberland; they can build a canal or slackwater on the Potomac to the mouth of Savage River and a canal or railroad up the Savage River or Georges Creek or a railroad direct from the mines to the B&O. (PL)
- Mar. 25, 1836 South Carolina commissioners of Louisville, Cincinnati & Charleston Railroad meet at Columbia; order survey across the mountains by Col. James Gadsen. (ARJ)
- Mar. 25, 1836 Carroll County, Md., created from parts of Baltimore and Frederick Counties with a county seat at Westminster. (Scharf)
- Mar. 26, 1836 Camden & Philadelphia Steam Boat Ferry Company organized at Camden; Joseph Kaighn (1774-1840), Pres. (MB)
- Mar. 26, 1836 River Raisin & Lake Erie Railroad incorporated in Mich. (GrnBk)
- Mar. 26, 1836 Palmyra & Jacksonburgh Railroad incorporated in Mich. (GrnBk)
- Mar. 27, 1836 On Santa Anna's order, all 342 members of a Texan-American army that has surrendered at Goliad are executed. (Howe)
- Mar. 28, 1836 Canal Commissioners adopt rule that all westbound trains on the Philadelphia & Columbia Railroad are to leave Belmont between 4:00 and 10:00 AM and between 5:00 and 8:00 PM. (CC)
- Mar. 28, 1836 Maryland act extends the time for the completion of the B&O in Maryland to July 4, 1843. (PL)
- Mar. 28, 1836 Md. act authorizes Columbia Turnpike Road Company to surrender road between Little & Big Patuxent Rivers to Anne Arundel County and all right to build a road in Montgomery County. (PL)
- Mar. 28, 1836 Treaty of Washington; Ottawa and Chippewa cede the balance of the Lower Peninsula of Michigan north of the Grand River and the Upper Peninsula east of the Escabana River. (IndLndCessions)

- Mar. 29, 1836 Eastern Shore Railroad incorporated in Maryland to build from near Elkton south down the middle of the Eastern Shore; capital stock to be \$2 million, of which the state is to take half; may connect with railroads in Virginia. (PL, Val)
- Mar. 29, 1836 Pennsylvania act creates the Geological Survey to run for 5 years with an annual appropriation of \$6,400; Gov. Ritner appoints Henry Darwin Rogers (1808-1866) as State Geologist. (PL, PaHrtg)
- Mar. 29, 1836 Georges Creek Mining Company incorporated in Maryland by John Henry Alexander (1812-1867) and Philip T. Tyson (-1877) with a capital of \$300,000 to mine and manufacture coal and iron on the Commonwealth tract of 3,817 acres on Georges Creek at what is later Lonaconing in the Cumberland Coal Field. (PL, Harvey)
- Mar. 29, 1836 Chemung County, N.Y., created from the eastern part of Tioga County with a county seat at Elmira. (French)
- Mar. 1836 Michigan act authorizes laying out about 60 roads throughout the state.
- Mar. 31, 1836 Ground breaking held for LIRR. (ARJ)
- Mar. 31, 1836 Omnibus Pa. act includes provision extending time for completion of West Chester Extended Railroad by two years. (PL)
- Mar. 31, 1836 The second Monongahela Navigation Company is incorporated in Pa. to improve the river with locks and dams up to Virginia state line. (PL)
- Apr. 1, 1836 Pennsylvania act authorizes temporary loan of \$75,000 at 4½% to buy 11 locomotives; taken by the Bank of the United States at 4%. (PL, PaArch)
- Apr. 1, 1836 Canal Commissioners establish regulation that all westbound locomotive-hauled trains leave Belmont Plane between 4:00 and 10:00 AM and 5:00 and 8:00 PM to leave blocks of time free for private transporters using horse power. (CC)
- Apr. 1, 1836 Resolution of the Legislature calls for Canal Commissioners to provide a towboat service between the end of the Delaware Division Canal at Bristol and Philadelphia; no used boat is available and no state funds to order a new one. (PL, CC)
- Apr. 1, 1836 Pennsylvania act changes railroad survey from Lewisburg to Water Street to Lewisburg to Hollidaysburg, via Penns Valley, and a private company incorporated to build it. (PL)
- Apr. 1, 1836 Charter supplement authorizes Little Schuylkill & Susquehanna Railroad

to extend from Catawissa to Williamsport, Pa. (PL)

- Apr. 1, 1836 Muncy Canal Company incorporated in Pa. to build side cut from West Branch Division Canal to Muncy; same act authorizes the new Bank of the United States (Pa.) to establish an office of discount and deposit at Erie, further fueling a real estate boom there. (PL, Rosenberger)
- Apr. 1, 1836 Erie Railroad Company incorporated in Pa. to build between Erie and Warren. (Poor, Rosenberger)
- Apr. 1, 1836 Philadelphia & Port Deposit Railroad incorporated in Pa., by merger of Oxford Railroad in Pa. and Cecil County Railroad in Md. (PL)
- Apr. 1, 1836 Maryland act renames the Susquehanna & Patapsco Canal Company the Tide Water Canal Company; to build between Pennsylvania state line and Havre-de-Grace in connection with Susquehanna Canal Company of Pennsylvania; in return, Maryland consents to link between Columbia Railroad (Gettysburg Extension) or Cumberland Valley Railroad and B&O at Hagerstown or Williamsport; State of Maryland subscribes for all of the stock, which is then vested in the Susquehanna Canal Company of Pennsylvania. (PL, Rept 1839)
- Apr. 1, 1836 Lebanon Valley Railroad incorporated in Pa. to build between Reading and Harrisburg. (PL)
- Apr. 1, 1836 Allegany Mining Company incorporated in Maryland by J. L. Skinner, John R. Nourse, Charles Williams, Orlando Harriman, John C. Baldwin and F. L. Wilsey with a capital of \$1 million to hold 4,000 acres on the head of Jennings Run near Frostburg in the Cumberland Coal Field. (PL)
- Apr. 1, 1836 Boston & New York Coal Company incorporated in Maryland by Samuel B. Barrell, Roger C. Weightman and Edmund Monroe with a capital of \$500,000 to own 5,000 acres in the Cumberland Coal Field. (PL)
- Apr. 1, 1836 Charter of The Philadelphia Bank extended 20 years from 1839 through the lobbying of its Cashier John B. Trevor (1788-1860). (Wainwright)
- Apr. 1, 1836 Monroe County, Pa., created from parts of Northampton and Pike Counties with county seat at Stroudsburg. (Long)
- Apr. 1, 1836 Name of seat of Carroll County, Ohio, changed from Centreville to Carrollton. (Long)
- Apr. 1, 1836 Fulton County, Indiana, fully organized with county seat at Rochester; Marshall County fully organized with county seat at Plymouth. (Long)

- Apr. 2, 1836 Charter supplement to LIRR authorizes it to lease or purchase the Brooklyn & Jamaica Railroad. (PL)
- Apr. 2, 1836 Pennsylvania act appropriates \$2,000 for a survey for a railroad from the base of Laurel Hill via Greensburg to Pittsburgh. (PL)
- Apr. 2, 1836 Maryland act authorizes the Baltimore & Port Deposit Railroad to bridge the Bush and Gunpowder Rivers but not the Susquehanna River. (PL)
- Apr. 2, 1836 James River & Kanawha Company purchases the old 9.5-mile Blue Ridge Turnpike and Ferry of the James River Company from the state for 92 shares of stock. (Dunaway)
- Apr. 4, 1836 Joint Companies Board meeting raises question of contracting with a new ferry company at Camden; authorizes location of branch to link New Jersey Railroad with Philadelphia & Trenton Railroad instead of running direct to Camden & Amboy at Spotswood. (MB)
- Apr. 4, 1836 Camden & Amboy Railroad stockholders approve contract with Philadelphia & Trenton Railroad. (MB)
- Apr. 4, 1836 Pennsylvania Canals finally reopen after being closed for four months by a very severe winter; many boats have been frozen in on the line in Dec. 1835, and it takes a long time to return them to the east, resulting in a shortage of boats for westbound traffic; at the same time, there is a big increase in goods waiting for shipment calculated on the canals being opened earlier than those of New York, so Philadelphia warehouses are glutted. (PhlCmmrcILst)
- Apr. 4, 1836 Baltimore & Port Deposite Railroad appoints committee to confer with B&O regarding joint depot in Baltimore; appoints committee to locate a depot east of Jones Falls; approves proposal of joint committees of B&PD and Delaware & Maryland Railroads to make connection by a steam ferry across mouth of Susquehanna River; ferry to be rigged as an icebreaker and carry 300 passengers and baggage or freight cars; passengers are to take meals on ferry; boat is to be constructed under Chief Engineer Benjamin H. Latrobe. (MB)
- Apr. 4, 1836 Massachusetts passes an act subscribing \$1 million to the Western Railroad Corporation in return for appointing three directors. (Bliss)
- Apr. 4, 1836 Kent County, Mich., fully organized with county seat at Grand Rapids. (Long)
- Apr. 5, 1836 Camden & Amboy Railroad stockholders resolve to surrender the Monopoly and offer to sell the company to the state; authorize a new loan

to finance the New Brunswick Branch. (MB)

- Apr. 5, 1836 Stockholders of Joint Companies approve printing of paper drafted by Robert F. Stockton offering to sell the works to the state for \$7.65 million in 5% bonds; are then to be leased back to the Philadelphia & Trenton Railroad and Trenton & New Brunswick Turnpike Company (controlled by Stockton and Stevens) for 30 years at 6% on the \$7.65 million cost; lessees will be allowed to build a railroad over the turnpike and charge \$4.00 fare (\$5 at night) instead of \$3.00 for through passengers but only 3 cents a mile for way passengers; terms had been written into a bill, but it failed to pass the Legislature. (Lane, MB, Rept)
- Apr. 5, 1836 Allegheny Portage Railroad opens for the season. (Wilson)
- Apr. 5, 1836 B&O authorizes beginning surveys between Harpers Ferry and Brownsville, Pa. (Dilts)
- Apr. 5, 1836 West Stockbridge Railroad incorporated in Mass. in the interest of the Hudson & Berkshire Railroad of New York to build from West Stockbridge to meet the H&B on the New York state line. (NHCorp)
- Apr. 1836 Surveys for Madison, Indianapolis & Lafayette Railroad begun; John Woodburn Chief Commissioner; Edward M. Beckwith Chief Engineer.
- Apr. 8, 1836 Ex-Gov. Garret D. Wall (1783-1850) offers to arrange for the sale of a controlling interest in the Elizabethtown & Somerville Railroad to Robert F. Stockton and the Delaware & Raritan Canal; offer is rejected, and E&S becomes the nucleus of the Central Railroad Company of New Jersey (CNJ) in 1849. (Thompson)
- Apr. 8, 1836 Ohio Board of Public Works locates portion of Wabash & Erie Canal in Ohio. (McClelland)
- Apr. 9, 1836 Floods in the Lehigh/Delaware watershed; 25 feet at Easton; floods from melting snow contribute further to delays on the Main Line of Public Works. (BucksCoHS:6, PhlCmmreLst)
- Apr. 9, 1836 New Haven & Northampton Company incorporated in Mass. to reorganize the bankrupt Farmington Canal Company and Hampshire & Hampden Canal Company. (NHCorp)
- Apr. 9, 1836 Post Office Dept. contracts with Colder & Peters, stagecoach operators, to operate a daily mail between Philadelphia, Pottsville and Port Carbon, using the Philadelphia & Reading Railroad as far as Reading and stages beyond, plus a tri-weekly mail between Port Carbon and Mauch Chunk using the Schuylkill Valley Railroad and the Mauch Chunk Railroad, with

a post rider between Tuscarora and Summit Hill. (HistRyMail)

- Apr. 10, 1836 Federal charter of Second Bank of the United States expires; Philadelphia management and main office continue in operation as a state bank called the Bank of the United States (Pa.). (see above)
- Apr. 10, 1836 Clearfield & Jefferson Turnpike Road Company incorporated in Pa. to build from Anderson's Creek to Punxsutawney. (Aldrich)
- Apr. 11, 1836 Nicholas Biddle asks Samuel Swartwout (1783-1856) to buy 1,000 or 1,500 shares of Morris Canal & Banking Company for him, keeping them in Swartwout's name; Biddle cancels the order after only 400 shares are purchased. (Munroe)
- Apr. 11, 1836 Newark, N.J., incorporated as a city. (wiki)
- Apr. 12, 1836 Astoria, N.Y., incorporated as a village in the Town of Newtown, Queens County. (French)
- Apr. 14, 1836 Discount rate on the best commercial paper at New York is now 30-40%; specie cannot be imported because of the unfavorable rate of exchange. (NYPost/Stokes)
- Apr. 15, 1836 Joint Companies authorize Samuel Jaudon of the United States Bank of Pennsylvania to negotiate a loan of \$1 million to build branch railroad, etc. (MB)
- Apr. 15, 1836 PW&B adopts bylaws; Matthew Newkirk, Edward R. Biddle and Thomas Smith of Darby appointed an Executive Committee. (MB)
- Apr. 15, 1836 John P. Baily (1805-1874) returns to the Public Works as Principal Engineer of the Philadelphia & Columbia Railroad, Allegheny Portage Railroad and Eastern, Juniata and Delaware Division Canals. (CC)
- Apr. 1836 Both the Philadelphia & Columbia Railroad and Allegheny Portage Railroad are short of horses and locomotives and the Portage Railroad is short of fuel wood for the inclined planes; creates a big pile-up of westbound goods waiting to cross the mountain at Hollidaysburg; freight takes as much a 4 days to move between Philadelphia and Columbia and 43 days to reach Pittsburgh. (PhlCmmrcLLst)
- Apr.? 1836 Boston & New York Transportation Company organized by the New York investors in the Boston & Providence Railroad to bring the night lines of the Rhode Island & New York Steamboat Company and Providence Steamboat Company under railroad control; includes the *President*, *Benjamin Franklin*, *Massachusetts*, *Providence*, and *Boston*. (Dunbaugh,

Heyl)

- Apr. 1836 Boston & New York Transportation Company puts the *Massachusetts* on the New York-Providence run on a 14:00 schedule or about 17:00 with the railroad link. (Dunbaugh)
- Apr. 16, 1836 New Bedford & Fall River Railroad incorporated in Mass.; builds a 0.25-mile connection at Taunton between the New Bedford & Taunton and Fall River & Taunton Railroads. (NHCorp)
- Apr. 18, 1836 Brooklyn & Jamaica Railroad opens between South Ferry at the foot of Atlantic Avenue and Beaver Street, Jamaica (151st Street), which is about 0.21 mile east of the present Jamaica station; track runs in the street from the ferry to Flatbush Avenue and then meanders on the north side of present Atlantic Avenue between Flatbush Avenue and East New York; David Bates Douglass, Chief Engineer. (Val, Smith, Hinsdale, C&C)
- Apr. 18, 1836 Regular construction work begins on LIRR. (Smith)
- Apr. 18, 1836 Delaware & Maryland Railroad and Wilmington & Susquehanna Railroad Companies of Delaware and Maryland merged to form Wilmington & Susquehanna Railroad Company; organization of old Wilmington & Susquehanna Railroad continues. (MB, Val)
- Apr. 19, 1836 New York act authorizes construction of Black River Canal and Improvement, linking Erie Canal at Rome with the St. Lawrence Valley at Carthage. (Sweet)
- Apr. 21, 1836 James Hand's Line of freight packets begins operating between New York and Philadelphia via Delaware & Raritan Canal. (ad)
- Apr. 21, 1836 Norristown & Valley Railroad Board authorizes reductions in the engineer corps; Herman Haupt is "loaned" to John P. Baily for work on the State's Gettysburg Extension Railroad and does not return. (MB, Ward)
- Apr. 21, 1836 Pres. Santa Anna's army, marching northward, is annihilated by the Texans under Sam Houston (1793-1863) at San Jacinto; Santa Anna is captured and almost his entire army is killed or taken prisoner; the Texans commit atrocities in revenge for the Alamo and Goliad. (Howe)
- Apr. 22, 1836 Robert F. Stockton elected a director of the Philadelphia & Trenton Railroad, replacing Richard Morris, who has sold his stock and resigns; Board approves contract of same date whereby stockholders are to receive one share of P&T for each three shares of C&A; agree to equal division of profits after payment of transit duties starting June 1. (MB)

- Apr. 22, 1836 Point Commerce, Ind., platted by J. M. H. Allison and J. F. Allison of Spencer at the mouth of the Eel River, the proposed junction of the Wabash & Erie and White River Canals. (Greene/Sullivan)
- Apr. 23, 1836 New York State grants state loan of \$3 million at 4½% interest to New York & Erie Railroad to be paid in installments as work progresses, but requires 145 miles to be done before the first payment. (PL, CHTP 19)
- Apr. 23, 1836 West Philadelphia Railroad calls in eighth installment. (PubLdgr)
- Apr. 25, 1836 Books opened for Camden & Woodbury Railroad & Transportation Company. (Stewart)
- Apr. 25, 1836 Ohio Railroad organized at Painesville; the leading figure and Pres. is Nehemiah Allen (1790-1861) of Geauga County; seven men subscribe \$600,000, although they lack the means to pay, and on this basis the company later receives \$249,000 in state bonds; the plan is to build from the Pa. state line to the Maumee River near present-day Toledo via Elyria, Sandusky and Fremont; two real estate speculations are associated with the company, the “city” of Richmond, a mile up the Grand River, on the east and Manhattan, below Toledo on the Maumee River on the west; Nehemiah Allen (d. 1861) of Wiloughby, Pres.; Cyrus Williams (d. 1849), Chief Engineer, designs the road as a continuous pile trestle topped by strap iron rails at an estimated cost of \$6,000 per mile; of the \$1.99 million subscribed and paid in, only \$13,980 is in cash, the rest being in labor or land at inflated values. (Leland, NYT 1880)
- Apr. 25, 1836 The Loco-Foco Democrats or Friends of Equal Rights are defeated in the New York City mayoral elections; they remain as a faction within the party, but Tammany Hall continues to represent both the working classes and friendly business interests. (Burrows/Wallace)
- Apr. 26, 1836 Bushwick & Newtown Bridge & Turnpike Company incorporated in N.Y. to build from Williamsburg in Kings County to Janeway’s Corner in the Town of Newtown, Queens County. (PL)
- Apr. 26, 1836 City of Baltimore authorizes \$3 million loan to finance subscription to B&O. (Digest)
- Apr. 26, 1836 William Hasell Wilson, then serving as Principal Assistant Engineer of the Reading, marries Jane Miller of Delaware County. (Wilson)
- Apr. 29, 1836 Philadelphia & Trenton Railroad Board authorizes transfer of Trenton & New Brunswick Turnpike stock to James Neilson of the Joint Companies. (MB)

- Apr. 29, 1836 Samuel H. Kneass reports on survey of PW&B from Broad & Moyamensing Streets to Delaware state line; recommends purchase of two Baldwin locomotives; Assistant Engineers Henry G. Swift and Joseph Welsh; future PRR VP Herman J. Lombaert (1816-1885) is target bearer, and future PRR engineer [William] Strickland Kneass (1821-1884) is chain carrier. (MB)
- Spring 1836 New York & Erie Railroad placed under contract between Calicoon and Deposit along the Delaware River, the only part of the route that all parties agree on. (Ellis/Cattaraugus)
- Spring 1836 B&O dispenses with horse power except in streets at Baltimore. (Dilts)
- Spring 1836 Nicholas Biddle sends Cashier Samuel Jaudon to Europe, where he negotiates agencies for the new Bank of the United States of Pennsylvania with Baring Brothers & Co. in England and Hottinguer & Co. in Paris; Jaudon also borrows £1 million in London and 500,000 francs in Paris to provide working capital for the new bank. (Govan)
- Spring 1836 Mahoningtown, Pa., laid out by William Hayes and Benjamin Darlington. (Durant)
- May 2, 1836 Three-day convention begins in Baltimore to goad Legislature into funding internal improvements. (Dilts)
- May 3, 1836 LIRR locomotives *Ariel* and *Post Boy*, drawing flat cars fitted with seats for passengers to the Union Course race track collide and are damaged; the first train strikes a cow and is rear-ended by the second; both locomotives are not well repaired and are still giving problems in 1837. (Hazelton/Reifschneider, MB)
- May 3, 1836 Southwark Railroad contracts with Colket & Sterns to build branch on Swanson Street; contracts with Isaac & William Lloyd to have use of road for two years for hauling stone and gravel at \$800 per year. (MB)
- May 3, 1836 Attica & Buffalo Railroad incorporated in N.Y. (GrnBk)
- May 4, 1836 Franklin Railroad receives letters patent. (PaArch)
- May 5, 1836 Castleton & West Stockbridge Railroad renamed the Albany & West Stockbridge Railroad. (PL, GrnBk)
- May 5, 1836 Hazleton Coal Company receives letters patent; Samuel Moore (1774-1861), Director of the Mint, is elected Pres. (PaArch, WwasW)
- May 5, 1836 Richmond, Fredericksburg & Potomac Railroad opens between the South

Anna River and North Anna River. (AR)

- May 6, 1836 Norristown & Valley Railroad Board approves the final location; Phaon Jarrett (-) is now a rodman; Colket & Sterns are contractors for culverts and for Section 17. (MB)
- May 6, 1836 New York authorizes construction of Genesee Valley Canal to build from Erie Canal at Rochester to upper Alleghany River at Olean with a branch to Dansville. (Sweet, Whitford)
- May 6, 1836 Future PRR Superintendent Robert Pitcairn (1836-1909) born at Johnstone, near Paisley, Scotland, the son of John Pitcairn (1803-1884), a mechanic, and Agnes McEwan Pitcairn, a housekeeper; he is the older brother of John Pitcairn (1841-1916), founder of the Pittsburgh Plate Glass Company. (Wilson, wiki)
- May 8, 1836 Cumberland Valley Railroad fixes location of Susquehanna River Bridge at Mulberry Street, Harrisburg. (Wilson)
- May 9, 1836 Ground broken for Harrisburg abutment of Cumberland Valley Railroad bridge across the Susquehanna River. (Wilson)
- May 9, 1836 New York act authorizes New York & Albany Railroad to extend into New York City after it has built 30 miles in Westchester County. (PL)
- May 11, 1836 Syracuse & Utica Railroad incorporated in N.Y. by John Wilkinson (1798-) of Syracuse, et al.; because it parallels the Erie Canal, it must pay the state an amount equal to canal toll on all freight over and above its regular rates. (GrnBk, Harlow, Stevens)
- May 12, 1836 Parliament begins an investigation of the soundness of the many joint-stock banks that have sprung up around the country since the crisis of 1825; partisans of the Bank of England, which opposes the joint-stock banks, use the investigation to cast doubt on the soundness of those banks, and indirectly on U.S. banks and the safety of American investments; they also point to the supposed outflow of gold from Britain to the U.S., where it is being used for speculative projects. (Lepler)
- May 13, 1836 Auburn & Rochester Railroad incorporated in N.Y. with a capital of \$2 million, to run via Geneva and Canandaigua. (Stevens, Harlow)
- May 13, 1836 Little Miami Railroad commissioners hold organization meeting at Linton's Hotel in Waynesville, Ohio. (MB)
- May 1836 LIRR begins grading its first division. (ARJ)

- May 1836 West Chester Railroad sells its freight cars to James & Darlington, who have contracted to operate the freight service. (AR/ARJ)
- May 1836 Riot of Irish laborers at Charlestown, Md., on the Wilmington & Susquehanna Railroad; after a day in which they terrorize the inhabitants, they are finally driven out of town by gunfire from the citizens; next day the sheriff and militia from Elkton arrest 25-35 of the rioters. (Johnston)
- May 1836 Very low water in the Ohio River interferes with the movement of eastbound freight to the Main Line of Public Works; steamboats are reduced to one-quarter of their carrying capacity. (PhlCmmrclLst)
- May 1836 Tioga Navigation Company begins construction of a railroad from the New York state line up to the Tioga Coal Field at Blossburg; being promoted by railroad contractors Colket & Sterns, and Philadelphians, including James R. Wilson and J. W. Ryerss; the extension in New York State is being built by the Tioga Coal, Iron Mining & Manufacturing Company financed by Erastus Corning and associates. (Cnls&RRs, Neu)
- May 1836 Keims, Whittaker & Co. establish the Reading Iron & Nail-Works at Reading, Pa.; composed of Benneville Keim (1790-1872), George May Keim (1805-1861), James Whittaker and Simon Seyfert (1786-1848). (Montgomery)
- May 16, 1836 "South Ferry" established between Whitehall Street at the southern tip of Manhattan and Atlantic Street in Brooklyn by Lyman Betts, et al.; connection with Brooklyn & Jamaica Railroad. (Stiles)
- May 16, 1836 Supplement to LIRR charter authorizes construction of branch to Hempstead. (PL, Digest)
- May 16, 1836 Kensington & Penn Township Railroad incorporated in Pa. to build along Columbia Avenue from the Columbia Bridge to a terminal on the Delaware River in Kensington; not to obstruct the street for regular traveling. (PL)
- May 16, 1836 PW&B hires John Elgar, who is already inspecting British iron for Baltimore & Port Deposit Railroad, to do same for PW&B. (MB)
- May 16, 1836 Richmond & Petersburg Railroad organized; Moncure Robinson, Chief Engineer. (VaBPW, ICC)
- May 20, 1836 New Jersey Railroad & Transportation Company begins running all three Jersey City-Rahway trips with steam; Accommodation Line to Jersey City shown originating at Market Street depot; abandons horse car service on the city track to Broad Street. (NwkEagle)

- May 20, 1836 Congress authorizes federal government to assume loans of Alexandria, Washington and Georgetown contracted in Holland in return for the cities' shares in Chesapeake & Ohio Canal. (Moore)
- May 20, 1836 Albany & West Stockbridge Railroad organized. (Poor)
- May 23 1836 John Jacob Astor, who already owns \$15,000 in the stock of the Camden & Amboy Railroad and Delaware & Raritan Canal, buys 50 shares of the Philadelphia & Trenton Railroad. (Porter)
- May 23, 1836 West Philadelphia Railroad calls in ninth installment. (PubLdgr)
- May 25, 1836 New ferry *New Jersey* placed on Cortlandt Street run. (HC)
- May 25, 1836 New York act authorizes enlarging the locks of the Cayuga & Seneca Canal. (Sweet)
- May 25, 1836 Erie & Kalamazoo Railroad Banking Company organized; Darius Comstock, Pres. (Waggoner)
- May 27, 1836 Future capitalist and railroad president Jason “Jay” Gould (1836-1892) born at Roxbury, Delaware County, N.Y., the youngest child and only son of John Burr Gould (1792-1864), a prosperous farmer, by his first wife, Mary More Gould (1798-1841); he is a descendant of Maj. Nathan Gold (d. 1694), a leading early settler of Connecticut and is of Yankee and Scottish stock; Jay is a sickly child unsuited to the rigors of farm life; he loses his mother at age four and subsequently a sister and two stepmothers; sometimes foe and sometimes ally, Gould will have a profound effect on the shape of the PRR. (Klein)
- May 30, 1836 Maryland Legislature passes a second supplement to the Susquehanna & Patapsco Canal confirming the change of name to the Tide Water Canal Company but repealing the sections that called for allowing Pennsylvania railroads to connect with the B&O at Hagerstown or Williamsport; fixes the capital stock at \$600,000 and may purchase the stock and/or property of the old Proprietors of the Susquehanna Canal. (PL)
- May 31, 1836 Beaver & Conneaut Railroad incorporated in Pa. to build from the mouth of Big Beaver Creek to connect with the Conneaut & Beaver Railroad at the Ohio state line; nothing done. (PL)
- May 31, 1836 New Castle Railroad incorporated in Pa. to build from New Castle to the Ohio state line and a connection with the Conneaut & Beaver Railroad in Ohio; nothing done. (PL)

- May 31, 1836 Nicholas Biddle announces that the new state Bank of the United States will resume the purchase and sale of domestic and foreign bills of exchange on a national scale in the fall; legal challenges in Louisiana, Alabama and Pennsylvania delay this until the following spring. (Govan)
- May 31, 1836 Astor House Hotel opens on the northwest corner of Broadway and Vesey Street in New York City; financed by John Jacob Astor, it is the first large urban luxury hotel in the city. (Stokes, Trager)
- June 1, 1836 Shares of Camden & Amboy, Delaware & Raritan Canal and Philadelphia & Trenton divided pro-rata among holders of shares of individual companies.
- June 1, 1836 Maryland act changes the name of the Georges Creek Mining Company to the Georges Creek Coal & Iron Company; company intends to build 4 hot-blast furnaces and a rolling mill; the plan is to manufacture rails for the B&O. (PL, MdHMag 70, Knowles)
- June 1, 1836 Housatonic Railroad incorporated in Conn. to build up the valley of that river; the City of Bridgeport subscribes \$100,000 to secure the terminus. (NHCorp, Kirkland)
- June 1, 1836 Work on the Georgia Railroad comes to a halt, as white laborers from the North flee the Southern summer; work resumes in the fall, but Thomson then turns to local contractors who use slave labor. (Ward)
- June 1, 1836 Kosciusko County, Indiana, fully organized with county seat at Leesburg. (Long)
- June 2, 1836 Little Miami Railroad opens subscription book at Merricks's Hotel at Xenia and other points; fails to produce enough subscriptions. (MB)
- June 3, 1836 Lykens Valley Coal Company incorporated by Simon Gratz, et al., who control Lykens Valley Railroad & Coal Company; may hold 2,000 acres of coal land and operate mines in the Wiconisco Coal Field. (PL, Digest)
- June 3, 1836 Clifton Coal Company incorporated in Maryland by Moses Rawlings, Daniel Cobb, Solomon Etting, Thomas Baltzell and Abraham G. Cole with a capital of \$500,000 to \$1 million to operate in the Cumberland Coal Field. (PL)
- June 4, 1836 LIRR authorizes survey for branch to Hempstead. (MB)
- June 4, 1836 At special session, Maryland passes a general Internal Improvement Act; establishes a Board of Public Works and pledges \$8 million in state funds to various private enterprises; \$3 million to C&O Canal, \$3 million to

B&O Railroad, \$1 million to Eastern Shore Railroad, \$500,000 to Annapolis & Potomac Canal, \$500,000 to Maryland Canal Company; as condition, B&O and Chesapeake & Ohio Canal are to be built together, rather than forcing B&O to wait until the canal is completed to Cumberland; removing this restriction meets the City of Baltimore's condition for making a subscription; if the Eastern Shore Railroad cannot be organized, the \$1 million is to be held in reserve for future projects on the Eastern Shore; three agents are to sell \$8 million in state bonds in Europe at no less than 20% premium. (PL, B&O AR)

- June 6, 1836 Franklin Railroad organized at Chambersburg; Thomas Chambers, Pres.; Hother Hagé (1800-1872) appointed Chief Engineer after Henry M. Pettit declines. (C&C)
- June 6, 1836 Illinois Canal Commissioners let contracts for part of the Summit Division. (Putnam)
- June 7, 1836 LIRR authorizes surveys east of Jericho. (MB)
- June 7, 1836 Pa. Gov. Joseph Ritner, noting that the Canal Commissioners are out of funds, calls for the Legislature to authorize a \$200,000 temporary loan, but says it will not be necessary to borrow to pay interest in the future. (PaArch)
- June 7, 1836 Thomas W. Olcott (1795-1880) elected Pres. of the Mechanics & Farmers Bank (Albany, N.Y.), the bank of the powerful Albany Regency. (Reynolds)
- June 10, 1836 Pennsylvania authorizes new \$200,000 temporary loan at 4% interest. (PL)
- June 10, 1836 John P. Baily begins survey for Gettysburg Extension Railroad. (CC)
- June 11, 1836 William Gibbs McNeill resigns as Chief Engineer of Boston & Providence Railroad in order to devote full time to LIRR. (ARJ)
- June 11, 1836 PW&B Board approves new survey by Samuel H. Kneass west of milepost 7. (MB)
- June 13, 1836 A huge labor rally is held in City Hall Park in New York City to protest the conviction of leaders of a tailors' strike for conspiracy in restraint of trade; the meeting resolves to form a new political party with the Friends of Equal Rights, a new movement that includes veterans of the "Workie" movement of 1829-1831 and the radical Loco-Foco Democratic followers of William Leggett (1801-1839). (Burrows/Wallace)

- June 14, 1836 Baltimore & Port Deposit Railroad authorizes purchase of two more locomotives. (MB)
- June 15, 1836 Hestonville & Schuylkill Railroad incorporated in Pa. to build from Hestonville (52nd Street) on the West Philadelphia Railroad to the foot of the Belmont Plane. (PL)
- June 15, 1836 Richmond, Fredericksburg & Potomac Railroad opens between the North Anna River and Ruther Glen. (AR)
- June 15, 1836 Amendment to Michigan Statehood Act pushed by Pres. Jackson and Congressional Democrats awards the disputed Toledo Strip to Ohio; Michigan is compensated with the western three-quarters of the Upper Peninsula. (StatutesatLarge, Dunbar)
- June 15, 1836 Arkansas admitted to the Union as a slave state to balance the conditional admission of Michigan as a free state. (Dunbar)
- June 1836 Herman Haupt arrives in Gettysburg as Principal Assistant Engineer of the Gettysburg Extension Railroad at age 19; Haupt comes to have a low opinion of Chief Engineer John P. Baily's skills (Baily eventually becomes a lawyer), and soon assumes more responsibility for the survey. (Ward)
- June 1836 While living at Catawissa and working on the Little Schuylkill & Susquehanna Railroad, Chief Engineer Edward Miller (1811-1872) marries Jessie Patterson Imbrie (-) of Philadelphia. (Roberts)
- June 1836 James Seymour of the New York & Erie Railroad surveys the Liggetts Gap Railroad from Binghamton to Centreville (present-day Scranton) in the Lackawanna Valley as a link to the Northern Anthracite Coal Field. (ARJ)
- June 1836 Mad River & Lake Erie Railroad's Chief Engineer James H. Bell disappears after trying to obtain money under false pretenses. (Smiths)
- June 1836 Cornelius Vanderbilt withdraws his New York-Providence day line and places the *Lexington* and new *Cleopatra* on the New York-Hartford run. (Dunbaugh)
- June 1836 Union Club founded at New York as the city's first elite men's club on the London model. (Burrows/Wallace)
- June 16, 1836 Camden & Woodbury Railroad & Transportation Company organized. (Stewart - or 6/13??)

- June 16, 1836 Pennsylvania legislative resolution authorizes survey to avoid inclined planes on Allegheny Portage Railroad and at Belmont and Columbia; authorizes survey for West Philadelphia Railroad; Canal Commissioners are to buy only American locomotives; further temporary loan of \$200,000 to be applied to North Branch Extension and Erie Extension Canals and \$8,000 for a steam tow-boat to operate between Bristol, Bordentown and Philadelphia; Canal Commissioners are authorized to sell any unfit locomotives; the loan is taken by the state Bank of the United States at 4%. (PL)
- June 16, 1836 Pa. legislative resolution calls for Gettysburg Railroad to pass through Waynesboro in Franklin County. (PL)
- June 16, 1836 Pa. act authorizes Danville & Pottsville Railroad to increase stock \$1.4 million and borrow an additional \$600,000, with state retaining first lien. (Digest)
- June 16, 1836 Pennsylvania Legislature passes an act to encourage the manufacture of iron with coke or mineral coal; a general law permitting the incorporation of companies with \$100-500,000 capital without special charters; in typical Pennsylvania log-rolling fashion, the same act incorporates the Buck Mountain Coal Company, the Little Sawmill Run Turnpike near Pittsburgh, and the Towanda and Franklin Academies. (PL)
- June 16, 1836 Buck Mountain Coal Company incorporated in Pa. by Samuel L. Shober, Jacob F. Bunting, Dr. Benjamin Kugler, William Richardson and Asa Lansford Foster to operate at the eastern end of the Eastern Middle Field (PL, Mathews/Hngrfrd)
- June 16, 1836 Gov. Joseph Ritner signs an apportionment bill that gerrymanders election districts to favor the Whigs and Anti-Masons. (PaArch)
- June 17, 1836 London *Times* publishes a partisan speech by hard-money Democratic Congressman Churchill C. Cambreleng (-) of New York attacking “wild speculation,” “overtrading.” and a too rapid expansion of state banking and paper money and charging that the distribution of the federal surplus will exacerbate all these trends; British bankers and investors read it as evidence that American banking and loans to America are unsound. (Lepler)
- June 18, 1836 Internal Improvement convention held in St. Louis to promote a direct railroad from Boston to St. Louis. (Scharf)
- June 20, 1836 Delaware Railroad incorporated in Del. to build a railroad from either the Wilmington & Susquehanna or New Castle & Frenchtown Railroads to the Maryland state line in the direction of Cape Charles; John M. Clayton

(1796-1856), William D. Waples (1779-1841) and Richard Mansfield appointed commissioners; Maryland refuses to charter an extension further south as interfering with own Eastern Shore Railroad. (PL, Val)

- June 20, 1836 Illinois Canal Commissioners begin the sale of lots at Chicago and Ottawa, at the ends of the proposed Illinois & Michigan Canal; 375 lots sold at Chicago for \$1,355,755. (Putnam, Smith)
- June 22, 1836 Convention held at Mercer, Pa., in favor of a railroad between Erie and Pittsburgh. (Rept)
- June 22, 1836 New Haven & Northampton Company organized; takes possession of the Farmington Canal. (NHCorp)
- June 23, 1836 Pres. Andrew Jackson signs Henry Clay's Surplus Revenue Act, passed by a coalition of Whigs and Democrats, for distributing the federal surplus over \$5 million to the states as loans proportional to their electoral votes; government must name at least one depository bank in each state; Pennsylvania's share is \$3.82 million; Ohio's \$2.7 million; Indiana \$1.15 million; Illinois \$640,000; Michigan \$382,000. (non-Pa. fig. may be amounts actually pd. - EAH, Howe)
- June 23, 1836 *Novelty*, the first steamboat designed specifically to burn anthracite coal, with boilers designed by Dr. Eliphalet Nott with a forced hot-air draft and fire-tube boilers, makes its first run from New York to Albany in 12:00; conversion is sponsored by the Delaware & Hudson Canal Company. (Hone)
- June 25, 1836 Future Judge Robert H. Cochran (1836-1895), projector of the Wheeling Terminal Railway bridge and Pres. of the Wheeling & Lake Erie Railroad, born. (ATMcKelvey)
- June 25, 1836 Citizens of Toledo hold a public celebration of their becoming part of Ohio. (Waggoner)
- June 26, 1836 Worcester & Norwich Railroad and Boston, Norwich & New London Railroad merged into Norwich & Worcester Railroad. (NHCorp)
- June 29, 1836 Meeting held at Owego, N.Y., in favor of linking the canal systems of New York and Pennsylvania by a canal down the Susquehanna River. (ARJ)
- June 1836? Beaver Division reopens after flood damage. (Leuba)
- June 30, 1836 Philip E. Thomas resigns as Pres. of B&O; replaced by Joseph W. Patterson (1786-1866) as Pres. pro-tem. (Dilts)

- July 1, 1836 West Chester Railroad begins operating passenger service on its own account, instead of by contractors. (AR/ARJ)
- July 1, 1836 Caspar W. Wever (1786-1861) resigns as B&O Engineer; Benjamin H. Latrobe named Engineer of Location. (AR)
- July 1, 1836 Congress places Long Bridge under the Commissioner of Public Buildings & Grounds. (C&C)
- July 1, 1836 Act of Congress excludes spikes, chairs and pins from the definition of “railroad iron” entitled to a full rebate of duties under the act of July 14, 1832. (StatutesatLarge)
- July 2, 1836 Act of Congress appropriates \$200,000 for the National Road in Ohio, \$250,000 in Indiana, and \$150,000 in Illinois. (CongGlobe)
- July 2, 1836 Act of Congress authorizes the Treasury Dept. to settle the claims of Stockton & Stokes for extras in their dispute with Postmaster General Amos Kendall. (37 US 524)
- July 2 ,1836 Act of Congress authorizes the Post Office Dept. to operate express mails that carry news “slips” for free to combat private expresses operated by newspapers to scoop one another; there are eventually four routes: New York-Washington, Washington-New Orleans, Washington-St. Louis and Cincinnati-Montgomery; the service is discontinued in 1839. (StatutesatLarge, Campbell)
- July 3, 1836 Wisconsin Territory separated from Michigan, which assumes its present boundaries. (OldNW)
- July 4, 1836 Ground broken for Susquehanna & Tide Water Canal. (CanalChron)
- July 4, 1836 Illinois Canal Commissioners break ground for Illinois & Michigan Canal at Canalport on the Chicago River. (Putnam, Smith)
- July 4, 1836 Five-day convention of delegates from all states interested in Louisville, Cincinnati & Charleston Railroad convenes in Knoxville, Tenn., Robert Y. Hayne (1791-1839) of South Carolina presiding; South Carolina favors a railroad up the French Broad River, crossing southwestern Virginia via Estillville and down the Big Sandy or Licking River to the Ohio; J. Edgar Thomson for the Georgia Railroad & Banking Company presents a survey for a route from Athens, Ga., to Knoxville via Raban Gap, which he claims is cheaper; other Georgians present alternate surveys via Wheelers Gap or McNair; final resolutions are vague as to route and recommend the Georgia-Knoxville line as a branch; call on states to invest their share of

the U.S. surplus in the project. (ARJ, Harrison)

- July 4, 1836 Pres. Andrew Jackson signs the Patent Act of 1836, which supersedes the loose requirements of the 1793 Act; establishes a Patent Office staffed by experts and impose fines for patent infringement. (McDougall)
- July 7, 1836 New Jersey Railroad & Transportation Company holds opening excursion with 13-car train and locomotive *New Brunswick* to East Brunswick on the north bank of the Raritan River opposite New Brunswick. (NwkEagle, ARJ)
- July 7, 1836 George Mifflin Dallas (1792-1864) writes a public letter to a Democratic Party Committee in Bradford County, Pa., expressing the belief that the Pennsylvania charter of the Bank of the United States can be revoked. (FisherDiary)
- July 7, 1836 Portersville, Ind., platted by the Portersville Land Company; renamed Valparaiso in the winter of 1837 in honor of Commodore David Porter and his battle on the *Essex* near Valparaiso, Chile, in the War of 1812. (HistPorterCo)
- July 8, 1836 Chief Engineer Charles Gratiot informs Capt. C. A. Ogden, Superintendent of the National Road in Indiana and Illinois of a new \$200,000 appropriation for continuing the road in Indiana and building a bridge over the White River at Terre Haute. (Rept)
- July 10, 1836 Locomotive *George Washington* built by William Norris climbs Belmont Plane of Philadelphia & Columbia Railroad (7% grade) in a demonstration run hauling a load of 19,200 pounds, including 24 people riding on tender and one freight car. (ARJ, C&C)
- July 11, 1836 New Jersey Railroad & Transportation Company opens for revenue service to East Brunswick with three round trips and omnibus connection to New Brunswick. (NwkEagle)
- July 11, 1836 Wrightsville & Gettysburg Railroad receives letters patent. (PaArch)
- July 11, 1836 Secretary of the Treasury Levi Woodbury (1789-1851) issues the Specie Circular ordering the Treasury to accept only specie or notes based on specie for purchases of public lands after Aug. 15; the Circular serves to draw specie out of the banking system and plant the notion that the government believes state bank notes to be unsound. (EAH, Howe)
- July 13, 1836 Franklin Railroad notifies B&O it has the power to connect with it at Hagerstown; original plan is to run south to meet the B&O and C&O Canal and act as their outlet to the Northeast.

- July 13, 1836 Ohio Board of Public Works places first 16 miles of Hocking Canal under contract from Lancaster towards Athens. (McClelland - Meyer says early 1837)
- July 1836 Norris locomotive *George Washington* tested on New York & Harlem Railroad. (Grogan)
- July 1836 Ephraim Beach surveys the New Jersey, Hudson & Delaware Railroad between Morristown, N.J., and Milford, Pa., in the interest of the Morris & Essex Railroad. (ARJ)
- July 1836 Capt. Elihu S. Bunker sells his New York & Boston Steamboat Company to the Boston & New York Transportation Company and retires, giving the Boston & Providence Railroad control of all the connecting night boats; service is increased to daily. (Dunbaugh)
- July 1836 Dr. Isaac Coe (1782-1867), Indiana Canal Fund Commissioner, secures loans using the state bonds as collateral, \$500,000 from J.I. Cohens & Brothers of Baltimore, a firm near collapse, and \$1.03 million from Thomas Biddle & Co. and the Morris Canal & Banking Company; Coe becomes a stockholder of Morris Canal, which buys bonds from Coe at 88, sells them at 96 and splits difference with Coe; Coe eventually pockets \$100,000. (Fatout)
- July 1836 Rev. Frederick W. Geissenhainer (1771-1838) begins three months of experimental smelting of iron with anthracite coal at the Valley Furnace on Silver Creek east of Pottsville, Pa.; output is only a few tons. (Swank)
- July 18, 1836 B&O stockholders approve the terms of the Internal Improvement Act; the state is to receive a guaranteed 6% dividend after 3 years; all profits above 6% to go to the stockholders; B&O may raise its fares from 3 cents per passenger mile to 4 cents. (Reizenstein)
- July 19, 1836 Second, more formal, test of Norris locomotive *George Washington* held at Belmont Plane, followed by an excursion to Lancaster; load was 53 passengers in two cars; total weight 31,270 pounds; tracks at bottom of plane were oiled by persons who had placed bets against the locomotive, but was surmounted by use of sand; guests include D.K. Minor of *American Railroad Journal*, Henry R. Campbell, Andrew M. Eastwick, W. Milnor Roberts, Franklin Peale and Isaiah Lukens. (ARJ)
- July 20, 1836 PW&B Board notes grading from MP 7 to Delaware state line has been contracted to John Cochran, William Eves, John J. Thurlow and Spencer McIlvain; track is strap rail on yellow pine stringers attached to white oak ties with cast iron chairs; notifies West Philadelphia Railroad that it is not

- ready to locate the eastern end of the line; William D. Lewis added to Executive Committee. (MB)
- July 21, 1836 Bank of England raises its rediscount rate to 4½% and a few weeks later to 5% to stem the loss of its specie reserves. (Govan)
- July 22, 1836 Joshua Bates (-), an American-born partner in Baring Brothers & Co. resident in London, instructs his Boston correspondent Thomas Wren Ward to reduce credits to certain American banks and New York houses. (Lepler)
- July 25, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad placed under contract. (C&C implies that this was 1835?!)
- July 26, 1836 Charles B. Fisk (1806-1866) and George W. Hughes (1806-1870) report on a survey for the Maryland Canal, last surveyed in 1828; runs from Baltimore to Georgetown. (Rept)
- July 26, 1836 Two-day convention convenes at Bedford, Pa., in advocate extending a railroad from Chambersburg to Pittsburgh; Thomas G. McCulloh (1785-1848) of Franklin County, Chairman; asks the turnpike companies to improve the road between Chambersburg and Pittsburgh for increased traffic from the Cumberland Valley Railroad; calls for a second convention to be held at Bedford on July 20, 1837. (Rept)
- July 28, 1836 Nathan Mayer Rothschild (1777-1836), head of the London branch of the Rothschilds, dies at Frankfurt-am-Main; his death removes a steadying influence at a time of growing transatlantic economic turmoil; most remember that Rothschild had played an important role in quelling the last panic in 1825; word supposedly reaches London on Aug. 2 via the Rothschilds' private carrier pigeon post. (wiki, Lepler)
- Summer 1836 Third daily steamboat packet line established between Pittsburgh and Louisville. (PhlCmmrclLst)
- Aug. 1, 1836 Utica & Schenectady Railroad opens between Schenectady and Utica; revenue service begins Aug. 2. (Stevens, ARJ)
- Aug. 1, 1836 Whigs score election victory in Indiana.
- Aug. 2, 1836 West Chester Extended Railroad receives letters patent. (PaArch)
- Aug. 2, 1836 Richmond, Fredericksburg & Potomac Railroad opens between Ruther Glen and the Mattaponi River. (AR)
- Aug. 4, 1836 City of Camden votes against subscribing to stock of Camden &

- Philadelphia Steam Boat Ferry Company. (Boyer)
- Aug. 4, 1836 Henry R. Campbell completes survey map of Camden & Woodbury Railroad & Transportation Company. (PWSchopp)
- Aug. 5, 1836 John Randel, Jr., begins survey for Delaware Railroad, Newark to Georgetown and Frankford with a branch to Lewes. (, Rept)
- Aug. 5, 1836 Bank of the United States of Pennsylvania subscribes \$250,000 to the Little Schuylkill & Susquehanna Railroad; Edward R. Biddle has subscribed \$160,000, and others about \$200,000. (1856 Rept)
- Aug. 5, 1836 Pittsburgh Chamber of Commerce calls for an inquiry into delays on the Main Line of Public Works. (PhlCmmclLst)
- Aug. 6, 1836 Public meeting held in Indianapolis in favor of extending the National Road in Indiana. (Rept)
- Aug. 8, 1836 John Worthington elected Treasurer of New Jersey Railroad, replacing Elihu Townsend, resigned; Board authorizes borrowing \$175,000, but no takers. (MB)
- Aug. 11, 1836 John W. Mickle takes 992 shares of Camden & Philadelphia Steam Boat Ferry Company for Edwin A. Stevens. (MB)
- Aug. 11, 1836 Charles Peter Clark (1836-1901), future Pres. of New York & New England and New Haven railroads, born at Nashua, N.H. (RRH)
- Aug. 12, 1836 NC&F (Pennsylvania, Delaware & Maryland Steam Navigation Company) switches the *Constitution* to the Chesapeake Bay leg and reenrolls it at Baltimore. (Heyl)
- Aug. 1836 Breach and leakage at the Clarks Ferry Dam and low water caused by drought in the mountains interferes with traffic on the Main Line of Public Works. (PhlCmmrcLst)
- Aug. 1836 Baldwin completes 4-2-0 *Delaware* (c/n 44) for Wilmington & Susquehanna Railroad. (Lovell)
- Aug. 1836 Cumberland Valley Railroad lets contracts for an engine house and depot at Chambersburg. (CERept)
- Aug. 1836 B&O survey corps on the Potomac River above Harpers Ferry is broken up by illness. (AR)
- Aug. 1836 New York begins enlarging Erie Canal to increase capacity from 75-ton

boats to 240-ton boats. (Sweet)

- Aug. 1836 Taunton Branch Railroad opens between Taunton, Mass., and Mansfield on the Boston & Providence Railroad. (NHCorp)
- Aug. 1836 Because of poor harvests and the need to import grain from Europe, the Bank of England begins curtailing credit to merchant bankers active in U.S. trade; they in turn begin pressing their American debtors. (Dilts, Howe)
- Aug. 1836 Bank of England raises its interest rate from 4½% to 5%. (Francis)
- Aug. 16, 1836 Supplementary ordinance of District of Kensington permits Philadelphia & Trenton Railroad to extend south to Willow Street on Elm or Harrison Streets, Frankford Road, Maiden Street, and bed of Cohocksink Creek; no steam locomotives to be operated and company must pay \$800 per year for the franchise. (Digest, MB)
- Aug. 18, 1836 Erie & Kalamazoo Railroad begins operation with horse power between Toledo and Palmyra; the first Toledo depot is at Monroe Street at the head of Water Street with street loading; this is the first Ohio railroad, although most of it is in Michigan. (michiganrailroads, Scheiber)
- Aug. 19, 1836 Illinois state elections produce a pro-internal improvements Legislature; the state has been redistricted according to the 1835 state census, adding new seats; Sangamon County, which includes Springfield, returns a solid Whig slate of two state senators and seven representatives, including young Abraham Lincoln and Ninian W. Edwards, who from their above-average height become known as the “Long Nine”; they have been instructed by a meeting of their constituents to push for both a general state system of internal improvements and the relocation of the state capital from Vandalia to Springfield. (Smith)
- Aug. 23, 1836 Belvidere Delaware Railroad organized; James Madison Porter (1793-1862), an Easton, Pa., lawyer, elected Pres. (MB)
- Aug. 23, 1836 Bank of Kentucky agrees to loan the City of Louisville \$200,000 to pay its subscription to the Lexington & Ohio Railroad. (Duke)
- Aug. 25, 1836 Philadelphia & Trenton Railroad appoints Robert F. Stockton Superintendent; authorizes negotiation with Northern Liberties & Penn Township Railroad for a connection. (MB)
- Aug. 25, 1836 At a meeting of the Bank of England’s Court of Directors, Gov. James Pattison presents evidence he claims show that the Bank’s specie reserves are being drained to the U.S. and that the Bank has decided to stop

discounting the paper of seven American houses; fear on the part of the Bank helps to precipitate the very crisis it is trying to avoid; modern scholars lean towards the view that British gold was not actually being drained to the U.S.; on being tipped off about the Bank of England's action, T. Wiggin & Co. announces it will contract credit offered to American merchants. (Lepler)

- Aug. 26, 1836 James D. Harris reports to Canal Commissioners on survey for North Branch Extension Canal from Pittston to the New York state line. (CC)
- Aug. 26, 1836 First locomotive runs over the Buffalo & Niagara Falls Railroad between Black Rock and Tonawanda, N.Y. (HPSmith)
- Aug. 29, 1836 Lycoming Coal Company fires its skilled Welsh furnace-master Edward Thomas who has complained of the malfeasance of Superintendent Daniel Tyler; Tyler has been neglecting the mines to set up a foundry to make parts for the furnace and rolling mill, although it is incapable of work of the necessary quality; however, the management sides with Tyler, a fellow New Englander of good family, instead of Thomas. (Knowles)
- Summer 1836 Joint Companies begin active role in New Jersey election campaigns; become a major factor in state Democratic Party to protect their monopoly grant. (Lane)
- Sep. 1, 1836 Joint Companies agree with New Jersey Railroad & Transportation Company and Philadelphia & Trenton Railroad to construct a railroad between New Brunswick via Trenton to Spotswood and operate an all-rail route between Jersey City and Philadelphia; P&T is to build across Trenton-Delaware Bridge to connect with branch railroad; through fare is to be \$4 by day and \$5 by night lines, to be divided pro rata by distance; Camden & Amboy to still run lines via South Amboy at \$3 for first class and \$2 for deck passengers. (C&A, MB)
- Sep. 1, 1836 LIRR Board defeats motion to run Sunday trains; votes to postpone work east of Jericho to compare "central" and "southern" routes; adopts location of branch from Bedford to Williamsburg at Grand Street ferry to give less congested route to East River. (MB)
- Sep. 1, 1836 A Michigan convention, meeting at Ann Arbor, rejects the terms of the statehood bill giving up the Toledo Strip in return for the Upper Peninsula. (Waggoner)
- Sep. 3, 1836 Canal Commissioners appoint John P. Baily (-) Principal Engineer and Herman Haupt (1817-1905) Principal Assistant Engineer of Gettysburg Extension Railroad. (CC)

- Sep. 3, 1836 Northern Liberties & Penn Township Railroad grants Philadelphia, Germantown & Norristown Railroad use of its tracks for two years at \$250 per year. (MB)
- Sep. 3, 1836 Treaty of Cedar Point; the Menominee cede parts of Wisconsin and the Upper Peninsula of Michigan south of Escabana. (IndLndCessions)
- Sep. 6, 1836 Herman LeRoy, the Ocean Insurance Company and others having sold their New Brunswick Bridge Company shares to the New Jersey Railroad & Transportation Company, they resign from the Board in favor of NJRR directors; the NJRR has bought control to settle a lawsuit over the Bridge Company's claim of a local monopoly of bridge rights which interferes with the railroad's own bridge just upstream. (Benedict)
- Sep. 6, 1836 Canal Commissioners place 45.5 miles of Shenango Line of Erie Extension Canal under contract. (CC)
- Sep. 6, 1836 Locomotive runs between Buffalo and Tonawanda, N.Y., on the Buffalo & Niagara Falls Railroad. (HPSmith)
- Sep. 7, 1836 Cornerstone laid for the first projected Louisville Bridge near the foot of 12th Street in Jeffersonville; work stopped by the Panic of 1837. (Baird)
- Sep. 7, 1836 Treasury Committee of the Bank of England meets with William Brown, head of the Liverpool branch of the Brown family banking system, who convinces them to rescind their action of stopping the discounting of American bills on the grounds that it will cripple the cotton trade and British textile manufacturers who are awaiting this year's American crop; however, the news of the first decision is already on its way to America. (Lepler)
- Sep. 8, 1836 New Jersey Railroad & Transportation Company Board ratifies the purchase of 60% of New Brunswick Bridge Company shares and assumes its management. (MB)
- Sep. 8, 1836 Leech & Co. place ad in newspapers charging agents of other lines with misleading travelers; note they run the "Fast Line," which runs through in 4 days and costs \$10 plus 75 cents a day board, and also a freight line which carries passengers in the center of the boat, taking 7-8 days at \$7 fare, with passengers providing own food; rivals imply Leech's only line is the latter one, and the service is of poor quality. (USGaz)
- Sep. 9, 1836 Second Bank of the United States conveys its New York branch building in Wall Street to the Bank of the State of New York. (Stokes)
- Sep. 1836 Locomotive *Backwoodsman*, built by McClurg, Wade & Co. in Pittsburgh,

is placed on the Hollidaysburg level of the Allegheny Portage Railroad as an experiment while en route to Philadelphia & Columbia Railroad. (CC)

- Sep. 1836 Bank of England raises discount rate. (Miller)
- Sep. 12, 1836 Yorkville Tunnel holed through on New York & Harlem Railroad. (ARJ, NYPost)
- Sep. 12, 1836 Milton Hannibal Smith (1836-1921), future PRR official and Pres. of the Louisville & Nashville Railroad, born. (NYT)
- Sep. 13, 1836 Future Delaware Railroad Superintendent Isaac Newton Mills (1836-1913) born at Philadelphia of English and Scots parents. (EvryEvng)
- Sep. 13, 1836 Indiana Governor Noah Noble breaks ground for Whitewater Canal at Brookville. (Esarey, Fatout)
- Sep. 15, 1836 Richmond, Fredericksburg & Potomac Railroad opens between the Mattaponi River and Milford. (AR)
- Sep. 1836 Winchester & Potomac Railroad lays a temporary track over Wager's bridge at Harpers Ferry, Va., to make connection with the B&O on the opposite bank. (VaBPW)
- Sep. 1836 James Seymour is discharged as Engineer of the Delaware Division of the New York & Erie Railroad. (Rept)
- Sep. 1836 John Hough James makes preliminary contract for a locomotive for the Mad River & Lake Erie Railroad with Rogers, Ketchum & Grosvenor of Paterson, N.J. (Smiths)
- Sep. 1836 Indiana Board of Internal Improvements lets contracts for 22 miles of Madison & Indianapolis Railroad; to ascend the bluff from Madison to North Madison will require an inclined plane 7,012 feet long rising 413 feet on 5.89% grade. (Anderson)
- Sep. 1836 Rev. Frederick W. Geissenhainer is forced to conclude his anthracite smelting experiments at Valley Furnace in Pottsville by the failure of his blast machinery; he orders iron machinery from Haywood & Snyder of Pottsville, but is overtaken by his final illness before it can be built. (Swank)
- Sep. 1836 British confidence in American bonds collapses. (Hidy)
- Sep. 16, 1836 First section of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Harrisburg (Paxtang Street) and Portsmouth (Middletown);

(C&C says use locomotive *John Bull* and two double-deck coaches from Columbia Railroad - USGaz a unnamed P&C loco and three cars); Simon Cameron acts as host; train runs from Portsmouth to Harrisburg to pick up Gov. Ritner and other dignitaries, then makes a round trip to Portsmouth. (USGaz, AR)

- Sep. 16, 1836 Construction of Madison, Indianapolis & Lafayette Railroad begins between Madison and Vernon; one crew works from North Madison towards Columbus, while three crews begin work on inclined plane; all under supervision of Col. Thomas A. Morris, Chief Engineer. (Anderson)
- Sep. 17, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes Calder & Wilson, stagecoach proprietors, to transport passengers over Harrisburg-Middletown section of the railroad for 1 cent per mile and freight for 2 cents per ton-mile. (MB)
- Sep. 17, 1836 Future railroad builder William Jackson Palmer (1836-1909) born at Leipsic, Del., son of John Palmer (-186), a Quaker schoolteacher turned farmer, and his wife Matilda Jackson Palmer (-); the family soon moves back to Philadelphia, where William receives a standard Quaker education; his parents are Quaker Abolitionists. (Fisher)
- Sep. 19, 1836 Burlington & Mount Holly Railroad & Transportation Company petitions the town of Burlington to lay a track down Main Street to the Delaware River; opposed by residents on the street. (Woodward)
- Sep. 19, 1836 Canal Commissioners order survey by Henry R. Campbell to avoid Belmont inclined plane on Columbia Railroad; completed Jan. 27, 1837. (CC)
- Sep. 19, 1836 Meeting of citizens of Erie calls for a convention to meet at Williamsport on Nov. 16 to support a railroad from Philadelphia to Erie. (Rept)
- Sep. 19, 1836 LIRR Board adopts "southern route" beyond Hicksville. (MB)
- Sep. 21, 1836 One or two cars run down City Railroad from Broad Street to the Exchange at Dock & Walnut Streets, Philadelphia, to check deficiencies of the track; in late afternoon, a car 37 feet long drawn by four horses and carrying 100 people comes down. (USGaz)
- Sep. 22, 1836 Syracuse & Utica Railroad organized. (Wager)
- Sep. 23, 1836 Nevins & Townsend, who by now have advanced about \$100,000 to the New Jersey Railroad to allow it to keep working, negotiate a loan of £20,000 with Goodhue & Co. in London. (MB)

- Sep. 23, 1836 B&O receives the additional \$3 million subscription of the State of Maryland; paid in 5% Sterling bonds that cannot be sold advantageously for many years; number of state directors increased to 8. (AR, Reizenstein, Stover)
- Sep. 24, 1836 Kensington & Penn Township Railroad received letters patent; an annual meeting is held on Jan. 1, 1837, but the Panic of 1837 prevents anything being done under this charter. (PaArch, Schwartz)
- Sep. 24, 1836 Little Miami Railroad commissioners meet at Merrick's Hotel in Xenia and order books reopened for six weeks. (MB)
- Sep. 26, 1836 English ironmaster George Crane (1784?-1846) receives a British patent for smelting iron with anthracite coal using the hot blast. (Patnt)
- Sep. 26, 1836 Illinois Board of Canal Commissioners sells 78 lots at Ottawa for \$21,358. (Putnam)
- Sep. 27, 1836 B&O receives the \$3 million subscription of the City of Baltimore; number of city directors increased to 8. (AR, Reizenstein, Stover)
- Sep. 27, 1836 James Gordon Bennett's New York *Herald* prints the news of the Bank of England's stopping the discounting of American bills of exchange. (Lepler)
- Sep. 28, 1836 Canal Commissioners appoint Charles De Hass engineer to survey line to bypass planes on Portage Railroad. (CC)
- Sep. 29, 1836 Burlington & Mount Holly Railroad & Transportation Company applies to the Burlington council for permission to lay track down High Street to the Delaware River; the location is opposed by residents of the street. (Schermerhorn)
- Oct. 1, 1836 Erie & Kalamazoo Railroad opens between Port Lawrence (Toledo) and Adrian, Mich. with horse-drawn cars; first railroad in Ohio and Michigan and later first in the Midwest with steam power; later part of New York Central; Nov. 2 is probably the date of the official celebration. (Gerstner, rlhsgroup - Waggoner says 10/3)
- Oct. 2, 1836 Axle breaks on Philadelphia & Columbia Railroad passenger train at Fairview, derailing the car and tearing a hole in the floor; Mrs. Julia Gibson and 18-month old infant fall through hole and are run over, though the infant survives; an African American man who jumps from the derailed car dies after both legs are cut off; first major accident on Philadelphia & Columbia Railroad. (PubLdgr, Shaw)

- Oct. 3, 1836 LIRR Board orders new survey from Nathaniel Conklin's to a point on the "central route" near Happauge. (MB)
- Oct. 3, 1836 M.W. Baldwin duns Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad for \$7,000 due for locomotives. (MB)
- Oct. 3, 1836 City of Albany subscribes \$250,000 to the Albany & West Stockbridge Railroad, but nothing paid. (Bliss)
- Oct. 3, 1836 Joel McCollum elected Pres. of the Erie & Kalamazoo Railroad, replacing Darius Comstock. (Waggoner)
- Oct. 4, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Board reports that United States Bank of Pennsylvania has declined their request for a \$200,000 loan or a temporary loan of \$70,000. (MB)
- Oct. 5, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Board approves an attempt to negotiate a loan directly in Europe, to be secured by company stock as collateral. (MB)
- Oct. 6, 1836 Canal Commissioners place portion of Gettysburg Railroad from Gettysburg to summit of South Mountain under contract; Herman Haupt Principal Assistant Engineer of Gettysburg Extension Railroad. (CC)
- Oct. 6, 1836 Rensselaer & Saratoga opens first rail crossing of the Hudson River at Troy, N.Y. (Cnls&RRs)
- Oct. 10, 1836 New Jersey Railroad Board approves contract with Joint Companies. (MB)
- Oct. 10, 1836 News of the Bank of England's reversing its refusal to discount American bills of exchange reaches New York. (Lepler)
- Oct. 11, 1836 Democratic ticket dictated by Joint Companies wins local elections in New Jersey. (Lane)
- Oct. 11, 1836 Democrats sweep Pennsylvania elections in reaction to Bank charter despite a recent gerrymandering to increase coalition strength, taking control of the House; Anti-Masonic leaders Thaddeus Stevens (1792-1868) and Ner Middleswarth (1783-1865) are defeated in reelection bids; coalition of Antimasons, Whigs and Bank Democrats retains control of the Senate; the Democrats remain divided between hard-money (anti-banking) and pro-banking factions; many of the latter give lip service to hard-money doctrines in public but protect the banks and improvement projects, especially those in their districts, in private; however, the election for delegates to the constitutional convention is split right down the middle

with a Whig majority of one. (Snyder, Klein or where convention delegates elected in Nov.?)

- Oct. 11, 1836 Whigs elect Joseph Vance (1786-1852) the first Whig Governor of Ohio, but Democrats retain control of both houses of Legislature; Vance favors recharter of the Second Bank of the United States and the completion of the state's canal system. (Shade, ONW, Sobel)
- Oct. 11, 1836 Bank of England raises the interest rate on American bills of exchange from 4½% to 5%. (Lepler)
- Oct. 12, 1836 Baltimore & Port Deposit Railroad approves agreement with B&O for joint use of their depot at Charles Street for \$2,500 per year; B&O had first demanded \$3,000 and B&PD countered with \$1,500; junction with B&O track is at President & Wilks (sp.) Street. (MB)
- Oct. 12, 1836 Panic on the New York Stock Exchange; Morris Canal & Banking Company shares fall from 93 to 74 on Nov. 2. (Munroe)
- Oct. 13, 1836 Having lost another £1 million in gold, the Directors of the Bank of England secretly warn the principal merchant banks trading with America to contract their credits. (Lepler)
- Oct. 14, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board authorizes a loan of £40,000 from Rathbone Brothers & Co.; orders negotiations with Canal Commissioners for connection to Columbia Railroad at Dillerville. (MB)
- Oct. 15, 1836 Charles De Hass begins surveys for line of Allegheny Portage Railroad to avoid the inclined planes. (Wilson)
- Oct. 15, 1836 News of the Bank of England's refusal to discount American bills of exchange reaches New Orleans, where it is ignored because cotton prices are high. (Lepler)
- Oct. 1836 Canal Commissioners reduce speed on Philadelphia & Columbia Railroad to 15 MPH to reduce wear on track. (CC)
- Oct. 1836 Dispute between West Chester Railroad and "West Chester Extended Railroad" over tracks in West Chester; West Chester Railroad fixes level of new depot on Gay Street below street level, making it impossible for Extended to connect its tracks; West Chester Railroad wins lawsuit, and track of Extended not used and torn up by 1841. (Moore - verify)
- Oct. 1836 Chenango Canal completed from a point east of Utica on the Erie Canal to Binghamton. (Sweet)

- Oct. 1836 Georgia Railroad & Banking Company authorizes J. Edgar Thomson to purchase the company's first 12 slaves, as hired workers flee during the summer fever season. (Hanson)
- Oct. 1836 Cornelius Vanderbilt resumes the "People's Line" of overnight steamships between New York and Providence with the *Cleopatra* and *Emerald*; they are slower than the boats of the Boston & New York Transportation Company, but Vanderbilt charges a \$1 fare plus meals. (Dunbaugh)
- Oct. 1836 Boston & New York Transportation Company adds the *Narragansett* to its fleet, but its engine is too powerful for the rest of the ship, and it does not handle well, so it is used on the Providence run only in summer. (Dunbaugh)
- Oct. 1836 Ohio Board of Public Works contracts the first 18 miles of the Walhonding & Mohican Canal; however, no appropriation for construction is made until 1837, so no work is done at present. (Woods)
- Oct. 18, 1836 New improved Norris locomotive *Washington County Farmer* ascends Belmont Plane with two passenger cars. (ARJ)
- Oct. 19, 1836 Norristown & Valley Railroad Board authorizes seeking a loan of \$150,000. (MB)
- Oct. 19, 1836 Meeting held at Olean, N.Y., in favor of improving the navigation of the Allegheny River. (ARJ)
- Oct. 20, 1836 Ohio Board of Public Works places Muskingum River Improvement under contract; locks are 185 x 36. (Andrews, McClelland)
- Oct. 20, 1836 Illinois Canal Commissioners let 12 sections of the Western Division of the Illinois & Michigan Canal. (Putnam)
- Oct. 21, 1836 New Jersey Railroad signs agreement with the Morris & Essex Railroad to carry its freight and passengers between Jersey City and Newark; NJRR to extend its Newark street track up Broad Street from Market Street to meet M&E coming south at Park Place or Centre Street; M&E to deliver cars by horse power to NJRR at foot of Market Street. (Taber)
- Oct. 22, 1836 Reading issues \$1 million in 5% mortgage bonds, of which £50,000 sold immediately in London by the banking house of Gowan & Marx. (Bogen)
- Oct. 22, 1836 Sam Houston inaugurated as the first Pres. of the independent Republic of Texas. (WwaW, Howe)

- Oct. 23, 1836 On complaints of the transporting companies, the Canal Commissioners end reorganization of Philadelphia & Columbia Railroad into two divisions and place the entire line under Andrew Mehaffey as Superintendent. (CC)
- Oct. 23, 1836 Brief panic on Wall Street. (Wyckoff)
- Oct. 25, 1836 Canal Commissioners place Tioga Line (Athens-Wyalusing) of North Branch Canal under contract. (CC)
- Oct. 25, 1836 Georgia Railroad Board authorizes the purchase of 75 slave laborers; an additional 200 slaves are hired from their owners in Nov. at \$15 per month plus subsistence. (Ward)
- Oct. 26, 1836 Future Lines West officer George W. Cass resigns his commission in the Army but remains a civil engineer in the service of the Corps of Engineers. (DAB)
- Oct. 26, 1836 Richmond, Fredericksburg & Potomac Railroad opens between Milford and Woodslane. (AR)
- Oct. 26, 1836 Cambridge City, Ind., platted by Ira Lackey, Sandford Lackey, George Graham, Thomas Tyner, Williams Petty and William Hawkins. (Young)
- Oct. 26, 1836 James Pattison, Governor of the Bank of England, calls a meeting of the partners in the various Anglo-American merchant banking houses and explains that the Bank will no longer support supplying credit to the U.S. (Dakers)
- Oct. 27, 1836 Postmaster General Amos Kendall (1789-1869) meets with representatives of B&O and railroads leading south into North Carolina; leads to contract for carrying the Great Southern Mail at \$300 per mile.
- Oct. 27, 1836 Isaac Coe on behalf of the Bank of Indiana (?) proposes to do business with the Morris Canal & Banking Company. (Kalata)
- Oct. 30, 1836 A Pittsburgh forwarding merchant writes to Col. C.G. Childs, who is investigating delays on the Main Line of Public Works for the Philadelphia Board of Trade; complains that from the time the line first opened, shipments get mixed up at each transshipment point and arrive in Pittsburgh in disconnected lots over several days. (PhlCmmrclLst)
- Oct. 31, 1836 John P. Baily reports to Canal Commissioners on survey to avoid Columbia inclined plane. (CC)
- Nov. 1, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board approves

- loan of \$25,000 from Western Bank. (MB)
- Nov. 1, 1836 Georgia Railroad & Banking Company Board increases J. Edgar Thomson's salary from \$3,000 per year to \$4,000. (Ward)
- Nov. 1, 1836 Robert Miner (-) arrives at Hazleton, Pa., as clerk for the Hazleton Coal Company. (Harvey)
- Nov. 2, 1836 Railroad meeting held at Merchants Exchange in Philadelphia at call of Nicholas Biddle to select delegates to a convention at Williamsport in favor of a railroad to Erie; John White, Pres., and William Buehler, Secretary. (Rept, ARJ, PhlCmmrclLst)
- Nov. 2, 1836 William B. Foster, Jr., writes to James D. Harris saying that he opposes Anti-Masonry but is in favor of internal improvements and the Bank of the United States. (Cummings)
- Nov. 2, 1836 Probable official opening of the Erie & Kalamazoo Railroad between Toledo and Adrian, Mich.; soon after, the roadbed is flooded, and there is no regular service until May 16, 1837. (Anderson, Dunbar, michiganrailroads)
- Nov. 2, 1836 News from London causes a sharp contraction on the New York money market. (Lepler)
- Nov. 3, 1836 Democrat Philemon Dickerson (1788-1862), brother of former Gov. Mahlon Dickerson, sworn in as Gov. of New Jersey at a time of rising partisanship between Jacksonian Democrats and Whigs. (Sobel)
- Nov. 5, 1836 Buffalo & Niagara Falls Railroad opens for revenue service between Buffalo and Niagara Falls. (HPSmith)
- Nov. 7, 1836 Executive Committee refuses Sabbatarian demands to close Delaware & Raritan Canal on Sundays. (MB)
- Nov. 7, 1836 Boston & Worcester Railroad opens new Boston terminal on filled land in the South Cove at Lincoln & Beach Streets and ends the use of Washington Street Station. (Humphrey, Barrett)
- Nov. 7, 1836 Post Office Dept. orders a temporary contract for transporting the Great Southern Mail on the Richmond, Fredericksburg & Potomac Railroad as far as it is completed. (HistRyMail)
- Nov. 8, 1836 Pennsylvanians elect delegates to a convention to amend the state constitution; 67 Whigs and Anti-Masons to 66 Democrats; Thomas P. Cope and Matthias W. Baldwin are among the Whig delegates from

Philadelphia. (Snyder)

- Nov. 8, 1836 Pennsylvania gives Van Buren only a slight 2,000-vote majority; as a result, Pennsylvanians are shut out of cabinet appointments in Van Buren's administration. (Klein)
- Nov. 8, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad appoints David Cockley Superintendent. (MB)
- Nov. 9, 1836 Ashbel Green Jaudon (1800-1864) resigns as director of PW&B; brother Samuel Jaudon (1796-1874) elected. (MB)
- Nov. 9, 1836 Baltimore & Port Deposit Railroad agrees to lease block bounded by Eastern Avenue, Towne, Clinton & Boston Streets from Canton Company of Baltimore for depot purposes at \$1,500 per year. (MB)
- Nov. 10, 1836 James Kearney (-1862) reports on the survey of the Eastern Shore Railroad in Maryland from near Elkton to the Little Annemessex River (Crisfield). (ARJ)
- Nov. 10, 1836 Hazleton Coal Company lays out the town of Hazleton, Pa., and begins selling lots. (Harvey)
- Nov. 11, 1836 Severe pressure in the Philadelphia money market caused by uncertainty over the charter of the Bank of the United States (Pa.). (FisherDiary)
- Nov. 12, 1836 Diarist Philip Hone notes increasing stringency in the New York money market; interest rates rise to 24%; real estate prices and stocks are falling; Delaware & Hudson Canal Company has been as low as 60; Boston & Providence Railroad has fallen from 120 to 100. (Stiles/Hone, Govan)
- Nov. 13, 1836 Meeting at Pittsburgh in support of extending a railroad from Chambersburg to Pittsburgh. (StdHistPitts)
- Nov. 14, 1836 Post Office orders the mail contractor to operate a second daily mail over the New Jersey Railroad between New York and New Brunswick and between Trenton and Philadelphia over the Philadelphia & Trenton Railroad. (HistRyMail)
- Nov. 14, 1836 Eastern Shore Railroad opens books at Elkton, Charlestown, Centreville, Denton, Easton, Cambridge, Princess Anne and Snow Hill. (ARJ)
- Nov. 15, 1836 Locomotive *Susquehanna* built by W.C. Whistler of Lowell, Mass, aka *The Yankee*, first tested on Wilmington & Susquehanna Railroad with excursion from Wilmington to White Clay Creek (Stanton). (DelStJrnl)

- Nov. 1836 Baldwin completes its first locomotive for the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; 4-2-0 *Middletown* (c/n 57); *Mount Joy* follows in Dec. 1836, and *Flying Dutchman* in Jan. 1837. (Lovell)
- Nov. 1836 Beaver Meadow Railroad opens between its coal mines at Beaver Meadow and Parryville on the Lehigh Canal, it includes two inclined planes to descend the mountain above Weatherly; first two locomotives are the *Samuel D. Ingham* and *Elias Ely*, 4-2-0's built by Garrett & Eastwick of Philadelphia; Andrew M. Eastwick and his foreman Hopkin Thomas (1793-1878) act as engineers for the opening trip. (Heydinger/RRH 109, Baird)
- Nov. 1836 Joseph D. Allen surveys for New York & Albany Railroad as far north as Milltown on the Croton River. (Pam, ARJ)
- Nov. 1836 Lycoming Coal Company is forced to buy a higher-grade iron ore deposit on Hemlock Creek in Columbia County because of the absence of good ore on its original property at Farrandsville; the ore has to be hauled 100 miles on the Susquehanna to reach the furnace. (Knowles)
- Nov. 16, 1836 Col. James Kearney of U.S. Topographical Engineers completes a preliminary survey of Eastern Shore Railroad from Somers Cove (Crisfield) running just east of the Delaware state line to intersect the Wilmington & Susquehanna Railroad. (1837 Rept)
- Nov. 16, 1836 Railroad convention held in Williamsport, Pa., in support of a railroad between Northumberland and Erie; 204 delegates from Philadelphia and 16 counties, including Benjamin W. Richards (1797-1851), Charles B. Trego (1794-1874), Algernon S. Roberts (1798-1865), Simon Gratz (1773-1839), William B. Reed (1806-1876), Gerard Ralston (1798-1873), Thomas Struthers (1803-1892) of Warren, William F. Packer (1807-1870) of Williamsport, William Donaldson of Columbia County, Hugh Bellas (1780-1863) of Sunbury, and Simon Cameron; Nicholas Biddle, President; the project has been suggested by Edward R. Biddle to Nicholas Biddle for applying the surplus capital from the state Bank of the United States. (ARJ, Rept, Rosenberger)
- Nov. 17, 1836 Reserves of the Bank of England have fallen to £4,933,000. (Francis)
- Nov. 18, 1836 Convention held in Butler, Pa., in favor of a railroad from Freeport to New Castle. (ARJ)
- Nov. 19, 1836 First section of the Morris & Essex Railroad opens between Newark and Orange, N.J., with horse power; New Jersey Railroad provides connecting service between Newark and Jersey City under contract of Oct. 31, 1836. (Taber)

- Nov. 19, 1836 James D. Harris reports to Canal Commissioners on location of Tangascootack Extension of West Branch Division Canal. (CC)
- Nov. 20, 1836 John P. Baily makes report to Canal Commissioners on location of Gettysburg Extension Railroad; maximum grade is 50 feet per mile, but the line requires numerous reverse curves as it follows the contours over South Mountain. (CC)
- Nov. 21, 1836 New Jersey Railroad Board approves through traffic contract with Morris & Essex Railroad. (MB)
- Nov. 22, 1836 Charles T. Whippo (1793-1858) reports to Canal Commissioners on surveys for extending the Erie Extension Canal from Conneaut Lake to Erie. (CC)
- Nov. 22, 1836 Treasury Dept. makes a final award of \$161,563 as due to Stockton & Stokes in their dispute with Postmaster General Amos Kendall over withheld mail pay; Kendall refuses to pay the entire sum, leading to a round of lawsuits that reach the U.S. Supreme Court. (37 US 524)
- Nov. 1836 Union Transportation Company opens new depot on Broad Street above Arch Street; announces that in 1837 it will operate a line of cars over the Philadelphia & Columbia Railroad as well as the present line of boats by the Union Canal.
- Nov. 23, 1836 Post Office Dept. orders switching the mail between Rochester and Batavia to the Tonawanda Railroad. (HistRyMail)
- Nov. 26, 1836 Camden & Philadelphia Steam Boat Ferry Company approves offer of Edwin A. Stevens to sell it the south side of the Walnut Street Wharf in Philadelphia and the Camden & Amboy Railroad's tavern, stable and wharf at Camden at cost, as well as the steamboat *State Rights*, and to get all business of Camden & Amboy at 5 cents per passenger; however, deal is not closed until early 1838. (MB)
- Nov. 29, 1836 Col. C.G. Childs makes a report to the Philadelphia Board of Trade on the causes of delays to westbound traffic on the Main Line in the spring of 1836; blames on a combination of severe weather, unexpected increase in traffic and the inexperience of Anti-Masonic appointees; notes freight cars are now limited to 10 MPH on the Philadelphia & Columbia Railroad, and there are fewer wrecks and delays. (PhlCmmrcLLst)
- Nov. 29, 1836 Morris Canal opens an extension from Newark to Jersey City, although it is already partly frozen. (Munroe)

- Nov. 30, 1836 Canal Commissioners place railroad to bypass Columbia Plane under contract; financial crises beginning in 1837 delay completion until 1840. (CC)
- Nov. 30, 1836 Simon Cameron reports to Harrisburg, Portsmouth, Mountjoy & Lancaster Board that he has reopened negotiations with state Bank of the United States and secured a loan of \$60,000. (MB)
- Late 1836 John A. Roebling (1806-1869) gets his first engineering job in the engineer corps of the Beaver Division Canal. (Zink)
- Dec. 1, 1836 LIRR leases Brooklyn & Jamaica Railroad retroactive to Apr. 18, 1836; rent of \$33,300 a year is based on a heavy New York-Boston through traffic which never materializes, creating an intolerable burden on the LIRR and a huge windfall for the B&J stockholders. (C&C, MB).
- Dec. 1, 1836 Edward R. Biddle named a director of the Morris Canal & Banking Company. (Munroe - verify)
- Dec. 2, 1836 Delegates from the Williamsport convention report to a town meeting at Philadelphia; the railroad to Erie is to consist of the Philadelphia & Reading, the Little Schuylkill, and the Little Schuylkill & Susquehanna Railroads, plus a new company to build from Sunbury to Erie. (Rept)
- Dec. 2, 1836 New Orleans learns of the Oct. actions in Britain threatening a fall in cotton prices. (Lepler)
- Dec. 3, 1836 Northern Liberties & Penn Township Railroad Board approves use of its railroad by Philadelphia & Trenton Railroad, providing agreement is void if Kensington authorities object; table P&T's request for turnout into their 3rd Street depot. (MB)
- Dec. 3, 1836 Orrick, Noble & Fox of Philadelphia arrange with Henry Kaufett of Wrightsville, Pa., to operate a line of wagons over the Southern Turnpike in winter, connecting with Philadelphia & Columbia Railroad. (PhlCmmrcLLst)
- Dec. 3, 1836 In his annual report, interim Secretary of War Benjamin F. Butler (1795-1858) calls for the Engineer Dept. to stop employing civil engineers and loaning army engineers to state and private internal improvement projects. (Hill)
- Dec. 1836 In his last annual message, Pres. Jackson congratulates the country on its high level of prosperity and the lack of threats to future confidence. (Lepler - pre 12/10)

- Dec. 5, 1836 Tenth Illinois Legislature convenes at Vandalia, including the young Abraham Lincoln (1809-1865) and Stephen A. Douglas (1813-1861). (Smith)
- Dec. 5, 1836 Internal improvements convention held at Vandalia, Ill.; draws up a petition for a statewide system of railroads and river improvements to cost \$7.45 million; Stephen A. Douglas of Morgan County is chosen to push a bill through the Legislature. (Smith)
- Dec. 6, 1836 In his annual message, Gov. Joseph Ritner notes that only 455 of total 720.5 miles of state canal and railroad are in useful operation; notes that branches barely pay expenses of lock tenders; blames sectional log-rolling and incompetence but believes that the system can be united in four years and earn \$3 million per year after eight years; believes that poor showing of branches comes from being disconnected and not from the relative poverty and low density of population and economic activities in their territories; urges completion of all work currently under way but no new projects; claims that the growth of the state debt has been arrested and credits the state charter of the United States Bank with restoring prosperity. (PaArch)
- Dec. 6, 1836 A second Michigan convention, meeting at Ann Arbor, accepts the terms of the statehood act, surrendering the Toledo Strip. (Waggoner)
- Dec. 7, 1836 VP Martin Van Buren (1782-1862) elected to succeed Andrew Jackson as Pres., defeating a divided opposition of Whig William Henry Harrison, anti-Jackson Tennessee Democrat Hugh Lawson White, and Nullifier Willie Mangum; Van Buren garners 170 electoral votes to Jackson's 219; defections caused by the Bank War have cut into Democratic majorities, but not enough to cost Van Buren the election; Van Buren carries Pennsylvania by a small margin. (EAH, Howe, Snyder)
- Dec. 8, 1836 Whig Joseph McIlvaine (1800-1838), a paid lobbyist for the United States Bank, is appointed Chairman of the Pa. House Internal Improvements Committee; William F. Johnston (1808-1872) an Improvement Democrat, bank supporter and future Gov., named chairman of the Ways & Means Committee. (PubLdgr, Snyder)
- Dec. 8, 1836 Canal Commissioners appoint Joseph W. Patton Superintendent of Transportation & Motive Power of Portage Railroad, effective Jan. 1, 1837, replacing separate Superintendents of Transportation at each end. (Wilson - verify in CC)
- Dec. 8, 1836 False tavern gossip that the American-trading house of George Wildes & Co. has failed reaches the Bank of England, causing an official to have all their bills of exchange pulled for examination; the clerk pulling the bills

passes the rumor to a stockbroker in confidence, but the broker spreads it further; the Bank launches an investigation, squelches the rumor and fires the clerk, but public confidence has been undermined; on the same day, the Bank orders Wildes, which is in debt to the Bank for about \$500,000, and four other American houses to reduce the amount of their discounted bills. (Lepler)

- Dec. 9, 1836 Norristown & Valley Railroad Board appoints a committee to secure a law enabling it to use locomotives and to run locomotives over the Philadelphia & Columbia Railroad. (MB)
- Dec. 9, 1836 The steamboat *Fort Adams* founders in a storm at New Orleans with 1,000 bales of cotton; the insurance company refuses to pay, throwing the loss on cotton factors Hermann, Briggs & Co. (Lepler)
- Dec. 10, 1836 PW&B presents memorial to Legislature for bridging the Schuylkill at Grays Ferry. (MB)
- Dec. 13, 1836 Benjamin Aycrigg (1804-1895) makes first report to Canal Commissioners on survey for canal between West Branch and Allegheny River at Franklin; selects Bennett Branch-Sandy Lick route later followed by Philadelphia & Erie's Low Grade Line. (CC, Rept)
- Dec. 14, 1836 The Beaver *Western Argus* publishes the reports of survey of the Beaver & Conneaut Railroad and the Conneaut & Beaver Railroad, together forming a continuous line between Conneaut Harbor, Ohio, and the mouth of the Beaver River in Pa.; estimated cost is \$467,866; the project is a casualty of the Panic of 1837. (Bausman)
- Dec. 15, 1836 Norristown & Valley Railroad Board orders reductions in the engineer corps. (MB)
- Dec. 15, 1836 A second Michigan convention, boycotted by Whigs, approves the terms of statehood trading the Toledo Strip for the Upper Peninsula. (Dunbar)
- Dec. 1836 Timothy Wiggin & Co., George Wildes & Co. and Thomas Wilson & Co., the so-called "three W's," weaker London houses dealing in American finance, are forced to turn to the Bank of England to save them from failure; marks the end of the British boom. (Govan)
- Dec. 16, 1836 Canal Commissioners authorize Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad to operate over the Philadelphia & Columbia Railroad between Dillerville (Jct.) and Lancaster. (CC)
- Dec. 19, 1836 LIRR Board authorizes loan of \$15,000 from Phenix Bank. (MB)

- Dec. 19, 1836 PW&B Board authorizes purchasing land on both sides of Schuylkill at Grays Ferry for \$50,000. (MB)
- Dec. 20, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Dillerville, on Columbia Railroad near Lancaster and Rheems (15 mi.) with two round trips and stage portage between Rheems and Portsmouth. (MB, AR - newspaper 12/22 - MB says TO open 12/20)
- Dec. 21, 1836 Bank of the United States (Pa.) subscribes \$100,000 to the Franklin Railroad. (Westheffer)
- Dec. 21, 1836 Cincinnati & Charleston Railroad renamed Louisville, Cincinnati & Charleston Railroad. (ICC - go back and fix earlier versions)
- Dec. 21, 1836 State of Georgia authorizes the construction of the Western & Atlantic Railroad as a state project from the Terminus of the Georgia Railroad (Atlanta) to the Tennessee River. (NC&StL)
- Dec. 22, 1836 Pennsylvania appropriates \$70,000 to repair canals, railroads, and motive power. (PL)
- Dec. 22, 1836 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board authorizes applying to Canal Commissioners for a rail-canal basin at Harrisburg. (MB)
- Dec. 23, 1836 Democrats in Pennsylvania House introduce resolution calling for investigation of means of procuring the passage of the Bank Bill; pro-Bank and pro-Improvement forces isolate hard-money radicals and control the investigation; use improvement funds as carrots to wavering Democrats. (Snyder)
- Dec. 23, 1836 Hother Hagé presents final report on survey of Franklin Railroad from Chambersburg to Hagerstown and Williamsport on the Chesapeake & Ohio Canal. (Westheffer)
- Dec. 23, 1836 Richmond, Fredericksburg & Potomac Railroad opens between Woodslane and Hazel Run, one mile south of Fredericksburg. (AR)
- Dec. 23, 1836 News of the later Bank of England restrictions and the fall in cotton prices finally arrives at New York. (Lepler)
- Dec. 24, 1836 Morris Canal & Banking Company leased to the Little Schuylkill & Susquehanna Railroad, which is as yet unbuilt, for 5 years at 6% with the option of renewal; the LS&S also purchases all the boats owned by the Canal Company outright; this gives the MC&B a guaranteed income and frees its managers to operate the bank. (Kalata, Lane, Munroe)

- Dec. 1836 B&O completes bridge over Potomac at Harpers Ferry and connects with Winchester & Potomac Railroad to Winchester, Va. (VaBPW, Dilts)
- Dec. 26, 1836 John Hough James elected Pres. of Mad River & Lake Erie Railroad, replacing Joseph Vance. (Smiths)
- Dec. 27, 1836 Louis McLane (1786-1857), Pres. of the Morris Canal & Banking Company, elected Pres. of B&O, replacing Pres. pro-tem Joseph W. Patterson. (Dilts)
- Dec. 29, 1836 Chief Engineer W. Milnor Roberts makes a second report of survey to the Cumberland Valley Railroad Board. (Rept)
- Dec. 31, 1836 PW&B contracts with Evan Thomas, et al., proprietors of Grays Ferry estate for 3 acres on east side, 10 acres on west side and floating bridge and ferry rights for \$50,000, half in cash and half in mortgage. (MB)
- Dec. 31, 1835 Norristown & Valley Railroad Board orders discharging all but Chief Engineer Henry R. Campbell and also discharging all the contractors. (MB)
- Dec. 31, 1836 State of Georgia authorizes Western & Atlantic Railroad as a state enterprise; to build from the Tennessee line near Chattanooga to Athens and Columbus, Ga.; actually makes its terminus on the Georgia Railroad at Atlanta. (ICC)
- 1836 New London & Norwich Steamboat Company formed with local Connecticut capital and begins running the *Norwich* as a night boat. (Dunbaugh)
- 1836 New York Legislature of 1835-6 (Democrat?) increases the state debt by about \$9 million, including chartering a number of state banks and two expensive and ultimately wasteful canal projects. (Sweet)
- 1836 John R. Pitkin (1794-1874), a Connecticut merchant, lays out East New York at the eastern edge of Kings County. (Burrows/Wallace)
- 1836 John R. Pitkin (1794-1874) lays out the village of Woodhaven, N.Y., now in the Borough of Queens. (Munsell/Queens)
- 1836 Village of Hicksville, N.Y., laid out in the Town of Oyster Bay; the new settlement fares badly in the depression of the late 1830s. (Munsell/Queens)
- 1836 William H. Gatzmer (1807-1895) transferred from the Camden & Amboy

- Railroad's New York-South Amboy steamboats to its Philadelphia office.
(Prowell)
- 1836 New Brunswick Steam Boat & Canal Transportation Company pools its Canal Freight Barge Line with rival lines of C. & F. King of Philadelphia and Miller & Banker of New York under name of Merchants Line.
(Thompson)
- 1836 Alexander M. Cumming begins operating U.S. Mail Line of stagecoaches between Philadelphia and New Brunswick, connecting with New Jersey Railroad. (ad of 12/26/36)
- 1836 Stagecoach line established between Keyport and Long Branch, N.J.
(Ellis)
- 1836 Edward Miller named Chief Engineer of Little Schuylkill & Susquehanna Railroad and of Morris Canal; John C. Montgomery is Pres. of the Little Schuylkill & Susquehanna Railroad. (Wilson, 1856 Rept - USRR&MR says Charles S. Coxe is first Pres.; Montgomery in 1836 - Kalata does not have Miller as CE of MC&B)
- 1836? Edward Miller lays out the Little Schuylkill & Susquehanna Railroad (later the Catawissa Branch of the Reading) with a continuous ascending grade of no more than 33 feet per mile eastbound; this entails hugging the hillsides with a series of high bridges across ravines. (Roberts)
- 1836 Extension of the Morris Canal opens between Newark and Jersey City.
(Minor/EaglesByte)
- 1836 West Chester Railroad extended along Evans Street to new station on Gay Street between High and Walnut Streets in West Chester. (before Oct.)
(C&C)
- 1836 Baltimore & Susquehanna Railroad surveys and extension into the city of Baltimore. (AR)
- 1836 Baltimore & Susquehanna Railroad contracts for extension from Timonium to York. (AR)
- 1836 Baltimore & Susquehanna Railroad buys 60-lb. T-rails in Britain to rebuild and realign the original line between Baltimore and Timonium.
(AR)
- 1836 Traffic over Portage Railroad is 29,740 tons westbound and 15,439 tons eastbound. (Rubin)

- 1836 Parryville, Pa., established on the Lehigh River as the headquarters of the Pine Forest Company, which owns large timber tracts on the upper Lehigh River in anticipation of their opening by the Upper Grand Section of the Lehigh Canal; sawmills are erected on the east bank, worked by Pohopoco Creek; the company is made up of the New Hope mill owners, including Daniel Parry, Pres., Lewis S. Coryell and others; they also control the Beaver Meadow Railroad & Coal Company, which makes its terminus on the west bank. (Mathews/Hngrfrd)
- 1836 Edwin A. Douglas of the Lehigh Coal & Navigation Company surveys for the Susquehanna & Lehigh Canal between White Haven and Berwick; total rise and fall is 1,038 feet, and there is relatively little water available at the summit, so nothing is done. (Mathews/Hngrfrd)
- 1836 Baltimore Coal Company builds a wooden gravity railroad from its mine on the mountain behind Wilkes-Barre to a basin on the North Branch Canal at Canal & Union Streets. (Bugbee)
- 1836 Union Canal and Schuylkill Canal carry 5,082 tons of bituminous coal from the West Branch of the Susquehanna River to Philadelphia. (AR)
- 1836 Danville & Pottsville Railroad carries 13,347 tons of anthracite coal from the Girard Mines to the Schuylkill Canal. (AR)
- 1836 Schuylkill Navigation Company completes the second reservoir at Tumbling Run just south of Pottsville. (AR)
- 1836 B&O begins surveying west of Harpers Ferry on a variety of routes on the north side of the Potomac River and also from Winchester, Va., down to Staunton; also surveys six routes west of Cumberland. (AR)
- 1836 Future PRR General Superintendent Enoch Lewis (1821-1902) apprenticed to machine shop of Garrett & Eastwick in Philadelphia; later studies under noted locomotive designer and partner Joseph Harrison, Jr. (1810-1874), and at the Franklin Institute. (Wilson)
- 1836 Solomon White Roberts (1811-1882), removed by the Anti-Masons as Resident Engineer & Superintendent of Transportation of the Allegheny Portage Railroad, becomes a rail inspector for the Philadelphia & Reading Railroad and is sent to Wales for two years to arrange rail imports. (Paskoff ed)
- 1836 Former Allegheny Portage Railroad Principal Assistant Engineer Solomon White Roberts travels to England and France to secure rails and investment for Philadelphia & Reading Railroad; also investigates anthracite smelting recently developed by George Crane; remains there for

two years. (PubLdgr obit)

- 1836? John Brandt (1791-?) named Superintendent of Motive Power of the Philadelphia & Columbia Railroad. (Mott - verify)
- 1836 Stockton & Co. awarded a four-year contract to carry the Great Western Mail via the National Road to Wheeling at 4 MPH for \$63,000 per year; sharp competition between their "People's Line" and J. E. Reeside's "June Bug Line." (Crumrine)
- 1836 Matthias W. Baldwin opens new locomotive works in Brush Hill section of Philadelphia at Broad & Hamilton Streets, adjacent to the Philadelphia & Columbia Railroad; area becomes a center of machine-building industry. (Brown - or 1835?)
- 1836 Samuel Vaughan Merrick opens the Southwark Foundry in partnership with John Henry Towne (1818-1875) to make large castings; it is one of the largest and most important machine shops in Philadelphia. (Scharf)
- 1836 Stephen P. Morris (1800-1865), Henry S. Morris and Thomas T. Tasker, Sr. (1799-1892) open the Pascal Iron Works in Philadelphia for the manufacture of wrought-iron tubes, pipes and fittings for water and gas utilities. (Baltzell - see 1835)
- 1836 John Stewart (1795?-1885), et al., builds a small rolling mill at South Easton, Pa., the first in the Lehigh Valley. (Swank)
- 1836 B&O leases the operation of the Mount Clare Shops in Baltimore to Gillingham & Winans, replacing Phineas Davis, deceased. (AR)
- 1836 Old Susquehanna Canal in Maryland closes; the Proprietors of the Susquehanna Canal remain as a corporate body holding property. (portdeposit.org, Rdg)
- 1836 50-ton arks descend the Allegheny River from Olean to Pittsburgh in 3-5 days depending upon the height of water; 150-200,000,000 board feet of lumber sent down-river from the vicinity of Olean. (NY SenDoc)
- 1836 Capt. Andrew Talcott and Edward H. Courtenay (1803-1853) of the U.S. Engineers resurvey the New York & Erie Railroad through Cattaraugus and Chautauqua Counties; discover a route between Mud Lake summit and Dunkirk that requires no inclined plane. (Ellis/Cattaraugus)
- 1836 Charles T. Whippo surveys the Freeport & New Castle Railroad via Butler. (HistButlerCo)

- ca. 1836 Opening of Main Line and introduction of more powerful steamboats on the Ohio River redirects the Ohio Valley trade to the South again and cuts imports and exports via Cleveland.
- 1836 Canal entrepreneur James K. Moorhead (1806-1884) moves from Huntingdon to Pittsburgh as the local member of his Pioneer Packet Line. (HistAllghnyCo, StdHistPitts)
- 1836 First steam engine employed for pumping and hoisting in the Anthracite Coal Region placed in service at the Delaware Coal Company's mines near Pottsville; it is becoming necessary to follow the coal veins down below the point at which the mines can drain to the outside by gravity, requiring the pumping of large quantities of ground water to keep the mines from flooding. (Daddow/Bannan)
- 1836 Anthracite coal mining begins in the Lower Gap at Shamokin, later the site of the PRR's Cameron Colliery. (HistCameronColl)
- 1836 First two locomotives known to have been equipped with whistles built by Proprietors of Locks & Canals at Lowell, Mass., under supervision of George W. Whistler; *Hicksville* for LIRR and *Susquehanna* for PW&B. (AAR)
- 1836 Cornelius Vanderbilt cuts the New York-Providence steamboat fare from \$3 to \$1 in his rate war with the Boston & New York Transportation Company. (Stiles - by Aug.)
- 1836 Frederick W. Geissenhainer (1771-1838) makes small amounts of iron with anthracite coal at the Valley Furnace on Silver Creek in Schuylkill County; however, his machinery breaks down, and he dies before he can improve it. (Yates)
- 1836 Ironmasters George Price Whitaker (1803-1890) and Joseph Whitaker, Jr. (1789-1870) buy the old Principio tract in Maryland and establish a new Principio Iron Works. (Diggins)
- 1836 Peter Ritner, brother of Gov. Joseph Ritner, and John Say build a new furnace at Karthaus in Clearfield County to make iron using coke made from the local coal. (Swank, explorepahistory)
- 1836 John Lemon mines the first coal in Cambria County from a small shaft at the head of Plane No. 5 on the Allegheny Portage Railroad; the same seam had been opened earlier where it outcrops across the Blair County line; other sources indicate coal was mined near Lilly for use by blacksmiths before the opening of the Portage Railroad in 1834. (Gable)

- 1836 Fairchance Furnace near Uniontown, Pa., makes a small amount of iron with coke, but the product is unsatisfactory and the proprietors return to charcoal. (explorepahistory - Swank dates this as 1837 based on a 10/3/37 letter)
- 1836 Immigrant Shropshire ironmaster William Firmstone (1810-1877) applies the hot blast to Vesuvius Furnace, a charcoal furnace near Ironton, Ohio. (Swank)
- 1836 Ashtabula, Warren & East Liverpool Railroad incorporated in Ohio by Simon Perkins of Warren, David Tod and others; financing is secured from Gen. William Robinson of Allegheny and George A. Cook, a Pittsburgh banker; some grading is done at the north and south ends until stopped by the Panic of 1837. (McCord - verify PL)
- 1836 Sebried Dodge, Chief Engineer of the Pennsylvania & Ohio Canal Company, surveys the line for the Lake Erie & Muskingum Road & Canal Company, leaving the Walhonding Canal 6.25 miles above Roscoe and following the Killbuck River through Wooster and across the summit to the Black River and reaching Lake Erie at Lorain; totals 99 miles with 57 locks and a projected cost of \$1.5 million. (Woods - verify PL when inc.)
- 1836 Terre Haute Branch of the First State Bank of Indiana organized. (Bradsby/Vigo)
- 1836 Over the next seven years, 600 vessels totaling 200,000 tons, are built on the western rivers, equal to all those built before 1836. (Scheiber)
- 1836 Land boom peaks in Michigan with one-ninth of state being sold for over \$5.2 million. (FactsStates)
- 1836 Detroit & St. Joseph Railroad begins building west from Detroit. (GrnBk)
- 1836 Territorial Road formally completed between Ypsilanti and St. Joseph, Mich. (Parks - see 1830)
- 1836 Chief Engineer J. Edgar Thomson buys 12 slaves for the Georgia Railroad; he buys another 60 in 1837. (Marrs)
- 1836 First glass-works in Bridgeton, N.J., built by John Buck (1784-1842) and Nathan L. Stratton (1786-1862) as Stratton, Buck & Co., later owned by the Cohansey Glass Manufacturing Company; after the Civil War, Bridgeton will become a major glass-making center. (Cushing)
- 1836 ___ Railroad incorporated in Illinois by Darius B. Holbrook to build from Peru on the Illinois & Michigan Canal to Cairo; connected with the Cairo

City Canal Company also owned by Holbrook; the Legislature rejects the request for a \$500,000 subsidy. (Perrin - verify both in PL)

- 1836 Two turnpikes incorporated in Ohio to build a line running south of the National Road, which is not fully improved west of Springfield, Ohio; one is Springfield-Dayton and the other Dayton-Eaton-Richmond. (HistPrebleCo - verify PL)
- 1836 John Murray Forbes leaves China for the last time; he arrives at Boston in 1837 to find the Panic under way and his brother Robert Bennet Forbes in financial difficulties because of unsound investments. (Haddad)
- 1836 By now, the Chinese hong merchants have come to prefer bills of exchange on London to pay for opium from India through British and American merchants; the newly-independent silver-producing Latin American republics have stopped producing the old colonial Spanish pieces of eight that were the internationally recognized standard silver coin in favor of their own national issues that are less trusted by the Chinese; the net result is an influx of silver specie into the U.S. (Lepler)
- 1836 Brothers Robert McCalmont (1808-1883) and Hugh McCalmont (1810-1887) and William Johnson Newell form the London merchant banking house of McCalmont Brothers & Company, 3 Crown Court, Philpot Lane; the house will almost single-handedly finance the Philadelphia & Reading Railroad and grow rich on the proceeds. (rootsweb, legaciesofbritishslaveownership)