

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

**By Christopher T. Baer**

**1857**

**June 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1857      In his annual report, Thomas Seabrook of PRR notes that rails from Safe Harbor Iron Company, previously thought the best, have proved too brittle; Cambria Iron Company's rail is the best. (AR)
- Jan. 1, 1857      PW&B begins operating Delaware Railroad under agreement dated May 4, 1855. (Val)
- Jan. 1, 1857      J.W. Wright & Co. begins operating the Cincinnati & Chicago Railroad between Richmond and Logansport under a 5-year lease dated Oct. 16, 1856, on condition that they complete it by Apr. 1, 1857; the deadline is later extended to Aug. 1 because of severe winter weather. (MB)
- Jan. 1, 1857      North Pennsylvania Railroad opens to Freemansburg on the Lehigh Valley Railroad east of Bethlehem. (AR)
- Jan. 1, 1857      Auburn & Port Clinton Railroad merged into Allentown Railroad, but merger agreement is not filed with the state of Pa.; Auburn & Port Clinton had graded some right of way. (Rdg, ICC)
- Jan. 1, 1857      Over the last decade, Cleveland has gained one bank for a total of five, while Cincinnati has lost three for a total of three; the paid in capital of Cleveland banks is \$570,000 vs. \$321,872 for Cincinnati; Cleveland has \$7.305 in bank capital per capita, while Cincinnati, with 2.77 times the population, has only \$1.487. (Huntington)
- Jan. 1857      New Jersey Railroad completes new ferry house at Cortlandt Street, New York. (HC)
- Jan. 1857      Bull market peaks. (Wyckoff)

- Jan. 2, 1857 Presidents of the Chartiers Valley Railroad, Hempfield Railroad and Marietta, Hillsborough & Cincinnati Railroad agree to merge to form the Ohio Valley Railroad; Allegheny County is opposed. (MB)
- Jan. 2, 1857 Ashtabula & New Lisbon Railroad Board appoints a committee to negotiate with the Cleveland, Painesville & Ashtabula Railroad and with David Tod of the Cleveland & Mahoning Railroad. (MB)
- Jan. 2, 1857 Name of county seat of Perry County, Ohio, changed from Somerset back to New Lexington. (Long)
- Jan. 3, 1857 PRR Road Committee declines to cut rate on coal from Allegheny Railroad & Coal Company unless Canal Commissioners also cut rate on Philadelphia & Columbia Railroad. (MB)
- Jan. 3, 1857 Chief Engineer William P. Innes reports to the Grand Rapids & Northern Railroad on a survey between Grand Rapids and Traverse Bay; the company begins lobbying to obtain the same land grant sought by the Grand Rapids & Indiana Railroad. (Baxter)
- Jan. 5, 1857 PRR discontinues midday *Fast Express* between Philadelphia and Pittsburgh for winter, leaving two round trips. (USRR&MR)
- Jan. 5, 1857 Alexandria & Washington Railroad begins carrying freight between St. Asaph Street and south end of Long Bridge. (NatIntlgncr)
- Jan. 5, 1857 Election for the North Western Railroad; John Thomas of Philadelphia, Pres; directors included David Tod and Jacob Perkins of the Cleveland & Mahoning Railroad. (ARJ)
- Jan. 5, 1857 Cleveland & Pittsburgh Railroad approves contract with Wheeling & Belmont Bridge Company for conveying passengers from C&P to Wheeling. (MB)
- Jan. 5, 1857 Caleb B. Smith and J. W. Ridgway are restored to the Board of the Cincinnati & Chicago Railroad. (MB)
- Jan. 5, 1857 County seat of Baltimore County, Md., moved from Baltimore City to Towson. (Long)
- Jan. 6, 1857 Cleveland & Pittsburgh Railroad proposes to pay PFW&C half of 10% of value of PFW&C line between Rochester and Manchester as annual rent. (MB)
- Jan. 7, 1857 David Stewart appointed PRR Freight Agent at Pittsburgh, replacing G.C. Franciscus, resigned.

- Jan. 7, 1857 Pennsylvania Governor Pollock in annual message decries money being wasted on New Portage Railroad and again urges sale of Public Works. (PaArch)
- Jan. 9, 1857 Camden & Atlantic Railroad Board reports that William Bucknell is threatening to foreclose the First Mortgage for non-payment of interest; authorizes the Pres. George W. Richards to borrow money to pay the interest. (MB)
- Jan. 9, 1857 Atlantic & Ohio Telegraph Company, the last element of the old O'Reilly-Reid telegraph empire, agrees to absorb the Pennsylvania Telegraph Company, controlled by the Western Union Telegraph Company; Western Union emerges with control of the A&O, giving it a near-monopoly between the Midwest and the seaboard. (Thompson)
- Jan. 12, 1857 Paschall Morris (1813-1875) elected Pres. of West Chester & Philadelphia Railroad, replacing J. Lacey Darlington. (MB)
- Jan. 12, 1857 Philadelphia & Baltimore Central Railroad cancels contract to Stone, Quigley & Co. and stops work with 33 miles of grading completed. (AR)
- Jan. 12, 1857 Littlestown Railroad Company organized at Littlestown, Pa.; William McSherry, Pres. (Val, C&C, HistCumbAdams)
- Jan. 12, 1857 Commodore Robert F. Stockton elected a director of the Lehigh Valley Railroad. (MB)
- Jan. 12, 1857 Annual meeting of the Pittsburgh & Steubenville Railroad hears a report that all unfinished work is now under contract and that two piers of the Steubenville Bridge have been raised to 8 feet above low water. (ARJ)
- Jan. 12, 1857 The fraudulently-elected pro-slavery Legislature of Kansas Territory convenes at Lecompton and simply ignores the acts of moderate Gov. John W. Geary. (DAB)
- Jan. 13, 1857 Simon Cameron, now a Republican, is elected to a second term as U.S. Senator by the Pennsylvania Legislature after sufficient Democrats defect in a patronage dispute with Pres.-elect Buchanan and reject Buchanan's advisor John W. Forney (1817-1881) in favor of his old enemy Cameron. (Coleman, Nichols)
- Jan. 14, 1857 Joint Board declares a 3% dividend. (MB)
- Jan. 14, 1857 Pittsburgh & Connellsville Railroad opens from Guffeys to Brinton's on the PRR, completing the line from Connellsville. (AR, B&O Val)

- Jan. 14, 1857      Enginemmen petition Northern Central Railway for a wage increase. (MB)
- Jan. 15, 1857      Future PRR director [James] Bayard Henry (1857-1926) born at Philadelphia; son of Thomas Charlton Henry ( - ) and Mary E. Jackson ( - ), daughter of John P. Jackson, VP of the New Jersey Railroad. (PRRBio)
- Jan. 1857          Ice in the Delaware River traps the Inman liner *Kangaroo* and causes the arriving *City of Manchester* to divert to New York, which thereafter becomes its American port. (Moyer/Keystone)
- Jan. 16, 1857      Little Miami Railroad Board approves granting trackage rights between Cincinnati and Loveland to the Marietta & Cincinnati Railroad. (MB)
- Jan. 17, 1857      New Jersey Railroad Board declines the New York & Erie Railroad's request for a track and pier at Jersey City to permit loading freight onto barges. (MB)
- Jan. 17, 1857      Committees of PRR and Sunbury & Erie meet to discuss purchase of Public Works; President Merrick of S&E is backing a bill calling for the state to reinvest the purchase money in the stocks of various railroads, primarily the S&E.
- Jan. 19, 1857      Cleveland, Zanesville & Cincinnati Railroad Board appoints a committee to negotiate with other railroads and with the PFW&C for relocation of the passenger depot; Pres. Simon Perkins assumes the duties of Superintendent. (MB)
- Jan. 19, 1857      Marion & Mississinewa Valley Railroad Pres. James H. Goodman reports that Joseph Lomax has begun a suit in the U.S. Circuit Court to recover interest on the 27 bonds, and that the company has begun a counter-suit; notes it would be cheaper to buy the abandoned grade of the Cincinnati & Chicago Railroad between Marion and Jonesboro and extend from Jonesboro to Hartford than to build its own line between Marion and Hartford. (MB)
- Jan. 21, 1857      PRR Board rejects Sunbury & Erie Railroad proposal and orders Thomson to make an offer similar to that of 1855 but to be paid in eight installments beginning July 1, 1880; bill is to drop any reference to purchase of Columbia Railroad only; also to embrace repeal of Tonnage Tax and elimination of all taxes on PRR dividends and bond interest. (MB)
- Jan. 21, 1857      PFW&C Railroad Board hears a committee of the Cleveland & Pittsburgh Railroad asking for joint use of the line between Rochester and Pittsburgh; Board accepts Leech & Co.'s offer to place 75 to 100 freight cars in through service over the PRR and PFW&C. (MB)

- Jan. 21, 1857 Stockholders of the Marion & Mississinewa Valley Railroad authorize a change of line between Marion and Hatfield to run via Jonesboro. (MB)
- Jan. 21, 1857 Cincinnati & Chicago Railroad Board notes that J. W. Wright has allowed Richard Norris & Son to repossess two locomotives. (MB)
- Jan. 22, 1857 PFW&C offers the use of its tracks to the Cleveland & Pittsburgh Railroad at \$120,000 per year, which is rejected by the C&P; the C&P asks to run two through passenger trains between Pittsburgh and Bellaire; PFW&C Board authorizes the construction of shops at Fort Wayne and Alliance. (MB)
- Jan. 22, 1857 Marion & Mississinewa Valley Railroad Board considers the proposal of M.G. Mitchell to consolidate with the Columbus, Piqua & Indiana Railroad and Cincinnati, Peru & Chicago Railroad; appoints committee to consider the matter. (MB)
- Jan. 22, 1857 Ohio Supreme Court finally refuses an injunction sought by residents along the old Mad River & Lake Erie Railroad line between Sandusky and Tiffin via Bellevue to bar its use of the direct line via Clyde, although it awards compensation to the plaintiffs. (Peeke)
- Jan. 24, 1857 Report to New York Canal Commissioners on extending the Genesee Valley Canal from Olean to Millgrove Pond, about 7 miles further up the Allegheny River. (Sweet)
- Jan. 24, 1857 St. Louis, Alton & Chicago Railroad incorporated in Illinois as the reorganization of the Chicago, Alton & St. Louis Railroad. (ICC)
- Jan. 1857 Lining of New Portage Tunnel at Gallitzin completed. (CC)
- Jan. 27, 1857 Chartiers Valley Railroad Board votes to increase capital stock from \$500,000 to \$1 million. (MB)
- Jan. 28, 1857 Joint Board agrees to seek a charter supplement allowing the Delaware & Raritan Canal Company and the Camden & Amboy to each increase their stock to \$1.5 million, doubling the share capital to pay for improvements; had heretofore paid for improvements out of earnings or by loans, but in the present state of the money market, the real rate of interest exceeds 7%. (MB)
- Jan. 30, 1857 Jeffersonville Railroad Board appoints a committee to meet with the Rushville & Shelbyville Railroad and the Madison & Indianapolis Railroad about rebuilding the Knightstown & Shelbyville Railroad; hears a report that the company has leased a warehouse on Main Street between

2<sup>nd</sup> & 3<sup>rd</sup> Streets in Louisville. (MB)

- Jan. 31, 1857 New Castle & Darlington Railroad renamed Pittsburgh, New Castle & Cleveland Railroad; it is graded from New Castle to within 2 miles of New Galilee on the PFW&C before being suspended because of the Panic; much of the grading is paid for in calico, and it become known as the "calico road." (C&C, ICC, Durant)
- Feb. 1, 1857 Peoria & Oquawka Railroad opens between Knoxville and Edwards, closing the last gap in the line from Peoria to East Burlington; portion west of Galesburg operated jointly by CB&Q and Moss Harding & Co., contractors, as mortgagees; contractors hold first lien and refuse to sell to CB&Q. (Church, RRH 82)
- Feb. 1, 1857 B&O Road Dept. assumes the operation of the North Western Virginia Railroad. (AR)
- Feb. 1, 1857 Great Western Despatch, the second fast freight line, established running on the New York & Erie Railroad. (HepburnRept)
- Feb. 2, 1857 Reading, Catawissa, Williamsport & Erie, and Williamsport & Elmira Railroads agree with Allen, Hugel & Co. for a freight forwarding business between Philadelphia and points north and west of Port Clinton. (Rdg)
- Feb. 2, 1857 Peoria & Oquawka Railroad, Eastern Extension opens between Eureka and Chenoa, Ill., connecting with St. Louis, Alton & Chicago Railroad for Chicago. (Church has Peoria-Chenoa)
- Feb. 3, 1857 Herman Haupt makes report on coal traffic of PRR; states company can increase tonnage by 50,000 tons per year while keeping actual cost of transportation at 3 mills per ton-mile. (Rept.)
- Feb. 3, 1857 Delaware Railroad contracts with Maryland & Delaware Railroad; Delaware Railroad and PW&B will support M&D being chartered in Delaware, providing do not build east of Delaware Railroad.
- Feb. 3, 1857 Robert Garrett (1783-1857), head of the Baltimore banking house of Robert Garrett & Co., dies of a stroke at the Eutaw House. (Scharf - see below)
- Feb. 3, 1857 New Jersey Senate Committee on Corporations begins hearings on CNJ application to extend its main line from Elizabethport to Jersey City by bridging Newark Bay; claims both its steamers and New Jersey Railroad are inadequate to carry its growing freight traffic from west; City of Newark and shipping interests opposed. (NJJ)

- Feb. 3, 1857 Pa. act authorizes Philadelphia & Sunbury Railroad to borrow \$700,000. (Digest)
- Feb. 3, 1857 Matawan Township, N.J., set off from Raritan Township; includes to old settlement of Middletown Point, which becomes Matawan village.
- Feb. 4, 1857 Francis B. Chetwood, President of Raritan & Delaware Bay Railroad which is contemplating building a makeshift route between New York and Philadelphia via Port Monmouth, Lakehurst and Atco, in defiance of the Camden & Amboy Monopoly, writes to PRR seeking financial aid. (MB)
- Feb. 4, 1957 Northern Central Railway Board authorizes advertising for new proposals to build Bridgeport to Sunbury. (MB)
- Feb. 4, 1857 Robert Garrett (1783-1857) founder of the banking house of Robert Garrett & Sons, dies in Baltimore. (Scharf)
- Feb. 1857 Steubenville & Indiana Railroad connected to Central Ohio Railroad at Newark, Ohio; S&I begins through service to Columbus. (PittsGaz, Marvin - bet. 2/5-7)
- Feb. 6, 1857 Sudden thaw produces ice freshets across the upper Mid-Atlantic and Midwest. (NYT)
- Feb. 6, 1857 William Jackson Palmer travels to New York to examine the gas coal market for the Westmoreland Coal Company. (Fisher)
- Feb. 1857 Ice freshets destroy portion of the Horse Race Dam on the North Branch Extension Canal, leaving center portion of 30 miles without water.
- Feb. 7, 1857 Long Bridge at Washington is washed out by an ice freshet; Alexandria & Washington Railroad suspends service. (NYT, Bryan, VaPBW)
- Feb. 7, 1857 Columbus & Xenia Railroad grants use of its tracks between Loveland and Cincinnati to Marietta & Cincinnati Railroad and Hillsborough & Cincinnati Railroad. (MB)
- Feb. 8, 1857 Ice freshet in the Delaware River at Trenton; some tracks are flooded and trains stopped. (TrueAm)
- Feb. 9, 1857 Cleveland & Pittsburgh Railroad opens for revenue service between Steubenville and Bellaire; operated as a branch line connecting with main line at Wellsville; Bellaire station is at present 34<sup>th</sup> & Union Streets. (PittsGaz, Frizzi)
- Feb. 9, 1857 Lt. John G. Parke reports to the Secretary of War on surveys for a railroad

between San Francisco Bay and Los Angeles running west of the Coast Range and from the Pimas Villages on the Gila River to the Rio Grande on the 32<sup>nd</sup> parallel route. (Rept)

- Feb. 10, 1857 Camden & Amboy Railroad leases Pier No. 1, North River, New York, from Chauncey St. John, et al. (Val)
- Feb. 10, 1857 Supplement to charter of Peoria & Oquawka Railroad grants use of right of way of old Peoria & Warsaw Railroad of 1830s and any state lands. (Church)
- Feb. 11, 1857 Delaware River rises again at Trenton; Camden & Amboy Railroad between Trenton and Bordentown is under water. (TrueAm)
- Feb. 11, 1857 North American Coal Company near Pottsville, Pa., makes assignment to trustees. (USRR&MR)
- Feb. 11, 1857 B&O directors meeting of this date is the first to be held in the head house of Camden Station in Baltimore. (Scharf)
- Feb. 1857 B&O opens central block of permanent Camden Station head house for Board meeting; designed in Italianate style by Niernsee & Neilson; wings not finished until 1865. (Harwood - verify BaltAm)
- Feb. 12, 1857 Hempfield Railroad conveyed to mortgage trustees, who operate it until foreclosure sale on Apr. 14, 1871. (B&O Val)
- Feb. 12, 1857 Illinois & Southern Iowa Railroad Company incorporated in Illinois to build from Clayton to Carthage, Ill. (ICC)
- Feb. 13, 1857 Camden & Atlantic Railroad Board accepts the resignation of Anthony J. Drexel; elects Samuel Vaughan Merrick in his place. (MB)
- Feb. 13, 1857 Maryland & Delaware Railroad Company incorporated in Delaware; Junction & Breakwater Railroad Company incorporated in Delaware. (PL)
- Feb. 13, 1857 Delaware Railroad agrees with the Maryland & Delaware Railroad for a connection at Smyrna, Del.; the M&D is not to build east of the Delaware Railroad. (MB)
- Feb. 14, 1857 PRR Road Committee declines request from East Liberty for commuter tickets to Pittsburgh. (MB)
- Feb. 14, 1857 State of Michigan awards the federal land grant of 1856 between Grand Rapids and Little Traverse Bay to Grand Rapids & Indiana Railroad instead of the Grand Rapids & Northern Railroad; consists of alternate



sections to a depth of six sections on each side of the railroad; company is authorized to sell 60 sections upon completion of each 20 miles; must complete 20 miles each year after Dec. 1, 1857. (Church, C&C, Baxter)

- Feb. 14, 1857 Dunleith & Dubuque Bridge Company incorporated in Illinois to build a bridge across the Mississippi River; no work done until after the Civil War, when a similar company is incorporated in Iowa. (ICC - verify Corliss)
- Feb. 1857 PRR completes double track between Tipton and Altoona.
- Feb. 1857 Construction of Pittsburgh & Steubenville again suspended.
- Feb. 1857 Newspapers state that John Tucker has negotiated the mutual reduction of anthracite coal production between the Schuylkill operators and the three Scranton companies, the Delaware & Hudson Canal Company, Pennsylvania Coal Company and DL&W. (Yearley)
- Feb. 16, 1857 Philadelphia & Baltimore Central Railroad Board meets in Baltimore; authorizes examining the state of the roadbed between Grubbs Bridge (Wawa) and Chadds Ford with the object of laying track; authorizes cutting the grade from 82 feet per mile to 52 feet per mile; authorizes petitioning Congress for aid. (MB)
- Feb. 16, 1857 Southern Pacific Railroad (Texas) completes 10 miles of grading in Texas and thus secures the state land grant. (USRR&MR)
- Feb. 18, 1857 Northern Central construction contract modified in favor of contractors Lauman, Eckert & Pleasants. (C&C)
- Feb. 18, 1857 Galena & Illinois River Railroad incorporated in Illinois to build from Galena through Chicago to Indiana state line in direction of Lansing; located but no work done; the charter will come under the control of the Chicago & Great Eastern Railway group in 1863, and they will use it to get from the Indiana state line to Chicago. (Church, C&C)
- Feb. 18, 1857 American Bottom Lime, Marble & Coal Company incorporated in Illinois to make lime and bricks, quarry marble, and mine coal, iron or other minerals; also to build railroad from lands at Falling Spring to Mississippi River opposite St. Louis; nothing done because of Panic of 1857 and Civil War. (Church)
- Feb. 19, 1857 LIRR Board hears an offer from Ira Smith, et al., to buy that portion of the Brooklyn & Jamaica Railroad from South Ferry to Bedford and operate it as a street railroad; genesis of the Brooklyn Central Railroad. (MB)

- Feb. 19, 1857 PFW&C Board issues a protest against the Tonnage Tax; approves the offer of S.S. L'Hommedieu of the Cincinnati, Hamilton & Dayton Railroad to join with the Mad River & Lake Erie Railroad in completing the Springfield, Mount Vernon & Pittsburgh Railroad. (MB)
- Feb. 19, 1857 The fraudulently-elected pro-slavery Legislature of Kansas Territory, sitting at Lecompton, calls for elections for a constitutional convention to be held in Sep. (Klein)
- Feb. 21, 1857 Maryland & Delaware Railroad Board authorizes the directors to endorse the paper of contractors J.T. Davis & Co. up to \$7,000 to enable them to continue to work; authorizes securing the right of way from the Maryland-Delaware state line to Smyrna. (MB)
- Feb. 21, 1857 Tyrone & Lock Haven Railroad incorporated in Pa. to build from Tyrone to Lock Haven. (PL, Digest)
- Feb. 21, 1857 City Council & Mayor of New York order the New York & Harlem Railroad to put its track in proper order within one week; otherwise, the Third Avenue Railroad Company is to place a new street-rail track in the Bowery from Grand Street to 5<sup>th</sup> Street to replace the T-rail and to have all the privileges of the New York & Harlem Railroad south of the Bowery & 5<sup>th</sup> Street. (Valentine)
- Feb. 23, 1857 1200 residents of 5th & 6th Streets in Philadelphia present remonstrance to Pennsylvania Legislature against granting Philadelphia & Delaware River Railroad the right to build a street railway on those streets, citing monopoly, noise, increased congestion and threats to safety. (Speirs)
- Feb. 25, 1857 Grand Rapids & Indiana Railroad accepts the Michigan land grant. (Church)
- Feb. 25, 1857 Daniel C. McCallum resigns as General Superintendent of New York & Erie because of the continuing strike of engineers and lack of united support from directors; strikers had sabotaged locomotives; company had lost \$500,000 by the strike as well as great diversion of traffic to other lines. (Mott)
- Feb. 26, 1857 PRR Road Committee urges Blakiston & Yorke to build facilities for loading coal into sea-going vessels on the Schuylkill River just south of Market Street Bridge. (MB)
- Feb. 26, 1857 Delaware & Pennsylvania Railroad Company incorporated in Delaware to build from Delaware City to Pennsylvania state line.
- Feb. 26, 1857 N.J. Senate again fails to pass a bill to permit the CNJ to extend from

Elizabethport to Jersey City. (SenJrnl)

- Feb. 27, 1857 Steubenville & Indiana Railroad Board approves contract with Central Ohio Railroad and authorizes building permanent connection at Newark. (MB)
- Feb. 27, 1857 Isaac H. Clothier (1837-1921) of the Quaker department store family becomes the roommate and close friend of William Jackson Palmer (1836-1909), who moves out of his father's house into rooms at the Rittenhouse Mansion at 7<sup>th</sup> & Arch Streets. (Fisher)
- Feb. 28, 1857 Philadelphia & Baltimore Central Railroad Board orders reducing engineering expenses to a minimum; authorizes making a contract with Ridgley & Gilmore to grade the road from the Northern Central Railway to the Gunpowder River, payable in stock. (MB)
- Early 1857 World's first experimental steel rails made by Robert Forester Mushet (1811-1891) at the Ebbw Vale Iron Works and laid on the Midland Railway at Derby Station, England. (Marshall)
- Mar. 1, 1857 Herman J. Lombaert's title changed from Superintendent to General Superintendent (head of Transportation Dept.); George W. Mowry, Resident Engineer of Eastern Division, resigns, and Thomas W. Seabrook becomes sole Resident Engineer; Enoch Lewis named Superintendent of Middle Division.
- Mar. 1, 1857 According to W. B. Wilson this date PRR is divided into Eastern, Middle and Western Divisions; Enoch Lewis made Superintendent of Middle Division, running from Mifflintown to Conemaugh. (Wilson)
- Mar. 1, 1857 New York & Erie Railroad General Superintendent Daniel C. McCallum is forced to resign because of labor unrest; Pres. Homer Ramsdell assumes his duties and he is replaced by two Division Superintendents. (Mott)
- Mar. 2, 1857 Pres.-elect James Buchanan leaves his home at Lancaster en route to his inauguration on a Philadelphia & Columbia Railroad train at 8:15 AM, after a night of high winds and heavy snowfall; at Columbia he boards a special Northern Central Railway train drawn by the locomotive *Zenos Barnum* that makes the P&C train look shabby by comparison; detrains at Bolton Station in Baltimore to avoid Know-Nothing demonstrators at Calvert Station; Buchanan is taken by carriage to the City Hotel but does not take lunch as planned (he is suffering from dysentery contracted from contaminated food during an earlier visit to Washington in Jan.) and departs immediately for Washington on 3:00 PM train. (BaltAm, Nichols, Withers)

- Mar. 2, 1857 Property of Dr. R.M.S. Jackson at Cresson sold at foreclosure; Pres. Thomson and Theodore Cuyler attend to secure PRR's mortgage on property, on which \$28,000 is owed. (MB)
- Mar. 2, 1857 Norfolk County Railroad repossessed by trustees and operation by Boston & Providence Railroad ends; East Thompson Railroad (Conn.) leases properties of Boston & New York Central Railroad and Norfolk County Railroad and reopens entire line from Boston to Mechanicsville; for about a year; service restored on old B&NYC from Boston to South Dedham (Islington) via Readville, and operation of portion between Mechanicsville and Blackstone by D.N. Pickering ends. (NHCorp)
- Mar. 3, 1857 Pa. House committee supports selling branch canals to Sunbury & Erie Railroad in return for bonds. (Zimmerman)
- Mar. 3, 1857 Work begins on Allentown Railroad at Auburn, Pa.; only a small amount to meet the charter deadline; Pierre Chouteau, Jr., of New York, contractor. (USRR&MR, Hare)
- Mar. 3, 1857 John Graham attends a meeting of the North Western Railroad Board as a representative of Butler County. (HistButlerCo)
- Mar. 3, 1857 Cincinnati, Wilmington & Zanesville Railroad enters receivership; Erasmus Gest (1820-1908) appointed Receiver; Gest has had to place all the rolling stock and other moveable property in the hands of George S. Coe of New York, trustee of the First and Second mortgages; now, to protect them from him, he puts the whole company in receivership. (MB, Church)
- Mar. 3, 1857 A Democratic Congress further lowers tariff rates and enlarges the free list, further angering protectionists in Pennsylvania; the Panic later in the year causes Mid-Atlantic manufacturers to agitate for tariff increases. (Ratner, McPherson)
- Mar. 3, 1857 Congress passes the Post Office appropriation, calling for an overland mail to San Francisco, to be semi-monthly, weekly, or semi-weekly at the discretion of the Postmaster-General; bids to be received June 1. (CongGlobe)
- Mar. 3, 1857 Congress makes a land grant to five different railroad projects in Minnesota, but not the Duluth-St. Paul line. (Riegel)
- Mar. 4, 1857 James Buchanan of Pennsylvania is inaugurated 15<sup>th</sup> Pres. of the United States; in his inaugural address, he is in favor of a military "road" to the West Coast, but refuses to specify "railroad." (CongGlobe, Nichols)

- Mar. 4, 1857 Simon Cameron begins his second Senate term, this time as a Republican. (CongBio)
- Mar. 4, 1857 Surf House Association of Atlantic City incorporated in N.J. by persons associated with the Camden & Atlantic Railroad to own and operated the Surf House at Atlantic City. (Hall)
- Mar. 4, 1857 Delaware act authorizes abandonment of the old New Castle & Frenchtown Railroad main line between Rodney, Del., and Frenchtown. (PL)
- Mar. 4, 1857 A frustrated John W. Geary resigns as Gov. of Kansas. (DAB)
- Mar. 6, 1857 Supplement to charter of Morris & Essex Railroad permits it to construct its own line between Newark and the Hudson River, including purchase of New Jersey Railroad's East Newark Branch, providing it passes through Bergen Hill in a tunnel; M&E had become dissatisfied with NJRR service. (PL, DL&WCorps, Taber)
- Mar. 6, 1857 Stockholders of the Wabash & Erie Canal meet at Indianapolis; appoints J.F.D. Lanier and William L. Dayton of N.J. to petition the Indiana Legislature for relief because of railroad competition; also the petition of Palmer, MacKillop & Dent on behalf of the British stockholders. (ARJ)
- Mar. 6, 1857 James Guthrie (1792-1869) of Louisville, a lame, coarse but strong-willed and competent character, having concluded his term as outgoing Pres. Franklin Pierce's Secretary of the Treasury, takes charge of the Louisville & Nashville Railroad as VP. (wiki, Stover)
- Mar. 6, 1857 U.S. Supreme Court Chief Justice Roger B. Taney of Maryland rules, 7-2, in *Dred Scott v. Sanford* (the "Dred Scott Decision") that African Americans are not citizens and have no rights, and that Congress has no authority to exclude slavery in the territories; it thereby inflames the anti-slavery debate at precisely the time that Pres. Buchanan hopes it will die away; former Postmaster General John McLean (1785-1861) and Benjamin R. Curtis join in a strong dissent; Buchanan has improperly pressured Pennsylvanian Justice Robert C. Grier (1794-1870) to vote with the majority to prevent it from being a purely South vs. North ruling; the Sanford, who was Dred Scott's putative owner, is none other than John F.A. Sanford (1806?-1857), the erstwhile fur trader and now railroad builder; actually, Sanford, who is in New York, is merely managing the business affairs of his widowed sister Irene Sanford Emerson, who claimed ownership, but agrees to be the nominal party in the appeal. (EAH, Coleman, McPherson, Nichols, MissouriBios, wiki)
- Mar. 7, 1857 New Jersey Railroad Board orders the coal-burning locomotive *A.O.*

*Zabriskie* from William Mason & Co. (MB)

- Mar. 9, 1857 Joint Companies Executive Committee continues James Flanagan's contract for towing between Fairmount and Bordentown; agrees to enlarge Pier No. 1, N.R. to 80 x 600 feet at the request of the New York Harbor Commissioners; receives a complaint from the DL&W that its steamboats slow down when passing the DL&W coal piers at Elizabethport. (MB)
- Mar. 9, 1857 Allentown Railroad contracted to Pierre Chouteau, Jr., Sanford & Co. of New York. (Heydinger/RRH 105 - see above)
- Mar. 10, 1857 PRR Road Committee authorizes commutation tickets between Pittsburgh and Brintons and intermediate points, ranging from \$30 to \$50 per year, effective Apr. 1; grants Morgan & Co. right to advertise in cars between Philadelphia and Harrisburg only; refers question of rates on Broad Tp coal to Pres. Thomson. (MB)
- Mar. 10, 1857 Eaton & Hamilton Railroad Board approves a new agreement with the Cincinnati, Hamilton & Dayton Railroad for through freight trains between Cincinnati and Richmond, Ind. (MB)
- Mar. 10, 1857 Jeffersonville Railroad Board appoints a committee to consider a through line to Chicago in connection with the [Peru road] and the Plymouth & Southern Michigan Railroad. (MB)
- Mar. 11, 1857 Charter supplement to West Chester & Philadelphia Railroad authorizes issues of \$600,000 of 8% bonds to refund Second Mortgage bonds and other debts. (MB)
- Mar. 11, 1857 Peoria & Oquawka Railroad issues \$750,000 mortgage on section of line between Chenoa and State Line (Effner); agreement of same date grants Illinois Central Railroad use of line between El Paso and Gilman; rental to be used to pay interest on \$500,000 of bonds and provide a sinking fund for remaining \$250,000. (Church)
- Mar. 13, 1857 Camden & Atlantic Railroad Board changes the name of Cedar Bridge station to Egg Harbor City, the name of a massive new development being promoted by Dr. Henry Schmoele; notes that Isaac Thayer is now leasing the Surf House at Atlantic City. (MB)
- Mar. 13, 1857 U.S. Senate votes to seat Simon Cameron, rejecting charges of vote-buying raised by the Democrats. (senate.gov)
- Mar. 14, 1857 New Jersey Railroad Board authorizes building a paint shop at East Newark Jct. (MB)

- Mar. 14, 1856 Allentown Railroad again seeks a \$100,000 subscription by the PFW&C Railroad as a short-cut from Harrisburg to New York. (MB)
- Mar. 1857 Sunbury & Erie Railroad makes an agreement to operate the Philadelphia & Sunbury Railroad. (SV&P MB)
- Mar. 1857 Philadelphia & Liverpool Steam Ship Company (Inman Line) renamed Philadelphia, New York & Liverpool Steam Ship Company in recognition of fact the New York is now its main American terminal. (Flayhart)
- Mar. 1857 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad opens between Riddlesburg and coal mines (1.0 mile). (Val)
- Mar. 1857 Cincinnati, Wilmington & Zanesville Railroad relocates its shops from Washington to Lancaster. (AR)
- Mar. 1857 Pres. Buchanan names his old friend, Joseph B. Baker, Superintendent of the Philadelphia & Columbia Railroad to be collector of customs at Philadelphia, the most important federal patronage job in the state. (Nichols)
- Mar. 1857 John Tucker has secured the support of shippers of two-thirds of the Schuylkill Region's output for power to restrict shipments from the region for the good of the trade; it does not extend to coal sent on the Reading to Philadelphia, and coal is not to be sold for under \$2.00 a ton; the pact unravels in the wake of the Panic later in the year. (Yearley)
- Mar. 17, 1857 PW&B Board authorizes 2% dividend payable Apr. 1. (MB)
- Mar. 18, 1857 PRR Board authorizes issuing commutation tickets for points between Pittsburgh and Brinton's Station; beginnings of PRR commuter service. (MB)
- Mar. 18, 1857 PRR Board authorizes spending \$270,000 on rolling stock to be used between Pittsburgh and Cincinnati but under PRR control. (MB)
- Mar. 18, 1857 PFW&C Board orders the current keeper of the hotel at Crestline to vacate because of poor service; authorizes Samuel Hanna to go to Europe to place bonds for completion of the road to Chicago. (MB)
- Mar. 19 1857 LIRR Board appoints a committee to close a contract with Corliss & Co. to operate a steamboat between Greenport and New London. (MB)
- Mar. 19, 1857 Supplement to Camden & Amboy Railroad charter authorizes \$1.5 million in new stock to be used to double-track line between New Brunswick and Trenton. (RRCnflct)

- Mar. 19, 1857 Delaware Railroad Board appoints a committee to negotiate for a steamboat line between Seaford and Norfolk. (MB)
- Mar. 19, 1857 Northern Central Railway Board reports that it has signed a new contract with Lauman & Co. and with McCallum, Seymour & Hanley to build the Susquehanna River bridge. (MB)
- Mar. 19, 1857 Tom Scott of the PRR writes to the Little Miami Railroad Board proposing a through line between Pittsburgh and Cincinnati via Steubenville and Columbus. (MB)
- Mar. 19, 1857 Union County, N.J., created from the southern part of Essex County with county seat at Elizabeth. (Long)
- Mar. 20, 1857 New Jersey act authorizes Burlington & Mount Holly Railroad & Transportation Company to extend from Mount Holly to Pemberton and New Egypt; renamed Burlington County Railroad. (PL)
- Mar. 20, 1857 New Jersey act authorizes Camden & Atlantic Railroad to build a branch from Haddonfield to the Delaware River between Kaighns Point and Gloucester. (PL)
- Mar. 20, 1857 N.J. act authorizes Princeton & Kingston Turnpike Company to abandon its road within the city limits of Trenton. (PL)
- Mar. 20, 1857 Pleasantville & Atlantic Turnpike Company authorized to build a plank road instead. (PL)
- Mar. 23, 1857 Little Miami Railroad Board approves through passenger and freight rates between Pittsburgh and Cincinnati via the PFW&C and Cleveland, Columbus & Cincinnati Railroad. (MB)
- Mar. 25, 1857 PW&B leases wharf at Walnut Street, Wilmington, for five years. (MB)
- Mar. 25, 1857 Roanoke River Bridge of Petersburg Railroad at Weldon, N.C., is destroyed by fire; rather than rebuild, the Petersburg Railroad arranges to use the track of the Seaboard & Roanoke Railroad from their crossing at Garysburg, N.C., to Weldon and abandons its old, less direct line between the same points. (Hoffman, Cnls&RRs)
- Mar. 26, 1857 Tyrone & Lock Haven Railroad receives letters patent. (C&C)
- Mar. 26, 1857 Cleveland & Pittsburgh Railroad Board orders Chief Engineer Linton to turn over the River Line to the Superintendent and discharge his assistants; authorizes company to begin buying right of way for its own line between



Rochester and Pittsburgh. (MB)

- Mar. 26, 1857 Pres. Buchanan appoints former Treasury Secretary Robert J. Walker (1801-1869) Gov. of Kansas Territory. (Nichols)
- Mar. 28, 1857 Canal Commissioners make further cuts in tolls, particularly on coal.
- Mar. 28, 1857 Future VP in Charge of Traffic George Dallas Dixon (1857-1937) born at Philadelphia; son of Fitz Eugene Dixon, grandson of VP George Mifflin Dallas (1792-1864), and great-grandson of Secretary of the Treasury Alexander James Dallas (1759-1817) and Pennsylvania Chief Justice Benjamin Chew (1722-1810). (PR, NYT)
- Mar. 28, 1857 Memphis & Charleston Railroad opens between Memphis and Stevenson, Ala., on the Nashville & Chattanooga Railroad, completing a continuous route of uniform gauge between Charleston, S.C., and Memphis; first trunk line between the Atlantic and Mississippi south of the Potomac and Ohio Rivers. (Harrison)
- Mar. 31, 1857 David M. Dunn elected Pres. of Logansport, Peoria & Burlington Railway, replacing Benjamin Gonzales. (MB)
- Mar. 31, 1857 Northern Railroad Company of New Jersey organized; William S. Sneden, Chief Engineer. (ICC, ARJ)
- Apr. 1, 1857 Sunbury & Erie begins operation of Philadelphia & Sunbury Railroad.
- Apr. 1, 1857 Peoria & Oquawka Railroad opens between Peoria and East Burlington, Ill. (this later the main line of the Burlington)
- Apr. 1, 1857 PRR Board authorizes Morgan & Co. to place advertising panels in PRR passenger cars operating between Philadelphia and Harrisburg (MB); according to Watkins, this was not carried out.
- Apr. 1, 1857 Little Miami Railroad Board denies the request of the Ohio & Mississippi Railroad that William H. Clement also serve as Superintendent of the O&M; orders suspension of work on the new shops until the company can secure good title to the land and close Liberty Street. (MB)
- Apr. 2, 1857 Future PRR Superintendent Lawrence Washington Allibone (1857- ) born at Philadelphia. (PRRBio)
- Apr. 3, 1857 Camden & Atlantic Railroad Board resolves to pay William Bucknell the interest due on his First Mortgage bond. (MB)
- Apr. 3, 1857 Meadville Railroad incorporated in Pa. to build from Meadville to Erie.

(Mott)

- Apr. 6, 1857 Flushing Railroad Company enters receivership. (Seyfried)
- Apr. 6, 1857 Former State Senator and Pres. of Cumberland Valley Railroad Charles B. Penrose (1798-1857) dies at Philadelphia of pneumonia. (Wilson)
- Apr. 6, 1857 Dayton & Western Railroad Board approves a settlement and division of moneys with the Indiana Central Railway. (MB)
- Apr. 7, 1857 New York act authorizes Chemung Railroad to lay third rail at standard gauge for accommodation of the Williamsport & Elmira Railroad to permit the direct shipment of coal and other commodities to Seneca Lake and the New York Canal system. (PL, Digest)
- Apr. 7, 1857 Cincinnati & Chicago Railroad Board orders the Secretary to move the company offices from New Castle to Logansport. (MB)
- Apr. 8, 1857 Lehigh & Luzerne Railroad renamed Lehigh Luzerne Railroad. (ICC)
- Apr. 8, 1857 Saucona Iron Company incorporated in Pa. by Moravian Augustus Wolle (1821-1878), Charles Brodhead (1824- ), Charles W. Rauch, and other local businessmen to build an iron works at South Bethlehem; the Panic in the fall delays organization; renamed Bethlehem Iron Company on May 1, 1861. (PL, BethStl)
- Apr. 9, 1857 Marietta & Cincinnati Railroad completed from Chillicothe to Marietta, completing a line from Loveland on Little Miami to Marietta on Ohio River; but trouble with landslides in cuts between Athens and Marietta prevents regular service. (Pixton, ARJ, USRR&MR)
- Apr. 11, 1857 New Jersey Railroad Board appoints a committee to meet with the CNJ to discuss "matters of mutual interest"; authorizes beginning a new branch to the Morris & Essex Railroad at East Newark; authorizes surrendering that portion of the Essex & Middlesex Turnpike to the City of Newark. (MB)
- Apr. 13, 1857 Camden & Amboy Railroad authorizes the establishment of a flag stop at Beverly, N.J. (MB)
- Apr. 13, 1857 West Chester & Philadelphia Railroad opens for revenue service between Lenni and Grubb's Bridge (Pennelton - now Wawa).
- Apr. 13, 1857 New York act authorizes the Buffalo & State Line Railroad to purchase the stock of the Erie & North East Railroad. (PL)
- Apr. 14, 1857 PRR Road Committee declines proposal of John S. King, lessee of the

- Pittsburgh & Steubenville Railroad for a modification of the lease. (MB)
- Apr. 14, 1857 West Jersey Railroad opens between Camden (7th Street Jct.) and Woodbury using old Camden & Woodbury right-of-way; controlled by Joint Companies; revenue service begins April 15; stations at South Camden, Gloucester, Pine Grove, Westville and North Woodbury. (Prowell, WdbryCnstn, Stewart)
- Apr. 14, 1857 Chartiers Valley Railroad Board postpones consideration of merger with the Hempfield Railroad and Marietta, Hillsborough & Cincinnati Railroad until they verify that the Hempfield Railroad will not be completed between Washington and Greensburg, that is, bypassing Pittsburgh; protests to the Pittsburgh & Steubenville Railroad that King & Thompson have changed the location for the connection at Mansfield (Carnegie) that will require them to build a longer railroad and a bridge. (MB)
- Apr. 15, 1857 PRR Board names Theodore Cuyler (1821-1876) Solicitor at Philadelphia, effective May 1. (MB)
- Apr. 15, 1857 John S. King, lessee of Pittsburgh & Steubenville attends PRR Board meeting to ask for modification of contract with PRR; hitherto, PRR had been advancing money to P&S in return for Third Mortgage Bonds; PRR agrees to a further loan of \$50,000 in return for more bonds and a first lien on all rolling stock. (MB)
- Apr. 15, 1857 Last rail laid on Ohio & Mississippi Railroad at Rock Cut six miles east of Mitchell, Ind., and opening excursion trains run through between Cincinnati and St. Louis; Daniel D. Page (1790-1869) for St. Louis and S.S. L'Hommedieu for Cincinnati drive last spikes. (USRR&MR, Smith, B&O Val)
- Apr. 15, 1857 Peoria & Oquawka Railroad opens bridge over Illinois River between Peoria and East Peoria, linking main portion of road with Eastern Extension.
- Apr. 1857 Lackawanna & Bloomsburg Railroad opens between Kingston and West Nanticoke, Pa. (USRR&MR)
- Apr. 1857 Freight trainmen strike on the B&O; militia called out. (Clews)
- Apr. 16, 1857 Under heavy railroad company pressure and alleged bribery, New York State repeals the act creating its Railroad Commission; less detailed reports are again submitted to the State Engineer & Surveyor, although they are still more extensive than those required by some other states. (PL, NYState, Seavoy)

- Apr. 16, 1857      Hunters Point, Newtown & Flushing Turnpike Company incorporated in N.Y. to build between Hunters Point and Flushing. (PL)
- Apr. 16, 1857      Northern Central Railway Board suspends the construction contract between Trevorton Jct. (Herndon) and Sunbury. (MB)
- Apr. 16, 1857      Steubenville & Indiana Railroad signs agreement for use of Central Ohio Railroad between Newark and Columbus; connection between two railroads built at Newark with funds provided by Columbus & Xenia Railroad. (Church)
- Apr. 16, 1857      New York's Republican Legislature passes the Metropolitan Police Act taking control of New York City's police with the object of forcing the licensing of and Sunday closing of saloons; New York's Democratic Mayor Fernando Wood refuses to comply, and for a time there are two rival police departments, one Anglo-American and one Irish, until the courts rule in the State's favor on July 3. (Burrows/Wallace)
- Apr. 17, 1857      International Bridge Company incorporated in N.Y. to build a bridge between Black Rock and Fort Erie, Ont. (PL)
- Apr. 20, 1857      Pittsburgh & Connellsville Railroad halts work on the Sand Patch Tunnel. (AR)
- Apr. 20, 1857      Marietta & Cincinnati begins regular revenue service between Athens and Marietta. (USRR&MR)
- Apr. 20, 1857      Eaton & Hamilton Railroad issues \$1 million in 7% bonds. (MB)
- Apr. 20, 1857      Peoria & Oquawka Railroad opens between Edwards and Maquon, Ill., linking eastern and western halves and completing line between East Burlington and Peoria.
- Apr. 20, 1857      Lehigh Valley Railroad appoints a committee of J. Gillingham Fell, Asa Packer and William H. Gatzmer to arrange a more satisfactory manner of operations of North Pennsylvania Railroad trains over the LV and if not to ban North Penn locomotives from the LV effective May 1. (MB)
- Apr. 21, 1857      Joint Board authorizes issuing 30,000 shares at 100 to the stockholders as a 20% stock dividend. (MB)
- Apr. 21, 1857      Maryland & Delaware Railroad Board authorizes locating the line in Delaware; John Henderson is now Chief Engineer. (MB)
- Apr. 21, 1857      Reading & Lehigh Railroad renamed East Pennsylvania Railroad. (PL, Hare)

- Apr. 22, 1857 New ferry *John S. Darcy* launched for the New Jersey Railroad. (MB)
- Apr. 22, 1857 Northern Central Railway Board authorizes \$120,000 in new bonds; authorizes resuming work between Trevorton Jct. and Sunbury. (MB)
- Apr. 22, 1857 Charter supplement authorizes Allegheny Valley Railroad to issue \$250,000 preferred stock to complete road north to mouth of Mahoning Creek and south to intersect Western Division Canal at Pittsburgh. (Digest)
- Apr. 22, 1857 Committee of the Cleveland & Pittsburgh Railroad again appears before the PFW&C Board to seek joint operation or the purchase of right of way between Rochester and Manchester, Pa. (MB)
- Apr. 23, 1857 Canandaigua & Elmira Railroad sold at foreclosure to George B. Holmes for \$5,250. (Val, C&C)
- Apr. 23, 1857 George B. Roberts appointed Chief Engineer of the Allentown Railroad, replacing Ellwood Morris, resigned. (Hare)
- Apr. 25, 1857 Thomas Clyde offers to sell the steamboat *St. Nicholas* to the Delaware Railroad to operate between Seaford and Norfolk. (MB)
- Apr. 25, 1857 Commissioners of the Junction & Breakwater Railroad meet at Milford, Del. (MB)
- Apr. 25, 1857 Quakake Railroad incorporated in Pa. to build a link between the Lehigh Valley/Beaver Meadow Railroad (at Black Creek Jct.) and the Catawissa, Williamsport & Erie Railroads; may buy the grade of the Lehigh Branch of the Little Schuylkill & Susquehanna Railroad, abandoned in 1840. (PL)
- Apr. 28, 1857 Philadelphia & Crescent Navigation Company incorporated in Pa. with a capital of \$500,000 and broad powers to operate ocean steamships; later used to promote a shipping line in connection with PRR; remains dormant until 1860 because of the Panic of 1857. (PL, Moyer/Keystone)
- Apr. 29, 1857 Freight train employees' strike ties up the First and Second Divisions of the B&O. (Scharf)
- Apr. 30, 1857 North Western Virginia Railroad opens for regular service between Grafton and Parkersburg, Va., completing the entire line; operated by the B&O under a lease of Feb. 1, 1857, giving it a direct line to the Ohio River; private operators ferry eastbound traffic from Marietta & Cincinnati at Marietta; preferred B&O route continues to be via Wheeling and Central Ohio Railroad except for traffic destined for Ohio River steamers.

(AR/ARJ - or 12/24/56?? for informal service? [maps?])

- Apr. 30, 1857 Jeffersonville Railroad committee on connections to Louisville reports to the Board that present financial conditions make it inexpedient to accept the offer of the Jeffersonville Ferry Company to sell their ferry and rights to the Jeffersonville Railroad. (MB)
- Spring 1857 Delaware Railroad conducts unsuccessful negotiations for a steamboat line from Seaford to Norfolk.
- Spring 1857 Rate wars resume between the NYC and Erie.
- Spring 1857 Hempfield Railroad opens for freight service between Wheeling and Washington, Pa. (Crumrine)
- May 1, 1857 Sheriff and posse attempting to reopen the B&O are shot at and the train stoned by strikers between Jackson's Bridge and Ellicotts Mills. (Scharf)
- May 1, 1857 Marietta & Cincinnati Railroad begins operating over the Little Miami Railroad with trackage rights between Loveland and Cincinnati. (MB)
- May 1, 1857 First train leaves Cincinnati for Vincennes on the Ohio & Mississippi Railroad, where it will meet a train from St. Louis. (ARJ)
- May 2, 1857 PRR Road Committee orders General Freight Agent (H.H. Houston) to statistically compare operations of Leech & Co. vs. old methods of securing off-line freight. (MB)
- May 2, 1857 New Jersey Railroad Board orders Montgomery Street, Jersey City, paved with Belgian block east of Hudson Street; authorizes a \$100 subscription to the Newark & Elizabeth Plank Road Company and arranging to give them the bed of the old Essex & Middlesex Turnpike, which runs alongside the main line, for conversion to a plank road. (MB)
- May 2, 1857 Elmira, Canandaigua & Niagara Falls Railroad incorporated in N.Y. as the reorganization of the Canandaigua & Elmira Railroad; continues operation of the Chemung Railroad under sublease from New York & Erie Railroad and of the Canandaigua & Niagara Falls Railroad. (Val, NYState)
- May 2, 1857 A second train guarded by militia manages to reach Ellicotts Mills on the B&O despite attacks and obstacles; at least one striker is shot dead; after this the road reopens. (Scharf)
- May 3, 1857 Completion of a complete rail line between Memphis and Charleston celebrated at Memphis with the spraying of a barrel of salt water from Charleston into the Mississippi River at Memphis. (BDavis)

- May 4, 1857 Charter supplement authorizes Tyrone & Lock Haven Railroad to connect with PRR at Tyrone and with Sunbury & Erie Railroad at Lock Haven; may extend to Williamsport. (Digest)
- May 4, 1857 Catawissa, Williamsport & Erie Railroad Board authorizes purchase of the Quakake Railroad; reports that it will abandon the old plane in Lindners Gap laid out by Edward Miller in the 1830s; Richard Boyse Osborne will survey a new connection to the Quakake Railroad on a continuous grade. (USRR&MR)
- May 4, 1857 Penn Haven & White Haven Railroad incorporated in Pa. to link the Lehigh & Susquehanna Railroad and the Beaver Meadow Railroad, completing a continuous railroad up the Lehigh Valley from Easton to Wilkes-Barre. (ICC)
- May 4, 1857 Ohio & Mississippi Railroad opens for revenue service between East St. Louis and Cincinnati. (Sanders - verify)
- May 5, 1857 Camden & Atlantic Railroad Board authorizes issuing commutation tickets to summer cottagers at Atlantic City. (MB)
- May 5, 1857 Tom Scott elected VP of Steubenville & Indiana Railroad; S&I adopts survey of connection across the canal at Newark to join Central Ohio Railroad as laid out by Engineer James D. Layng (1833-1908); Columbus & Xenia Railroad has also agreed to connect with Central Ohio Railroad, forming a through line to Cincinnati. (MB)
- May 5, 1857 Fur trade pioneer and railroad builder John F. A. Sanford (1806?-1857), the leading proponent and contractor of the Allentown Railroad, dies at New York City, and the project loses momentum; his successors also revive hostility to the rival Reading & Lehigh Railroad. (NYT, Hare)
- May 1857 Northern Central opens street trackage between Canal Street and Thames Street on east side of Baltimore. (AR)
- May 6, 1857 Joint Board authorizes supporting the extension of the Freehold & Jamesburg Agricultural Railroad to the marl beds at Farmingdale short of guaranteeing bonds or advancing cash; guarantees the \$750,000 Belvidere Delaware Railroad loan of Feb. 1, 1857; reconsiders the stock dividend, which is now to be 8,000 shares of the Delaware & Raritan Canal Company; authorizes advancing money to the State of New Jersey, up to \$40,000 at any one time. (MB)
- May 6, 1857 North Pennsylvania Railroad trains removed from the Lehigh Valley Railroad and a new timetable adopted. (MB)

- May 6, 1857 PFW&C Board offers to leave the Cleveland & Pittsburgh Railroad room for one track on its right of way for 20 years for a flat payment of \$100,000, plus \$40,000 a year, to be operated as a joint two-track road. (MB)
- May 6, 1857 William H. Clement resigns as Superintendent & Engineer of the Little Miami Railroad, effective June 1. (MB)
- May 6, 1857 Michigan Southern & Northern Indiana Railroad reorganized following the report of an investigation committee and after financial embarrassments last fall; Edwin C. Litchfield elected Pres., replacing John Wilkinson. (ARJ, Harlow - AR has Litchfield to Pres in 4/57)
- May 7, 1857 Lock Haven & Tyrone Railroad contracts eastern division and Bellefonte Branch to Samuel Brady & Co. (HistCentCo)
- May 7, 1857 Cleveland & Pittsburgh Railroad rejects the PFW&C's terms for a joint line between Rochester and Manchester. (MB)
- May 7, 1857 Newark, Ohio ordinance authorizes Steubenville & Indiana Railroad to relocate its connection with the Central Ohio Railroad to the west end of the bridge over the North Fork of the Licking River. (Church)
- May 7, 1857 Indiana Central Railway makes a revised agreement with the Dayton & Western Railroad. (MB)
- May 11, 1857 Marietta & Cincinnati Railroad begins operating over Little Miami Railroad between Loveland and Cincinnati. (USRR&MR)
- May 11, 1857 Thomas Kimber reelected Pres. of the Catawissa, Williamsport & Erie Railroad; directors include Samuel Vaughan Merrick; agree to guarantee the First Mortgage bonds of the Quakake Railroad. (MChGaz)
- May 12, 1857 Pa. act declares rights of Chambersburg, Greencastle & Hagerstown Railroad forfeited to state for failure to reopen line within deadline of act of Apr. 9, 1856; appoints commissioners to sell it; purchasers may extend to B&O. (Digest)
- May 12, 1857 Lehigh Valley Railroad Board appoints a committee of Robert F. Stockton and Asa Packer to meet with the CNJ. (MB)
- May 12, 1857 East Pennsylvania Railroad makes construction contract with James Moore of Elizabeth, N.J., later Chief Engineer of the CNJ. (Hare)
- May 12, 1857 Charter supplement gives Sherman's Valley & Broad Top Railroad right



to extend to connection with Allegheny Portage Railroad and Pittsburgh & Connellsville Railroad and to hold 2,000 acres of mineral lands; about two miles graded near Sherman's Dale before being stopped by Panic. (PL, B&O Val, MB, Watts)

- May 12, 1857 Daguscahonda Improvement Company incorporated in Pa. to hold 2,000 acres in McKean and Elk Counties, make coke, manufacture iron, etc. (PL)
- May 13, 1857 On report of H.H. Houston, PRR Road Committee agrees to make contract with Harris & Leech to solicit westbound freight and with Clarke & Co. for Eastbound freight. (MB)
- May 14, 1857 Lebanon Valley Railroad connected to the Reading at Reading; first car carrying Pres. R. D. Cullen, \_\_ McCalmont, Gustavus A. Nicolls, and other officers runs through to Wernersville; trip over the Lebanon Valley Railroad is hosted by Simon Cameron; McCalmont, a London banker, is said to own \$5-6 million in Reading securities. (USRR&MR, Brks&SchJrnl)
- May 14, 1857 Buffalo & Bradford Railroad authorized to hold 5,000 acres of coal lands in McKean County. (PL)
- May 15, 1857 West Jersey Railroad Board tables the report of the committee appointed in 1856 to investigate the possibility of selling the railroad to local residents; this ends the matter. (MB)
- May 15, 1857 Washington County, Pa., defaults on the \$200,000 in bonds issued to subscribe to the Hempfield Railroad. (USRR&MR)
- May 1857 Philadelphia & Baltimore Central Railroad suspends work in Cecil County. (AR)
- May 1857 Railroad convention meets at Buffalo; NYC insists on operating a fast train from Chicago to Buffalo with one connecting train for the East via the New York & Erie Railroad and one via the NYC; the Erie train is obliged to leave only a few hours after the regular train and is soon withdrawn; Chicago passengers for the NY&E are obliged to wait overnight at Dunkirk and go to New York the next day at a reduced rate of fare. (Mott)
- May 1857 James Guthrie and William G. Armstrong restored to the Board of the Jeffersonville Railroad; James S. Gibbons dropped. (MB)
- May 1857 Ellwood Morris resigns as Chief Engineer of the Allentown Railroad. (USRR&MR)

- May 1857 Work on the Pittsburgh & Connellsville Railroad's Sand Patch Tunnel is halted by the contractor absconding. (ARJ)
- May 16, 1857 New Jersey Railroad Board authorizes proceeding with the new Jersey City depot; authorizes the CNJ committee to arrange for separate tracks for it between Elizabeth and Jersey City. (MB)
- May 16, 1857 New act for sale of Main Line, crafted by PRR lobbyists, sets price at \$7.5 million payable between 1858 and 1890; buyers may be incorporated as the Philadelphia & Pittsburgh Railroad & Canal Company; for payment of an additional \$1.5 million, PRR is to secure repeal of tonnage tax and future exemption from state taxes on stocks, bonds, dividends and property, excepting only school, county and local property taxes; PRR may also purchase or lease Harrisburg, Portsmouth, Mountjoy & Lancaster. (PL)
- May 16, 1857 Allegheny Mountain Health Institute at Cresson sold at foreclosure to William B. Foster, Jr., of PRR; he reconveys hotel to Allegheny Mountain Health Institute in return for a new mortgage. (date of conveyance 4/23/58 - MB)
- May 16, 1857 Thomas W. Gibson resigns as Pres. of Louisville Bridge Company; new Board elected and William E. Culver elected Pres. (MB)
- May 19, 1857 Washington & Maryland Line Railroad organized at Lancaster: John Black elected Pres. and Jacob Tome (1810-1898) of Port Deposit and Thomas Baumgardner ( - ) of Lancaster directors. (MB)
- May 19, 1857 Cornelius Vanderbilt (1794-1877), hitherto a multi-millionaire steamboat operator, becomes a director of the New York & Harlem Railroad, along with his son-in-law Horace F. Clark and Daniel Drew; the NY&H hopes to thus buy off Vanderbilt's demand that he be reimbursed for \$93,000 paid on fraudulent bonds issued by Robert Schuyler. (Stiles, Harlow)
- May 19, 1857 Reading & Columbia Railroad incorporated in Pa. to build from Reading to Columbia. (PL)
- May 19, 1857 Washington & Maryland Line Railroad organized at Lancaster; John Black elected Pres.; directors include Thomas Baumgardner of Lancaster, Jacob Tome of Port Deposit, Daniel Herr and John A. Sheaff. (MB, Val)
- May 19, 1857 Benjamin Smith Lyman (1835-1920), J. Peter Lesley's pupil and nephew by marriage, leaves Philadelphia for a tour of iron works in the Highlands and Appalachian Mountains between southern New York and Virginia, collecting statistics for his uncle. (Knowles)

- May 20, 1857 Pennsylvania authorizes PRR to subscribe to stock or guarantee bonds of Chartiers Valley Railroad (\$500,000) and the Hempfield Railroad (\$1,000,000). (PL)
- May 20, 1857 Meadville Railroad incorporated in Pa. to build railroad from Meadville and Mercer coal fields to any other railroad in Erie County; Pittsburgh & Erie Railroad and Mercer and Crawford Counties may transfer property and subscriptions in those counties to new company. (PL, Minor, Church)
- May 21, 1857 Delaware Railroad Board resolves to reimburse the owners of the steamboat *St. Nicholas* from loss to Jan. 1, 1858; operates Seaford-Norfolk. (MB)
- May 21, 1857 Charter supplement authorizes Sunbury & Erie Railroad to issue additional bonds to amount of \$8 million. (PL)
- May 22, 1857 Columbus & Xenia Railroad grants request of Winslow, Lanier & Co. to cease being C&X's New York agents as they are contracting their business; Pres. Dennison presents letters from Cleveland, Columbus & Cincinnati Railroad complaining about C&X's preparations to provide depot facilities at Columbus for Steubenville & Indiana Railroad; William H. Clement resigns as Superintendent of Little Miami and Columbus & Xenia Railroad to go to Ohio & Mississippi Railroad to be VP & Superintendent; Pres. Dennison also submits resignation, which is not accepted. (MB, Black)
- May 23, 1857 PRR Road Committee reduces rent of Patterson House at Mifflin from \$1,000 per year to \$300, plus \$200 a year for each train stopping there for meals; agrees to contract with Leech & Co. providing commission cut from 10% as now to 8%; Clarke & Co. contract to be at 6%. (MB)
- May 23, 1857 Nebraska & Lake Superior Railroad incorporated in the Territory of Minnesota to build southwestwardly from the Duluth area; it is later renamed the Lake Superior & Mississippi railroad, and the PRR interests will invest in it as part of the transcontinental rush after the Civil War. (ICC)
- May 25, 1857 Northern Central Railway Board authorizes contracting the Canton Extension in Baltimore from York Avenue to Belair Avenue, including the tunnel. (MB)
- May 25, 1857 Chartiers Valley Railroad Pres. J. K. Moorhead reports that attempts to make a contract to finish the railroad have failed, and the Legislature has adjourned without passing a bill allowing the City of Pittsburgh to levy a tax to pay interest on its railroad bonds. (MB)

- May 25, 1857 Cincinnati, Hamilton & Dayton Railroad contracts with the PFW&C, Springfield, Mount Vernon & Pittsburgh Railroad and Mad River & Lake River Railroad to form a through line between Pittsburgh and Cincinnati. (ARJ)
- May 25, 1857 NYC and Hudson River Railroads begin operating "Lightning Train" between New York and Buffalo in 15 hours, or average of 40 MPH. (USRR&MR)
- May 26, 1857 Joint Companies' Executive Committee authorizes increasing its holdings of stock of Philadelphia & Camden Steam Boat Ferry Company to cover building of ferryboat *New Jersey*; orders steamboat *Joseph Belknap* sent to New York to replace *John Potter*, which is to be rebuilt as a freight boat; *John Neilson* to be passenger boat on South Amboy run. (MB)
- May 26, 1857 Robert F. Mushet of England receives an American patent (No. 17,389) for his spiegeleisen process for removing oxygen introduced by the air blast used in the Bessemer process; his and Bessemer's patents are complementary, and both are necessary for the manufacture of Bessemer steel on a large scale. (Ptnt, Swank)
- May 27, 1857 PRR Board appoints special committee to prepare response to bill for sale of Public Works. (MB)
- May 27, 1857 D. Leech & Co. named eastern agents of PRR; Clarke & Co. western agents. (MB, Watkins)
- May 27, 1857 Lykens Valley Railroad & Coal Company Board authorizes the first purchases of T-rail to replace the heavy flat bar rail. (MB)
- May 29, 1857 LIRR Board offers to advance \$6,000 to the Brooklyn & Jamaica Railroad to establish a line of horse cars if there are no other offers. (MB)
- May 29, 1857 F. H. Jackson, uncle of William Jackson Palmer, is elected Secretary-Treasurer of the Westmoreland Coal Company; William Jackson Palmer resigns as Treasurer. (Fisher)
- May 30, 1857 J. Van Rensselaer reports to the New Jersey Railroad on comparative tests between the coal-burning No. 24 *Phoenix* and wood-burning No. 25 *Gov. Pennington*; proves the greater efficiency of coal-burners; uses Cumberland coal. (AR)
- June 1, 1857 Brooklyn City Council receives two reports on objections to the operation of LIRR steam trains in Atlantic Avenue; the majority report says the Council has no power to order their removal; the minority report says it

does. (NYT)

- June 1, 1857 Locomotive and first car of Camden & Amboy freight train run through open Rancocas Creek drawbridge at 4:15 AM. (MB)
- June 1, 1857 PRR begins advertising direct connection with western railroads; Philadelphia to Cincinnati in 28 hours via *Fast Line*. (PubLdgr)
- June 1, 1857 Pres. J. Edgar Thomson hires William Jackson Palmer (1836-1909), a young Philadelphia Quaker, as private secretary; puts him in charge of coal fuel tests; because of the financial emergency, he pays his salary of \$900 per year out of his own pocket; later reimbursed by PRR. (Fisher, Ward)
- June 1, 1857 Philadelphia & Baltimore Central Railroad begins laying track at Grubbs Bridge. (Ashmead)
- June 1, 1857 Excursion leaves Camden Station, Baltimore, for St. Louis with 200 guests to mark the opening of the Ohio & Mississippi Railroad between Cincinnati and East St. Louis, the last link in the “American Central Route”; the line has breaks at Parkersburg, Cincinnati, and East St. Louis and breaks of gauge at Cincinnati; guests include Herman J. Lombaert of PRR and Matthias W. Baldwin. (BaltAm, Smith)
- June 1, 1857 William H. Clement, Chief Engineer & Superintendent of the Little Miami and Columbus & Xenia Railroads, is named Superintendent of the Ohio & Mississippi Railroad. (ARJ)
- June 1, 1857 Great Southern Mail again restored to the Richmond, Fredericksburg & Potomac Railroad between Washington and Richmond. (Mordecai)
- June 2, 1857 LIRR begins operating the steamboat *Cataract* between Greenport and New London. (MB)
- June 2, 1857 Great Railway Celebration crosses the Ohio River to the Marietta & Cincinnati Railroad and arrives in Chillicothe, Ohio. (PubLdgr, ARJ)
- June 3, 1857 Joint Companies Executive Committee considers what is to be done with the floating wharves at New York and Philadelphia. (MB)
- June 3, 1857 Convention in favor of a railroad on the Eastern Shore of Virginia held at Bristol; Dr. Francis Mallory (1807-1860) of Norfolk presides; urges that the South’s trade with Europe be through a Southern port. (USRR&MR)
- June 3, 1857 Allegheny County Commissioners announce they must double taxes to cover interest on railroad bonds; county had borrowed at 6%; railroads

were supposed to pay 8%, but most lines county invested in were bankrupt; anti-tax movement emerges led by Thomas Williams ( - ) and Thomas Mellon (1813-1908); indignation meetings are held at which delegates call for debt repudiation. ( , Mellon)

- June 3, 1857 Great Railway Celebration leaves Chilicothe in six trains for Cincinnati, where opening ceremonies are held. (PubLdgr, ARJ)
- June 3, 1857 Philadelphia broker Thomas Biddle (1776-1857) dies at Philadelphia; his son Thomas Alexander Biddle (1814-1888) becomes head of the firm as Thomas A. Biddle & Co., with his brothers Henry J. Biddle (1817-1862) and Alexander Biddle (1819-1899). (findagrave, HWest)
- June 4, 1857 Two excursion trains of Ohio & Mississippi Railroad leave Cincinnati for St. Louis; arrive near midnight to bonfires and fireworks; excursionists board four river steamers for banquet and spending the night. (Smith)
- June 5, 1857 Ohio & Mississippi excursionists landed in St. Louis at 9:00 AM to artillery salute; the guests return by regular transportation. (Smith, ARJ)
- June 8, 1857 John R. Thomson reports to the Joint Companies Executive Committee that the New Jersey Railroad has no right to cancel the through traffic contract of Oct. 20, 1853; Executive Committee arranges for a supplement to the agreement; accepts the Beaver Meadow Railroad & Coal Company's offer to buy back its \$3,500 in 6% bonds at a 10% premium. (MB)
- June 8, 1857 Commissioners of Crawford County, Pa., file for an injunction to stop the Pittsburgh & Erie Railroad from negotiating any county bonds in its possession and cancelling the county's \$200,000 subscription. (HistCrawfrdCo, Felton)
- June 8, 1857 Grand Rapids & Mackinaw Railroad incorporated in Michigan under articles dated May 23 in interest of Grand Rapids & Indiana Railroad to build a railroad from Grand Rapids to the Straits of Mackinaw. (Church, C&C)
- June 9, 1857 Canal Commissioners and Henry S. Mott, a dissident PRR stockholder, sue to block sale of Main Line to PRR; (see newspaper)
- June 9, 1857 Philadelphia & Delaware River Railroad, holding a charter for an unbuilt line from Kensington to Hatboro, New Hope and Easton, is given power to build a street railroad from Kensington to Morris Street in Southwark via 5th & 6th Streets; must not use locomotives; gauge set at 5'-2" to prevent use by steam railroads; this gauge becomes standard for all Philadelphia street railways. (PL)

- June 9, 1857      Lehigh Valley Railroad appoints a committee to meet with Howard & Co. for the LV to resume its own freight business. (MB)
- June 9?, 1857      Anti-tax convention of Allegheny County chaired by Thomas Williams appoints an investigating committee of 18 members and chaired by Thomas Mellon to investigate the defaulting railroads who have received city and county bonds; the convention is composed of citizen bitterly opposed to being taxed to pay the interest in default; the committee is to ascertain whether any public officials received bribes from the railroads to support guaranteeing the bonds, to examine the railroads' books to see what happened to the money, if any of the railroads have assets that can be attached, and if any railroad officers are still receiving salaries. (P&S MB)
- June 10, 1857      PRR engages St. George Tucker Campbell and Edwin M. Stanton as counsel in Canal Commissioners' suit. (MB)
- June 10, 1857      John Cox Stevens (1785-1857), a director of the Camden & Amboy Railroad and son of Col. John Stevens, dies. (MB)
- June 10, 1857      Baltimore ordinance permits the Northern Central Railway to lay a track on the bed of Belair Avenue from Monument Street to Eager Street and down Eager Street to a junction with the NC's line being extended towards Canton; tracks are not to be used between the hours of 9:00 PM and 5:00 AM. (MB)
- June 11, 1857      Ground broken for East Pennsylvania Railroad at Temple, near Reading. (Hare)
- June 15, 1857      Indiana Central Railway Board authorizes a new issue of \$400,000 in 10% Income bonds to be exchanged for the old domestic bonds now maturing. (MB)
- June 1857      PRR 4-4-0 No. 136 (BLW c/n 766) is first PRR locomotive not to be named. (Lovell)
- June 1857      Pittsburgh & Connellsville Railroad resumes work on the Sand Patch Tunnel with a new contractor. (AR)
- June 16, 1857      Canal Commissioners' Suit to block sale of Main Line begins before Pennsylvania Supreme Court. (USRR&MR)
- June 16, 1857      Pres. Felton of PW&B recommends continuing operating road through contractors. (MB)
- June 16, 1857      Pittsburgh & Steubenville Railroad Board refuses Thomas Mellon of the

- County investigating committee access to its books and papers. (MB)
- June 16, 1857 Pres. George W. Cass of the PFW&C considers stopping construction west of Plymouth, Ind., because of the failure to place bonds in Europe. (MB)
- June 16, 1857 Grand Rapids & Mackinaw Railroad organized; Wilson C. Edsell, Pres.; Josiah D. Cook, Chief Engineer. (C&C)
- June 16, 1857 Ground broken for the East Pennsylvania Railroad. (ARJ)
- June 1857 Thirty-month economic expansion ends; sharp contraction begins. (NBER)
- June 1857 Receipts of NYC and New York & Erie off \$220,000 over June 1856; however, prices remain inflated. (Van Vleck)
- June 18, 1857 Mansion House at Cape May destroyed by fire. (Alexander)
- June 19, 1857 PFW&C Board votes to continue construction by issuing 12-month notes endorsed personally by a group of directors; approves a contract with the Cincinnati, Hamilton & Dayton Railroad, the Mad River & Lake Erie Railroad, and the Springfield, Mount Vernon & Pittsburgh Railroad to form a through line between Pittsburgh and Cincinnati via Lakeville and Springfield. (MB)
- June 19, 1857 Steubenville & Indiana Railroad and Central Ohio Railroad sign revised contract covering joint use of tracks between Newark and Columbus. (Church)
- June 19, 1857 Grand Rapids & Fort Wayne Railroad organized at Lima, Ind., to build from the state line to Fort Wayne. (Baxter)
- June 19, 1857 Civil engineer and wire rope manufacturer John A. Roebling (1806-1869) writes to Abram S. Hewitt suggesting a suspension bridge between New York City and Brooklyn that will not obstruct navigation. (Schuyler)
- June 20, 1857 Future PRR Secretary Joseph Lesley (1831-1886) leaves Washington, D.C., on a tour to examine the iron works of Virginia and the Carolinas for his brother J. Peter Lesley; he follows this with tours of the Lake Champlain District later in the year and of the far Midwest in 1858, returning via upstate New York and Albany; the data will be collected in his brother's *Iron Manufacturer's Guide* published in 1859. (Knowles)
- June 22, 1857 Brooklyn City Council passes a motion to ban the operation of steam trains in Atlantic Avenue within the city limits and to rescind all



ordinances allowing the same by vote of 20-15; then reconsiders and amends it to “request” rather than “order” the LIRR to desist, which passes by a vote of 30-5. (NYT)

- June 23, 1857 Pennsylvania Supreme Court rules on Canal Commissioners' suit; holds sale constitutional but alienation of right to levy any tax in future and requirement of act that the PRR bid \$1.5 million more than any other bidder are not; repeal of Tonnage Tax was included in same clause of act and is thus also inoperative; issues order forbidding PRR to bid or state accepting same. (USRR&MR)
- June 23, 1857 PRR Road Committee postpones action of petition from residents along Philadelphia & Columbia Railroad for an accommodation train and commuter tickets for a distance of about 20 miles; first mention of what will become the "Paoli Local", which is not instituted until 1863 (?). (MB)
- June 23, 1857 Isaac Watkins elected Pres. of the Philadelphia & Baltimore Central Railroad, replacing E. V. Dickey, resigned. (MB)
- June 23, 1857 Adjourned meeting of the Allegheny County anti-tax convention. (P&S MB)
- June 23, 1857 Grand Rapids & Fort Wayne Railroad incorporated in Indiana under articles dated June 19 to build from Fort Wayne to Michigan state line. (Church, C&C)
- June 24, 1857 PRR Board authorizes contract with Leech & Co. and Adams Express Company for through freight to St. Louis via Ohio & Mississippi; Adams has contract to do all O&M freight business. (MB)
- June 25, 1857 J. Edgar Thomson purchases Main Line of Public Works at sale in Merchants Exchange in Philadelphia at 7:30 PM; auctioneer John B. Myers calls for bid of \$10 million; when none offered, reduces by steps to \$7.5 million, at which Thomson makes the sole bid; had cost Commonwealth about \$19 million. (Watkins)
- June 25, 1857 At the Camden & Atlantic Railroad annual election, three members of the old Board are voted out. (MB)
- June 25, 1857 Cleveland & Pittsburgh Railroad Board authorizes closing deal with Capt. Edward W.W. Schenley for land at Duquesne Point in Pittsburgh. (MB)
- June 25, 1857 Cincinnati, Wilmington & Zanesville Railroad Board orders canceling the contract with the Cincinnati, Lebanon & Xenia Railroad and returning the \$475,000 stock; orders executing a new union contract with the Cincinnati, Lebanon & Xenia Railroad; authorizes purchasing the

- remaining two-fifths of the tunnel rights at Cincinnati; approves a contract with Bernard Roilker to build from Morrow to Glendale on the Cincinnati, Hamilton & Dayton Railroad. (MB)
- June 25, 1857 Grand Rapids & Fort Wayne Railroad organized; Joseph Lomax, Pres.; Josiah D. Cook, Chief Engineer. (C&C)
- June 25, 1857 Quakake Railroad organized. (Poor)
- June 27, 1857 Camden & Atlantic Railroad Board rules that there are two vacancies that can be filled by appointment; elect Joseph Porter Pres. pro-tem, replacing George W. Richards; on motion of Samuel Vaughan Merrick, postpone organizing the new Board for the present; fire Superintendent John H. Osborne and cancel the contracts for renting the locomotives *Curlew*, *Petrel* and *Sea Gull* after the owners remove parts to prevent their use. (MB)
- June 27, 1857 John A. C. Gray ( - ) resigns as Treasurer of the Michigan Southern & Northern Indiana Railroad. (ARJ)
- June 30, 1857 Joint Companies Executive Committee informs the Delaware Railroad that there is no way of sending fruit through to New York without opening the cars and/or transferring the cargo; fruit must be delivered at Walnut Street Wharf in Philadelphia or at Camden. (MB)
- June 30, 1857 Federal mail subsidy to the transatlantic Collins Line (New York & Liverpool United States Mail Steamship Company) expires and is not renewed, dooming the service, which struggles on for another 7 months. (CongSerSet7240)
- July 1, 1857 Meeting of Eastern and Midwestern railroads held at the Clarendon Hotel in Buffalo to combat the recent rate-cutting by the New York & Erie Railroad; \_\_\_ Rockwell of the Cleveland & Pittsburgh Railroad is Pres.; no delegates from the Erie attend; agree to maintain the rates of May 20, 1857. (ARJ - may be 6/24 - verify NYT)
- July 1, 1857 At the request of Somerset County residents, Joint Companies Executive Committee orders chutes built in its Raritan River dams. (MB)
- July 1, 1857 Maryland & Delaware Railroad Board authorizes Pres. Tench Tilghman and a committee to visit New York to sell bonds. (MB)
- July 1, 1857 B&O begins operating North Western Virginia Railroad under agreement of Dec. 27, 1856; the PRR then begins giving a rebate on river traffic equal to the cost from Parkersburg and Wheeling to Pittsburgh. (B&O Val, Pixton)

- July 1, 1857 Steubenville & Indiana Railroad defaults on First Mortgage bonds. (Church)
- July 1, 1857 New York & Erie Railroad cuts Buffalo-New York fare to \$5.00. (Mott)
- July 3, 1857 Official excursion held over the Lebanon Valley Railroad between Reading and Lebanon. (USRR&MR)
- July 4, 1857 Ground broken for the Littlestown Railroad at Littlestown. (HistCumbAdams, ARJ)
- July 4, 1857 Cincinnati & Chicago Railroad opens between Anderson and Kokomo, completing line between Richmond and the south bank of the Wabash River at Logansport, Ind.; operated by John Wright & Co., lessees; however, because of the subsequent Panic and lack of connections to Chicago, earnings remain low. (MB, Church, Val)
- July 4, 1857 The day after its vindication, the State-appointed Metropolitan Police of New York City is overwhelmed by attacks from Irish street gangs and uncontrolled brawling between the Irish Dead Rabbits and nativist Bowery Boys gangs; 12 are killed and 37 injured; continued rioting is suppressed by the National Guard next day. (Burrows/Wallace)
- July 7, 1857 Camden & Atlantic Railroad Board offers the presidency to either Edward F. Gay or \_\_\_ Graeff at \$3,000; arranges to buy a locomotive from M. Brooke Buckley. (MB)
- July 7, 1857 Mississippi & Wabash Railroad agrees with Warsaw & Rockford Railroad for joint construction between Hamilton and Warsaw; W&R built only an embankment before it failed, and work finished by M&W. (Church)
- July 8, 1857 North Pennsylvania Railroad opens a new main line directly to South Bethlehem and a new connection with the Lehigh Valley Railroad; passenger trains removed from the Freemansburg Branch. (AR)
- July 8, 1857 J. B. McCreary ships the first coal from Honey Brook in Schuylkill County via the Lehigh Valley Railroad. (MChGaz)
- July 9, 1857 Cumberland & Pennsylvania Railroad makes agreement with the Georges Creek Coal & Iron Company to make a rail connection. (PL)
- July 10, 1857 Camden & Atlantic Railroad names William Marshall Superintendent pro-tem, replacing John H. Osborne, fired. (MB)
- July 10, 1857 Virginia Central Railroad opens to Jacksons River 1.5 miles west of

Clifton Forge near the eastern foot of the Alleghany Mountains, where it is stopped by the Panic of 1857 and the Secession Crisis. (Poor/ARJ)

- July 11, 1857 NYC, Hudson River Railroad, Western Railroad of Massachusetts, Cleveland, Columbus & Cincinnati Railroad, Cleveland & Toledo Railroad, the Bee Line and the Mad River & Lake Erie Railroad (i.e., the NYC and its connections) all pledge not to accept through tickets or baggage to and from the New York & Erie Railroad, effective July 15, because of its rate-cutting. (ARJ)
- July 11, 1857 Reading grants equal rights in 124 freight cars built ca. 1855 for "Philadelphia & Elmira Through Line." (Rdg)
- July 11, 1857 Western Maryland Railroad begins construction from Owings Mills to Union Bridge. (GrnSprgValley)
- July 13, 1857 Joint Companies Executive Committee orders that all conductors be furnished with punches and all tickets are to be punched; conductors are to evict anyone peddling in the cars. (MB)
- July 13, 1857 Special Committee of Philadelphia Board of Trade to investigate Sunbury & Erie, William C. Ludwig, Chairman, reports in favor of further aid to S&E; committee of 13 appointed to lobby city government. (Rosenberger)
- July 13, 1857 John Brodhead, Jr., elected Pres.& Superintendent of Camden & Atlantic Railroad, replacing George W. Richards and William Marshall; Samuel Vaughan Merrick resigns as a director. (MB)
- July 13, 1857 Meadville Railroad organized; William Reynolds (1820-1911), Pres. (HistCrawfrdCo, Reynolds, Felton)
- July 13, 1857 Cairo & Fulton Railroad receives a portion of the 1853 federal land grant in Arkansas. (Cook)
- July 13, 1857 Benjamin Smith Lyman departs Washington for a tour of iron works in the southern Appalachians, going down the Great Valley from Lynchburg, Va., to Atlanta, Montgomery and Chattanooga. (Knowles)
- July 14, 1857 Joint Companies Executive Committee orders Ashbel Welch to report on the coal traffic from the Lehigh Valley Railroad going to Elizabethport via the CNJ to see if the number of cars is in violation of the agreement with the Camden & Amboy. (MB)
- July 14, 1857 British schooner *Maderia Pet* is the first vessel to arrive at Chicago direct from Liverpool via the Welland Canal, although it is only 123 tons displacement. (CHTaylor)

- July 15, 1857 Joint Board declares a 4% dividend; approves a revised traffic contract with the New Jersey Railroad changing its share of the through passenger revenue to 1/6 effective Oct. 1, 1857. (MB)
- July 15, 1857 New York & New Haven Railroad moves into a new joint New Haven/Harlem New York passenger station at 4th Avenue & 27th Street and abandons its old station at Canal Street; new station occupies the block between 26th & 27th Streets with the NY&H on the south side and NY&NH on the north. (NYTrib, NHCorp - note: Grogan has NY&H part open 6/1)
- July 15, 1857 Future PRR director and Pres. of the A. & P. Roberts Company (Pencoyd Iron Works) Percival Roberts, Jr. (1857-1943) born at Philadelphia. (PRRBio)
- July 1857 Work begins on a railroad bridge over the Hudson River at Albany. (ARJ)
- July 16, 1857 John P. Kennedy resigns as Pres. of Northern Central; Zenas Barnum (1810-1865) elected. (MB)
- July 16, 1857 Alexandria & Washington Railroad executes Second mortgage to secure \$30,000 in 7% bonds. (Harrison)
- July 16, 1857 Steubenville & Indiana Railroad appoints William W. Bagley Superintendent of Transportation, replacing Superintendent George W. Fulton, who resigned because of frustration with lack of money for operations. (MB)
- July 17, 1857 Maryland & Delaware Railroad Board reports that they have received a proposition from contractor John T. Davis & Co.; Davis has declined a proposition for advances made to him in New York on July 12 and says he has no other proposition and calls for a settlement; decline to approve an arrangement made with R. H. Corbette & Co. in New York to place \$400,000 First Mortgage bonds with Davis to be used as collateral to buy iron. (MB)
- July 18, 1857 Banker Charles Moran (1811-1895) is elected Pres. of the New York & Erie Railroad at the astronomical salary of \$25,000 a year; William E. Dodge (1805-1883), a founder of the YMCA movement, resigns from the Board to protest the running of Sunday trains; after Moran's election, NYC Pres. Erastus Corning approaches him for a truce in the Trunk Line wars. (Mott, ARJ)
- July 20, 1857 Under pressure, Daniel Drew resigns as Treasurer of the New York & Erie Railroad because he is also a director of the Buffalo & State Line Railroad

and of the People's Line of Hudson River steamboats, both of which cooperate with the NYC to the detriment of the NY&E. (Mott)

- July 21, 1857 PRR Road Committee rules that Allegheny Portage Railroad and Philadelphia & Columbia Railroad are to be placed under the PRR General Superintendent; State canals are to be placed under a separate Chief Engineer & General Superintendent. (MB)
- July 21, 1857 Grand Rapids & Fort Wayne Railroad and Grand Rapids & Mackinaw Railroad merged into Grand Rapids & Indiana Railroad under agreement of June 26, 1857. (Church - RRs of Mich says filed 7/30 - C&C this is date of org. - Joseph Lomax, Pres.)
- July 21, 1857 Eaton & Hamilton Railroad Board rejects a proposal from John W. Wright and Jared B. Curtis, lessees of the Cincinnati & Chicago Railroad to lease the E&H for 3 years; Board votes to cancel \$300,000 of the new bonds, refund the Richmond & Miami First Mortgage bonds at 11 for 10 and all other bonds at one-for-one; back interest on First & Second Mortgage bonds to be paid in cash at 85 cents on the dollar, and on the Third Mortgage bonds in full but in scrip. (MB)
- July 22, 1857 Brooklyn City Council passes a resolution against the LIRR operating steam trains in Atlantic Avenue, which is vetoed by Mayor Powell; it is then passed over his veto. (NYT)
- July 22, 1857 Allegheny & Bald Eagle Railroad, Coal & Iron Company, incorporated in 1839, receives letters patent. (C&C)
- July 22, 1857 Genesee Valley Railroad incorporated in N.Y. to build south from Avon towards Pittsburgh. (ICC - Erie)
- July 23, 1857 Meeting of PRR stockholders at Sansom Street Hall ratifies purchase of Main Line of Public Works by vote of 143,546 to 605. (MB)
- July 23, 1857 Pittsburgh & Erie Railroad makes contract with Alvin C. Morton (1810-1871) to build its Meadville Branch; unable to secure financing before the Panic. (Felton)
- July 23, 1857 PFW&C Railroad appoints John Evans, Samuel Hanna and William Robinson, Jr., and Executive Committee. (MB)
- July 23, 1857 Cincinnati, Wilmington & Zanesville Railroad Board adopts a union contract with the Cincinnati, Lebanon & Xenia Railroad for joint operation and a second contract with the Cincinnati, Hamilton & Dayton Railroad. (MB)

- July 24, 1857 Public meeting held at Jamaica to protest the action of the Brooklyn City Council barring LIRR steam trains from Atlantic Avenue, as this impose a slow, horse-drawn haul on all traffic to and from Long Island; threaten to block the use of the railroad to haul construction materials to the Brooklyn Water Works. (NYT)
- July 24, 1857 Northern Central Railway opens between Millersburg and Trevorton Jct. (Herndon), Pa., providing first all-rail outlet for the Trevorton coal mines; NC begins issuing through tickets to Niagara Falls via Elmira, using canal packets between Trevorton and Sunbury. (AR)
- July 25, 1857 Future electrical pioneer Frank Julian Sprague (1857-1934) born at Milford, Conn. (RyAge)
- Late July 1857 NYC and New York & Erie Railroad agree to maintain equal rates as per Cleveland agreement of 1856, particularly as regards the livestock trade. (USRR&MR, ARJ, Mott - check NYT)
- Late July 1857 J. Pierpont Morgan (1837-1913) sails for America on the *Persia* to begin work as a unsalaried clerk in Duncan, Sherman & Co. in New York, a correspondent of his father's firm, George Peabody & Co., so that he can learn the banking business; his father, Junius S. Morgan, pays him a \$200 a month allowance; Morgan studies bookkeeping with partner Charles H. Dabney ( - ). (Strouse - verify NYT when arrives in NY)
- July 27, 1857 Buffalo & State Line Railroad notifies the New York & Erie Railroad that it will refuse to honor NY&E tickets and will charge it double rates. (Mott)
- July 27, 1857 Pittsburgh & Erie Railroad transfers its property and construction contract to the Meadville Railroad. (HistCrawfrdCo)
- July 28, 1857 LIRR Board receives notification that the City of Brooklyn has cancelled all contracts and privileges for the operation of steam trains in Atlantic Avenue, and that the Grand Jury has brought bills of indictment against the LIRR. (MB)
- July 29, 1857 John Fritz (1822-1913) completes the first three-high rolling mill, at the Cambria Iron Company at Johnstown; it allows rails to be passed through successive rolls without hand-carrying them back to the front of the rolls. (Paskoff ed, Brody)
- July 30, 1857 Jeffersonville Railroad Board appoints a new committee on extending to the Ohio River at Jeffersonville. (MB)
- July 30, 1857 Grand Rapids & Mackinaw Railroad and Grand Rapids & Fort Wayne

- Railroad merged into Grand Rapids & Indiana Railroad under agreement of June 26, 1857. (C&C)
- July 31, 1857 PRR issues \$7.5 million in 5% bonds for the purchase of the Main Line of Public Works; to be paid off in installments of \$100,000 per annum, the whole to be paid off on July 31, 1894. (Poor)
- July 31, 1857 Three-high rolling mill of the Cambria Iron Company at Johnstown is destroyed by a fire overnight; it is rebuilt in 4 weeks. (Wood, Storey, Paskoff ed)
- Summer 1857 St. Louis, Alton & Chicago Railroad attempts to build a parallel line between Alton and East St. Louis under the charter of the Sangamon & Northwest Railroad; when the grading is almost completed, the Terre Haute, Alton & St. Louis Railroad grants it trackage rights. (ARJ)
- Summer 1857 Europe enjoys bumper harvests, depressing world prices and ending hopes that demand for American grain will bring the economy out of a slump that has followed the end of the Crimean War. (Duckenfield, Burrows/Wallace)
- Aug. 1, 1857 PRR takes possession of Main Line of Public Works, including Eastern, Juniata and Western Divisions of Canal and Philadelphia & Columbia and Allegheny Portage Railroad under deed of July 31, 1857; railroads placed under PRR General Superintendent; NB section boats continue to operate on Portage Railroad to end of State operation - were they continued by PRR?) (Val)
- Aug. 1, 1857 Philadelphia & Columbia Railroad becomes PRR Philadelphia Division with George C. Franciscus (1818-1870) as Superintendent and William Hasell Wilson as Resident Engineer. ( , Wilson - see below)
- Aug. 1, 1857 PRR creates "Portage Division" with James Briden state Superintendent in charge. (MB)
- Aug. 1, 1857 PRR Board rejects proposal of Union Canal Company of Pennsylvania to buy the portion of the Main Line between Columbia and Pittsburgh, which would create a rate-cutting rival over its entire route. (MB)
- Aug. 1, 1857 New Harrisburg station opens at 12:00 Noon; owned by Harrisburg & Lancaster; leased to PRR; also used by Northern Central and Cumberland Valley; designed by Joseph C. Hoxie (1814-1870) of Philadelphia in the Italianate Style with two large bell towers; dining saloon seating 250 to 300. (USRR&MR)
- Aug. 1, 1857 Old partnership of Black & Clarke dissolved and replaced by new firm of



Clarke & Co. consisting of Thomas S. Clarke and William Thaw.  
(Maybe/Thaw papers)

- Aug. 1, 1857 New York City first sells the East 34<sup>th</sup> Street-Hunters Point ferry franchise to Anthony W. Winans for the East River Ferry Company. (Valentine)
- Aug. 1, 1857 Toledo, Wabash & Western Railroad defaults on interest. (ARJ)
- Aug. 2, 1857 British schooner *Madeira Pet* departs Chicago for Liverpool with a small cargo of hides but is unable to carry a full cargo through the Welland Canal; another blow to the idea of direct ocean trade between Chicago and Europe. (CHTaylor)
- Aug. 1857 Supreme Court (NY?) issues a preliminary injunction against the railroad bridge at Albany. (ARJ - verify NYT)
- Aug. 4, 1857 Michigan Southern & Northern Indiana Railroad Board resigns and Edwin C. Litchfield resigns as Pres. (Harlow - see below)
- Aug. 5, 1857 Canal Dept. of PRR organized independent of railroad to operate canals purchased from state; headed by Chief Engineer & General Superintendent of Canals T. Haskins Du Puy and Resident Engineer Thomas T. Wierman, reporting to VP William B. Foster. (MB, Wilson)
- Aug. 6, 1857 Marion & Mississinewa Valley Railroad Executive Committee has settled with former Chief Engineer J.D. Cook for the return of the three bonds he holds; Cook has been paid in land. (MB)
- Aug. 6, 1857 Fleet embarks from Ireland laying the Atlantic telegraph cable. (Thompson)
- Aug. 7, 1857 Maryland & Delaware Railroad Board authorizes the delivery of 50 bonds to John T. Davis & Co. to keep working, provided they are not sold below 60; authorize trying to place 350 bonds with a New York house. (MB)
- Aug. 8, 1857 Total loans outstanding of New York banks crest at \$122 million; country bankers have begun withdrawing funds from New York to finance the movement of crops to the seaboard as usual, leading New York banks to call in their loans; abundant European harvests and cheap Russian wheat hold prices down and prevent Midwesterners from having enough to pay off their debts; a series of coincidences combine to create conditions that require only a spark to cause a panic. (Van Vleck, Hidy)
- Aug. 10, 1857 Joint Companies Executive Committee is advised that the New Jersey Railroad wants to withdraw the through conductors between New York and points south of Philadelphia as unprofitable. (MB)

- Aug. 10, 1857 American Telegraph Company, Atlantic & Ohio Telegraph Company, New York, Albany & Buffalo Telegraph Company, Western Union Telegraph Company, New Orleans & Ohio Telegraph Company and Illinois & Mississippi Telegraph Company sign the Six Party Contract dividing the U.S. into exclusive territories and agreeing to exchange business with one another; the contract is the work of Hiram Sibley of Western Union and other second-generation promoters, cutting out the pioneers Samuel F. B. Morse, Amos Kendall and F.O.J. Smith. (Thompson)
- Aug. 10, 1857 The Atlantic cable breaks after having been laid eastward 380 miles. (Thompson)
- Aug. 11, 1857 Joint Companies Executive Committee authorizes converting the steamboat *Burlington* to a floating wharf at Philadelphia. (MB)
- Aug. 13, 1857 Allegheny & Bald Eagle Railroad, Coal & Iron Company (inc. in 1839) organized at Bellefonte; W.A. Thomas, Pres., and William Harris, Chief Engineer. (C&C)
- Aug. 14, 1857 Camden & Atlantic Railroad directors agree to continue the lease of the locomotives *Curllew* and *Wave* for one year in their personal capacity; authorize negotiations with the Camden & Amboy Railroad for building a second track from the point of intersection in Camden and running into the Camden & Amboy terminal instead of Coopers Point. (MB)
- Aug. 14, 1857 Pennsylvania portion of Chambersburg, Greencastle & Hagerstown Railroad sold for failure to comply with Pa. acts of Apr. 9, 1856 to Andrew J. Jones, James J. Dull and James Worrall acting for E.W. Clark & Co. (Digest, Watts)
- Aug. 14, 1857 New ferryboat *John S. Darcy* placed on Cortlandt Street run; first to be fitted with gas light; gas light is then installed on other boats. (HC)
- Aug. 14, 1857 Hal B. Fullerton (1857-1935), future Agricultural Director of the LIRR and an innovative promoter, born at Cincinnati. (PR)
- Aug. 15, 1857 Pittsburgh & Steubenville Railroad Board notes that work is nearly suspended; they have had no letters from the lessees King & Thompson for several weeks, since John S. King left to seek financial aid from the PRR; report rumors that Thomas McElrath, the New York banker who was trying to place the First Mortgage bonds, has suspended because of the liabilities he incurred for the P&S; have learned that Ambrose W. Thompson is exchanging a property on Madison Avenue, New York City, that he purchased with P&S bonds, for a country property owned by John

- A. Dix; Board appoints a committee to go to New York and investigate the activities of Thompson, McElrath and the Nassau Bank. (MB)
- Aug. 15, 1857 Michigan Southern & Northern Indiana Railroad shares have fallen from 49 to 34 over the last three days after notes go to protest, leading to the resignation of Pres. Edwin C. Litchfield and revelations of deception and reckless management. (Hidy, LS&MS AR)
- Aug. 1857 Work suspended on the Hoosac Tunnel through the Berkshires. (ARJ)
- Aug. 17, 1857 Great Western Railway (Ill.) conveyed to John N. A. Griswold as assignee. (ICC)
- Aug. 18, 1857 PW&B reports are commencing new engine house at President Street to replace old one at Canton. (MB)
- Aug. 18, 1857 Pittsburgh & Erie Railroad deeds all rights to its old Meadville Branch to the Meadville Railroad, retaining north-south main line; only five miles of grading between Meadville and Geneva actually used by Meadville Railroad. (Minor, Felton)
- Aug. 18, 1857 Edwin C. Litchfield resigns as Pres. of the Michigan Southern & Northern Indiana Railroad after the value of the stock declines 25¼% over the last week; the road has a floating debt of about \$2 million. (ARJ)
- Aug. 19, 1857 PRR Board postpones consideration of building Delaware Extension because of panic conditions. (MB)
- Aug. 20, 1857 PFW&C Railroad Board orders suspending work on the Allegheny River Bridge connection. (MB)
- Aug. 20, 1857 European & North American Railway of New Brunswick opens between Shediac and Monkton. (ARJ)
- Aug. 21, 1857 Break in stock prices on Wall Street. (Nichols)
- Aug. 21, 1857 Paper of the Chicago, St. Paul & Fond du Lac Rail\_\_ goes to protest in New York, and rumors drag down its Pres. William B. Ogden. (CHTaylor)
- Aug. 1857 Construction begins on Pittsburgh & Steubenville bridge over Monongahela River at Pittsburgh.
- Aug. 24, 1857 New York office of Ohio Life & Trust Company, a major financial agent for Midwestern railroads, including the Cleveland & Pittsburgh Railroad, suspends payment after it discovers its cashier Edwin C. Ludlow has made large private advances to the Cleveland & Pittsburgh to secure completion

of the road; it is in debt to other New York banks for \$5 million; financial Panic of 1857 begins; New York banks curtail loans by \$4 million in one week and continue further contraction; everyone begins calling in their loans and scrambling to get specie. (Van Vleck, Huntington)

- Aug. 24, 1857 Maryland & Delaware Railroad committee reports that they have gone to New York and refused to accept the security offered by contractor John T. Davis & Co. and then returned the bonds to the Treasury; demand that Davis proceed with the work or annul the contract; Chief Engineer is to discharge most of the engineer corps. (MB)
- Aug. 25, 1857 Cleveland & Pittsburgh Railroad Board meets in office of Pres. Charles W. Rockwell in New York; resolves to apply all funds first, to current expenses, second to interest, and third to debts. (MB)
- Aug. 25, 1857 Discounting of commercial paper stops on the New York money market. (Duckenfield)
- Aug. 27, 1857 Sunbury Council authorizes the Northern Central Railway to use any street or alley to build through town and reach the Sunbury & Erie Railroad; the NC agrees to use 3<sup>rd</sup> Street. (Bell/Numbrlnd)
- Aug. 29, 1857 Committee of William Torrey, Francis B. Chetwood, \_\_\_ Allen and \_\_\_ Jones of Raritan & Delaware Bay Railroad appear before PRR Road Committee to ask for PRR to endorse bonds. (MB)
- Aug. 29, 1857 Maryland & Delaware Railroad Board accepts a revised proposal of John T. Davis & Co. to take 30 bonds at 66, having rejected a proposal to take 50 bonds at 66. (MB)
- Aug. 1857 Illinois banks suspend; most free banks withstand the crisis. (Shade)
- Summer 1857 Sunbury & Erie Railroad cancels many construction contracts.
- Sep. 1, 1857 Twenty delegates attend a three-day National Railroad Convention at the American Institute in New York, called by Alexander Lyman Holley (1832-1882), a noted mechanical engineer then editor of *American Engineer*; John P. Jackson of the New Jersey Railroad presides; no representatives of the Trunk Lines attend, mostly from strong regional railroads in the Northeast; discuss problems of management, best track, coal-burning locomotives, etc. (USRR&MR, ARJ)
- Sep. 1, 1857 Headquarters of Middle Division moved to Harrisburg (?? - Mutual)
- Sep. 1, 1857 James S. Watson of Philadelphia elected Pres. of North Western Railroad, replacing John Thomas, resigned. (USRR&MR)

- Sep. 1, 1857 At the Pittsburgh & Steubenville Railroad Board meeting, Pres. Robert W. Latham announces that he has been informed by Secretary S. F. Von Bonhorst that as a New Yorker, he cannot be Pres.; he resigns and leaves the meeting, but noting that without his efforts, the lessees King & Thompson would have been forced to suspend in Feb. 1857; locals led by ex-Pres. Isaac Jones (who now becomes Pres. pro-tem) believe this would have been a better outcome, as less money would have been wasted; after Latham leaves, the investigating committee reports its findings: Thomas McElrath has loaned King & Thompson \$267,000 in return for 420 First Mortgage bonds as collateral and is owed 60 more; the committee has withdrawn all the bonds, including these 60, from the Nassau Bank; Fay, Mendge & Atwood of Boston had broken off negotiations for extending aid; J. Edgar Thomson has told the committee that work can go on if bonds can be funded at 80, but that the company must wait “a little time” because of the Panic; John S. King denies some of the charges against him and demands to be heard; Isaac Jones reports that John S. King had agreed with the PRR to take a 20-year lease of the P&S with the understanding the J. Edgar Thomson would raise the money in England. (MB)
- Sep. 1, 1857 Eaton & Hamilton Railroad Board authorizes leasing the machine shop at Eaton. (MB)
- Sep. 1, 1857 New York & Erie Railroad is able to pay the coupons coming due on the Second and Third Mortgage bonds only after it borrows \$600,000 from the banks. (ARJ)
- Sep. 2, 1857 PRR Board approves organization of former Philadelphia & Columbia Railroad into Philadelphia Division, with George C. Franciscus (1818-1870), Superintendent, and William Hasell Wilson (1811-1902), Resident Engineer. (MB)
- Sep. 2, 1857 Pittsburgh & Steubenville Railroad Board appoints Isaac Jones, John S. King and S. F. Von Bonhorst to visit Philadelphia and meet with PRR officials; appoints another committee to try to raise \$10,000 using company securities as collateral. (MB)
- Sep. 2, 1857 New York Convention draws up organization for American Association for the Improvement of Railway Machinery; J. Edgar Thomson heads list of those selected to constitute Board of Managers; others are Samuel M. Felton, B.H. Latrobe, John B. Jervis, John O. Sterns of the CNJ, Zerah Colburn, J. Dutton Steele, William E. Morris, Charles Moran, and Henry Varnum Poor of the *American Railroad Journal*; they issue the call for a national trial of locomotives and machinery to be held on the PW&B on Nov. 1, but the Panic ends any attempt at an organization. (USRR&MR, ARJ)

- Sep. 2, 1857 President Francis B. Chetwood of the Raritan & Delaware Bay Railroad requests the PRR to guarantee \$700,000 of its bonds to permit construction. (MB)
- Sep. 3, 1857 A syndicate of bankers, Joseph W. Alsop ( - ), Robert L. Stuart, Samuel W. Comstock and Robert M. Olyphant (1824-1917) issue a circular soliciting proxies to elect a new Board for the Michigan Southern & Northern Indiana Railroad. (ARJ)
- Sep. 5, 1857 New Jersey Railroad Board authorizes gas lighting in cars and ferries; apparatus is to be provided by the New York Car & Steamboat Gas Company is placed in a Philadelphia train; Board approves the contract for the iron work for the roof of the new Jersey City depot; Hamilton Fish (1808-1893) resigns as a director. (MB, AR)
- Sep. 5, 1857 Discount rate on commercial paper at New York reaches 15-24%. (Hidy)
- Sep. 5, 1857 Christian E. Spangler, who is backing Herman Haupt's Hoosac Tunnel project, fails to meet his notes. (Ward)
- Sep. 7, 1857 New Trunk Line agreement reached at meeting at St. Nicholas Hotel in New York. (ARJ)
- Sep. 7, 1857 Committee of the Washington & Maryland Line Railroad meets with PW&B Pres. Samuel M. Felton at Philadelphia. (MB)
- Sep. 7, 1857 Future PRR VP Simon Cameron Long (1857-1917) born near Harrisburg. (NYT obit)
- Sep. 7, 1857 Pro-slavery constitutional convention convenes at Lecompton, Kansas. (Nichols)
- Sep. 8, 1857 Letter of Thomas J. Power, representing the Pittsburgh, New Castle & Cleveland Railroad asks the PFW&C Railroad to lease it when completed. (MB)
- Sep. 9, 1857 Letter of Thomas J. Power, Pres. of the Pittsburgh & Erie Railroad, offers to transfer the P&E's rights between Pittsburgh and Darlington to the PFW&C Railroad. (MB)
- Sep. 10, 1857 John Durand ( - ) elected Superintendent of the Little Miami Railroad. (MB)
- Sep. 10, 1857 Lehigh Valley Railroad locomotive *Lehigh* runs from Mauch Chunk to Trenton with 168 cars of coal weighing 840 tons, or the equivalent of 12

canal boats with their associated teams, etc. (USRR&MR)

- Sep. 11, 1857 VP Samuel Hanna reports to the PFW&C Railroad Board on the financial crisis in New York and the need for money to pay the Oct. 1 interest; Board orders the suspension of the special trains between La Porte and Chicago until they can be profitable. (MB)
- Sep. 11, 1857 Columbus & Xenia Railroad appoints John Durand Superintendent, replacing William H. Clement, resigned. (MB)
- Sep. 12, 1857 Best commercial paper at Philadelphia now commanding 1.5%-2% interest per month; Richard D. Wood notes that Wood, Bacon & Co. has many overdue bills and conditions have an "uncomfortable appearance." (Wood)
- Sep. 12, 1857 Sandusky, Indiana & Louisville Railroad passes a resolution in favor of merger with the Jeffersonville Railroad, making a complete line from Louisville to Sandusky. (MB)
- Sep. 14, 1857 Convention at Warsaw, Ind., resolves to push construction of PFW&C to Chicago; Thomas S. Fernon and George H. Hart represent PRR. (USRR&MR says to "org. Ft. Wayne & Chi" - which would have been much earlier - check C&C)
- Sep. 15, 1857 Ashtabula & New Lisbon Railroad Board authorizes opening books for a new \$60,000 stock subscription. (MB)
- Sep. 1857 North Pennsylvania Railroad orders surveys resumed between Mauch Chunk and White Haven, Pa., in the Lehigh Valley, but the Panic of 1857 intervenes and the road never builds north of Bethlehem. (AR - verify MB)
- Sep. 1857 Edmund Q. Sewall returns to the PW&B as General Ticket Agent. (RRBio)
- Sep. 1857 DL&W notes go to protest. (USRR&MR - verify NYT - are forced to make an assignment - see Poor - shares fall as low as 5, and Moses Taylor buys control on the open market - Bogen)
- Sep. 1857 Iron Mountain Railroad opens from the mines of the Jackson Iron Company, Lake Superior Iron Company and Cleveland Iron Mining Company near Negaunee to Marquette on Lake Superior; it has the capacity of 1,200 tons of iron ore per day as opposed to 35 tons on the tram road it replaces; greatly facilitates the shipments of Marquette Range ore to the lower Lakes. (Taber, Bowlus)

- Sep. 16, 1857 Michigan Southern & Northern Indiana Railroad Board meets and hears a report on the company's finances after its paper goes to protest. (ARJ, AR)
- Sep. 16, 1857 Mississippi Central & Tennessee Railroad celebrates its opening to Jackson, Tenn. (ARJ)
- Sep. 16, 1857 Pres. Buchanan awards the contract for a line of mail stages between the Mississippi River and California to John Butterfield's Butterfield Overland Mail Company, a joint venture of the American Express Company and two of its affiliates and the Adams Express Company; because Postmaster General Aaron Brown is a southerner, the route runs from Memphis and St. Louis through Arkansas and Texas and along the Mexican border, a route later projected for the Southern Transcontinental Railroad; the service is terminated by the Civil War. (PrmsestoPay, Harlow has this as date first lv St. Louis)
- Sep. 17, 1857 Northern Central Railway Board orders a suspension of work between Trevorton Jct. (Herndon) and Sunbury. (MB)
- Sep. 17, 1857 News arrives in New York that the steamship *Central America* bringing \$2 million in gold bullion from California has sunk with all hands in a hurricane off the South Carolina coast on Sep. 12, adding to the shortage of specie in New York. (Van Vleck, Trager)
- Sep. 17, 1857 Creditors of Reeves, Buck & Co. and the Phoenix Iron Company meet and determine that both firms are solvent. (PubLdgr)
- Sep. 18, 1857 Richard D. Wood borrows \$5,000 from J. Edgar Thomson for a few days to meet his obligations growing out of Wood, Morrell & Co. (Wood)
- Sep. 18, 1857 In response to the Six Party Contract, Amos Kendall's Magnetic Telegraph Company and F.O.J. Smith's New York & New England Union Telegraph Company agree to an exclusive alliance; the two companies begin vigorous competition with Field's American Telegraph Company and Sibley's Western Union Telegraph Company, resulting in the construction of parallel routes. (Thompson)
- ca. Sep. 1857 PRR begins operation of through cars, Philadelphia-Harrisburg via Columbia. (prob. not true)
- Sep. 1857 PRR occupies new (second) General Office Building at southwest corner of 3rd & Willings Alley, 238-240 South 3rd Street; designed by architect Stephen D. Button. (MB, Watkins, Tatman)
- Sep. 19, 1857 Philadelphia houses of John Farnum & Co., Hacker, Lea & Co., T.P. Remington & Co., and Milligan & Co. fail, beginning a wave of failures



as the Panic of 1857 is underway. (Wood)

- Sep. 20, 1857      Barclay Railroad & Coal Company begins shipping coal north on the North Branch Extension Canal from Towanda to Elmira; hampered by flood damage to the state line dam of the Junction Canal; only ships 6,265 tons until the dam is washed out again on Nov. 11. (AR)
- Sep. 21, 1857      Philadelphia house of Caleb Cope & Co. fails. (Van Vleck)
- Sep. 21, 1857      Delaware Railroad Pres. Samuel M. Harrington reports that the railroad can handle the peach traffic better than boats. (MB)
- Sep. 21, 1857      Maryland & Delaware Railroad Board authorizes Chief Engineer John Henderson to make construction contracts in Delaware. (MB)
- Sep. 21, 1857      First locomotive *Ashland* crosses the PFW&C Allegheny River Bridge at Pittsburgh. (USRR&MR, StdHistPitts)
- Sep. 21, 1857      Jonathan Harshman elected Pres. of the Dayton & Western Railroad, and former Pres. Valentine Winters appointed Treasurer. (MB)
- Sep. 21, 1857      Peoria & Oquawka Railroad opens between Chenoa and Gilman, Ill. (Church)
- Sep. 21, 1857      Cairo & Fulton Railroad contracts its first 25 miles. (ARJ)
- Sep. 22, 1857      PFW&C Allegheny River bridge opens for revenue service, and trains run to a temporary station at Penn Street & 10th Street, Pittsburgh; bridge is a 5-span, double-track wooden Howe truss. (AR, C&C)
- Sep. 22, 1857      Robert Patterson & Co., Philadelphia dealers in sugar and cotton, fail; Robert Patterson is the brother of ex-PRR Pres. William C. Patterson. (GrandRiverTimes)
- Sep. 23, 1857      New York & Erie Railroad stockholders and bondholders meet; Pres. Charles Moran pushes for a new loan of \$6 million to refund the old loan of \$3 million and raise money to keep the company afloat; notes the floating debt has increased to \$2.4 million. (Mott, ARJ)
- Sep. 23, 1857      Treasury Secretary Howell Cobb (1815-1868) announces a plan to pump specie into the economy by offering to redeem government bonds in gold; he also orders the New York Assay Office to send a large quantity of gold to the Philadelphia Mint. (Nichols)
- Sep. 23, 1857      It is announced that the Montour Iron Company of Danville, Pa., is temporarily stopping production, throwing 2,000 men out of work.

(PubLdgr)

- Sep. 24, 1857 Convention of Midwestern railroads held at Columbus, Ohio, Gen. William Robinson, Jr., presiding; held in reaction to the recent Trunk Line agreement of Sep. 7; agree to eliminate runners and restrict free passes effective Nov. 1. (ARJ)
- Sep. 25, 1857 Bank of Pennsylvania suspends after runs; it is later revealed that the bank has been looted of its assets by Pres. Thomas Allibone (1809-1876); Girard Bank and Commercial Bank of Pennsylvania suspend specie payments; Philadelphia Bank pays out \$200,000 in specie to panicked depositors; in the afternoon, it suspends specie payments; PRR stock falls to 36 for par 50 shares. (USRR&MR, Hidy, Wood)
- Sep. 25, 1857 Camden & Atlantic Railroad Board authorizes the sale of the locomotive *Roanoke*. (MB)
- Sep. 25, 1857 Pittsburgh & Steubenville Railroad committee reports: J. Edgar Thomson has told them the PRR is unable to advance the \$20,000 asked for and suggests that the lease be transferred to someone else, perhaps Tom Scott or William A. Stokes; John S. King says he could have gotten parties in Philadelphia to invest in June had not there been hope of getting better terms in Boston; reports that the PRR was to build the Monongahela River Bridge with an investment of \$350,000 in return for operating the P&S when completed; the Steubenville & Indiana Railroad was to contribute \$110,000 towards the cost of the Ohio River Bridge; the company needs \$518,490 to complete the railroad. (MB)
- Sep. 25, 1857 Chicago & Cincinnati Railroad incorporated in Indiana under articles dated Sep. 12 to build between a point south of Logansport on the Cincinnati & Chicago Railroad and Valparaiso on the PFW&C. (Church, C&C)
- Sep. 25, 1857 Michigan Southern & Northern Indiana Railroad stockholders hold a special meeting at Adrian and replace the entire Board; John B. Jervis is elected Pres., replacing Jonathan H. Ransom, who had replaced Edwin C. Litchfield in Aug; other new directors include Clarkson N. Potter, Robert M. Olyphant, and Schuyler Colfax (1823-1885) of South Bend. (LS&MS AR, ARJ)
- Sep. 26, 1857 New Jersey Railroad Board announces victory in the U.S. Circuit Court suit in the Dock Bridge controversy; authorizes \$200 to subsidize the printing of a report by Alexander Lyman Holley (1832-1882) and Zerah Colburn (1833-1870) on coal-burning locomotives in the U.S. and Europe. (MB)

- Sep. 26, 1857 All other Philadelphia banks suspend; causes major loss of confidence; suspension spreads to all banks outside of New York and New England. (USRR&MR, Van Vleck)
- Sep. 26, 1857 Runs on Trenton banks. (TrueAm)
- Sep. 26, 1857 Directors of the Bank of Pittsburgh resolve to continue specie payments despite suspensions elsewhere. (StdHistPitts)
- Sep. 28, 1857 Group of 13 New York banks declare they will not suspend; by Oct. 3, depositors withdraw over \$4 million. (Van Vleck)
- Sep. 28, 1857 Pennsylvania Gov. James Pollock calls emergency session of Legislature to convene Oct. 6 to deal with effects of Panic.
- Sep. 28, 1857 Baltimore banks suspend. (Scharf)
- Sep. 28, 1857 Most Pittsburgh banks, although not the Bank of Pittsburgh, vote to suspend. (StdHistPitts)
- Sep. 28, 1857 Rhode Island banks suspend. (Duckenfield)
- Sep. 28, 1857 Pittsburgh & Steubenville Railroad Board rejects to proposal from John S. King and Ambrose W. Thompson to assign all their property and securities back to the company subject to a new lease and contract with the PRR. (MB)
- Sep. 28, 1857 Bank runs begin in St. Louis. (Scharf)
- Sep. 29, 1857 Panic breaks out in Chicago; New York & Erie Railroad calls emergency stockholders' meeting. (Van Vleck)
- Sep. 29, 1857 Merchant banker John E. Thayer (1805-1857) dies at Boston. (findagrave)
- Sep. 29, 1857 Amidst bank runs, the St. Louis banking house of Bogy, Miltenberger & Co. suspends. (Scharf)
- Sep. 30, 1857 PW&B line relocation opens at Principio, Md. (AR)
- Sep. 30, 1857 Hempfield Railroad opens for passenger service over entire distance between Wheeling and Washington, Pa.; Panic of 1857 and opposition of Pittsburgh halts further work to reach the PRR at Greensburg; Hempfield Railroad eventually becomes a branch of the B&O. (USRR&MR, Crumrine, Koehler)
- Sep. 30, 1857 PFW&C Railroad Board holds an emergency meeting prompted by the

Panic; are unable to save enough money for the Oct. 1 interest payment; Board orders to pay whatever money is available to its workers and bills payable and declare a temporary suspension on the coupons; authorizes closing the New York office; meets with Thomas L. Jewett of the Steubenville & Indiana Railroad and appoints a committee to negotiate for it to enter Pittsburgh over the PFW&C. (MB)

- Oct. 1, 1857 Motive Power Dept. established under Master of Machinery Alexander McCausland; formerly handled by Second Asst. Superintendent Enoch Lewis; Lewis resigns as 2nd Asst. Supt. (or Supt. Middle Div - check cards - AR has Mid. Div.) to take position with A. Whitney & Sons, manufacturers of car wheels.
- Oct. 1, 1857 Allentown Railroad cancels construction contract with Pierre Chouteau, Jr., with no portion completely finished; a small amount of work continues sporadically. (Hare)
- Oct. 1, 1857 Western Maryland Railroad purchases (unused?) Northern Central Railway's Green Spring Branch between Hollins and Owings Mills; extends westward as beginning of its main line; clause requires branch to revert to Northern Central if no longer used. (Val)
- Oct. 1, 1857 Pittsburgh & Connellsville Railroad suspends all work on Sand Patch Tunnel and Cumberland Extension. (AR)
- Oct. 1, 1857 PFW&C defaults on First Mortgage bonds; Board authorizes a mortgage on all rolling stock and personal property to secure the floating debt. (MB, Poor)
- Oct. 1, 1857 Steubenville & Indiana Railroad defaults on Second Mortgage bonds. (Church)
- Oct. 1, 1857 Chicago & Cincinnati Railroad issues \$1.5 million First Mortgage to Frederick C. Gebhard and Nathaniel Marsh. (Church)
- Oct. 1, 1857 DL&W defaults on First Mortgage bonds. (USRR&MR)
- Oct. 1, 1857 All textile mills in Philadelphia and vicinity are reported stopped. (Duckenfield)
- Oct. 2, 1857 Stock of Michigan Central Railroad falls 10% after passing October dividend. (Van Vleck)
- Oct. 2, 1857 Philadelphia & Reading Railroad defaults on floating debt; stock falls to 12½ next day. (USRR&MR)

- Oct. 2, 1857 Pres. Charles Moran addresses another meeting of the New York & Erie Railroad stockholders and loanholders, pushing his plan for a new loan. (ARJ)
- Oct. 3, 1857 Junction & Breakwater Railroad Company organized at Milford, Del.; Peter F. Causey, Pres. (MB, Val)
- Oct. 3, 1857 Long Dock Company and Cumberland Coal & Iron Company default on floating debt. (USRR&MR)
- Oct. 3, 1857 The new shipment of California gold arrives at New York on the *Star of the West*; however, the Treasury continues to hemorrhage gold. (Nichols)
- Oct. 3, 1857 J.W. Clark & Co. of Boston and E.W. Clark, Dodge & Co. in New York suspend. (Larson)
- Oct. 3, 1857 Chouteau, Harrison & Vallé, one of the largest business houses in St. Louis, suspends. (Scharf)
- Oct. 4, 1857 Public meeting at the Merchants Exchange in Pittsburgh endorses the soundness of the suspended banks and calls for the Legislature to remit the legal penalties against banks in suspension. (StdHistPitts)
- Oct. 5, 1857 E.W. Clark & Brothers and James H. Lucas & Co. of St. Louis suspend. (Larson, Scharf)
- Oct. 5, 1857 Northeastern Railroad Company of South Carolina, later part of the Atlantic Coast Line Railroad main line, opens between Charleston and Florence, S.C. (Hoffman)
- Oct. 6, 1857 Pa. Gov. James Pollock convenes a special session of the Legislature and calls for a law allowing banks to remain in suspension. (StdHistPitts)
- Oct. 6, 1857 All hands on the Allentown Railroad discharged; have completed some grading and stone bridges and part of a 2,000-foot tunnel between Hamburg and Virginsville. (USRR&MR, RRH 105)
- Oct. 6, 1857 Ashtabula & New Lisbon Railroad Board hears a report that J.W. & R.A. Britton have abandoned their contract between the PFW&C and New Lisbon; the company remains dormant for the next year because of the Panic. (MB)
- Oct. 6, 1857 Hartford banks suspend. (Hidy)
- Oct. 8, 1857 Articles of incorporation of Cincinnati & Fort Wayne Railroad finally filed with Indiana. (Church)

- Oct. 8, 1857      Mass meeting held in Independence Square, Philadelphia, to press for legislative relief; a counter-meeting is held in another part of the Square to protest any legalization of the suspension of specie payments. (Scharf)
- Oct. 8, 1857      Bank of England raises its discount rate to 6% to stem the rising export of gold to the U.S. (Hidy)
- Oct. 9, 1857      J. Edgar Thomson writes to the Pittsburgh & Steubenville Railroad Board setting as one of his terms for trying to find a party to complete the line that the First Mortgage bondholders exchange their bonds for Second Mortgage bonds. (MB)
- Oct. 9, 1857      Notes of the Reading Railroad go to protest. (Duckenfield)
- Oct. 9, 1857      New York & Erie Railroad paper goes to protest on a \$2 million floating debt; Illinois Central Railroad announces that it is unable to meet its obligations. (ARJ)
- Oct. 9, 1857      Major bank panic begins in New York. (Duckenfield)
- Oct. 9, 1857      Philadelphia house of D.S. Brown & Co. suspends. (Wood)
- Oct. 10, 1857      Gov. Peter F. Causey (1801-1871), a Milford merchant, elected Pres. of the Junction & Breakwater Railroad. (MB)
- Oct. 10, 1857      Michigan Central Railroad suspends payments on its floating debt; Illinois Central Railroad makes an assignment to protect its creditors. (USRR&MR, ARJ, Van Vleck)
- Oct. 12, 1857      Bank of England raises its interest rate to 7%. (Francis)
- Oct. 13, 1857      U.S. Government suspends payments and redemptions in gold; bank runs begin in New York, where 18 of the weaker banks suspend specie payments. (USRR&MR, Nichols)
- Oct. 13, 1857      After the close of business, all New York banks except the Chemical Bank agree to suspend specie payments after runs on their gold deposits. (Stokes, Van Vleck)
- Oct. 13, 1857      Pennsylvania Legislature passes an act allowing banks to remain in suspension until Apr. 12, 1858, with the provisions that they pay no dividends above 6% per year and that all banks receive the notes of other solvent state banks at par; in return, all banks accepting the act must pay 0.25% on their capital stock to the state treasury; at first the Philadelphia banks are reluctant to accept the notes of the country banks at par; by the

end of the month, all the Philadelphia banks have accepted the act at the urging of the Board of Trade; however, they refuse to accept the notes of the Bank of Pennsylvania, which they claim is in an unsafe condition. (StdHistPitts, Wainwright)

- Oct. 13, 1857 Philadelphia banking partnership of E.W. Clark & Co. is dissolved pending reorganization brought on by the Panic and the death of Enoch W. Clark in 1856; Jay Cooke leaves the firm, and the Clark chain of banking houses is dissolved; the Philadelphia office is reconstituted as E.W. Clark & Co. with Edward White Clark (1828-1904) as senior partner. (Larson)
- Oct. 13, 1857 Democrats sweep Pennsylvania elections; William F. Packer (1807-1870), a Buchanan Democrat and former Canal Commissioner, defeats Republican David Wilmot for the governorship by successfully branding Wilmot as an anti-slavery ideologue and a Yankee foreigner and free-trader; Democrats take the Senate, 20-13, and the House, 63-37; Nimrod Strickland (1807-1880) is elected Canal Commissioner. (Coleman)
- Oct. 13, 1857 Republicans sweep Allegheny County local elections on opposition to the tax increase needed to cover railroad subscriptions.
- Oct. 14, 1857 All remaining New York banks suspend except the Chemical Bank; Boston banks follow, and bank suspension becomes nationwide, except for the Indiana State Bank, the Kentucky banks and four banks in New Orleans; trade comes to a halt and prices tumble; about 30,000 thrown out of work in New York. (Van Vleck, USRR&MR, Hidy, Trager)
- Oct. 14, 1857 Joint Companies Executive Committee fires VP W. W. Deckert after director John L. McKnight reports that he has made statements injurious to the officers. (MB)
- Oct. 14, 1857 Railroad convention held in Cleveland to fix interchange between the Eastern and Midwestern railroads. (PFW&C MB)
- Oct. 14, 1857 All Trenton, N.J., banks suspend. (TrueAm)
- Oct. 15, 1857 Joint Board finds that reports that bonds and stocks have been improperly issued by officers and clerks and accounts padded with false expenses to be without foundation. (MB)
- Oct. 15, 1857 Jacob Nessly McCullough (1821-1891) of Wellsville, Ohio, who had already made a fortune as a river trader, wholesale grocer and banker, is elected a director of the Cleveland & Pittsburgh Railroad; Isaiah Linton ( - 1891) resigns as Chief Engineer; James Farmer (1802-1891) appointed to act as Superintendent in place of John Durand ( - ), resigned. (MB)

- Oct. 15, 1857 Boston banks suspend, followed by the rest of New England. (Duckenfield)
- Oct. 1857 Long Dock Company contractors Stanton, Mallory & Co. suspend work on the New York & Erie Railroad's Bergen Hill Tunnel; 1,200 laborers discharged. (USRR&MR, ARJ)
- Oct. 1857 Philadelphia & Baltimore Central Railroad suspends track laying after 2 miles of track laid but none opened. (AR)
- Oct. 1857 Steubenville & Indiana Railroad suspends debt payments. (USRR&MR)
- Oct. 1857 Galena & Chicago Union Railroad withdraws passenger trains from the lakefront terminal of the Illinois Central Railroad at Chicago. (RRH)
- Oct. 1857 Many Philadelphia mills and factories have shut down or greatly decreased production, throwing large numbers of people out of work; the depression lasts two years in Pennsylvania, with heavy unemployment in the iron and textile industries. (Coleman, Scharf)
- Oct. 1857 Most Pennsylvania iron works are shut down until spring; 1858 production is down by 50%. (Duckenfield)
- Oct. 1857 Thomas Scott of Pittsburgh, a PRR director, is forced to resign as Pres. of the Merchants & Manufacturers Bank, when it is revealed that the bookkeeper has allowed O'Connor Brothers & Co. to overdraw their account by \$185,000 without knowledge of his superiors; the O'Connors declare insolvency and agree to make restitution, and the bank recovers. (StdHistPitts)
- Oct. 1857 Zerah Colburn and Alexander Lyman Holley discontinue the *Railroad Advocate* for lack of patronage. (ARJ)
- Oct. 1857 Both the Lebanon Valley Railroad and Allentown Railroad suspend work. (ARJ)
- Oct. 1857 Union Canal Company of Pennsylvania placed in the hands of trustees. (ARJ)
- Oct. 16, 1857 Great Western Railway (Ill.) sold by assignees to trustees of the creditors. (ICC)
- Oct. 16, 1857 Chemical Bank (N.Y.) suspends. (Duckenfield)
- Oct. 17, 1857 New Jersey Railroad Board orders cutbacks; considers a petition for a station (Waverly) at the toll gate between Newark and Elizabeth. (MB)



- Oct. 17, 1857 Railroad convention in Cleveland agrees to raise rates, reduce speeds and dispense with outside agents in response to the Panic. (Harlow, ARJ)
- Oct. 17, 1857 Thomas Allibone resigns as Pres. of the troubled Bank of Pennsylvania for his "health"; he flees the country on Oct. 20, having embezzled \$200,000 to cover his own speculations; ex-PRR Pres. William C. Patterson, a director, becomes Pres., but the bank is mortally wounded. (NYT)
- Oct. 19, 1857 First boatloads of Pennsylvania coal arrive in Rochester via the North Branch, Chemung, Seneca and Erie Canals. (USRR&MR)
- Oct. 19, 1857 Kansas Gov. Robert J. Walker invalidates the recent election that has returned a Republican delegate to Congress and a Democratic Legislature because of massive vote fraud in the pro-slavery areas. (Nichols)
- Oct. 19, 1857 A pro-slavery convention, elected by rigged elections that have been boycotted by the Free Soil majority, reconvenes at Leecompton, Kansas, to draw up a state constitution; the resulting constitution bans any future tampering with property rights in slaves and is to be submitted to Congress without a referendum; the proposed constitution also calls for land grants totaling one-fifth of the state, including those for an east-west and a north-south railroad. (WwasW, McPherson, Nichols)
- Oct. 19, 1857 St. Louis banking house of Tesson & Danjen suspends. (Scharf)
- Oct. 19, 1857 Bank of England raises its discount rate to 8%. (Hidy, Francis)
- Oct. 20, 1857 Buffalo, New York & Erie Railroad incorporated in N.Y. as a reorganization of the Buffalo, Corning & New York Railroad and that portion of the Buffalo & New York City Railroad between Buffalo and Attica. (Minor)
- Oct. 21, 1857 PFW&C Railroad Board hears a delegation from the Cincinnati, Peru & Chicago Rail\_\_, which proposes to alter its gauge between La Porte and Plymouth and be operated by the PFW&C; PFW&C agrees to operate it at 50% of the gross earnings, and the CP&C may send trains for forest products as far east as Warsaw on the PFW&C; George W. Leuffer resigns as Chief Engineer. (MB)
- Oct. 21, 1857 New York & Harlem Railroad Board puts Cornelius Vanderbilt in charge of meeting its financial crisis; it lacks money to pay the interest on the First Mortgage bonds and has a large floating debt; Vanderbilt coerces Daniel Drew, who had previously refused to extend his short-term notes, to be primary endorser with him as secondary on the company's debts; Vanderbilt carries the company through the Panic and helps refund the

- floating debt into Third Mortgage bonds. (Stiles/MB)
- Oct. 21, 1857 DL&W meets to adopt a reorganization plan without foreclosure; 4,000 miners and laborers out of work at Scranton. (USRR&MR)
- Oct. 22, 1857 PRR Road Committee orders Pres. Thomson to stop all work and cut expenditures in all departments; salaries to be cut on sliding scale; 25% if over \$2,000; 15% for \$1,000-\$2,000; and 10% for rest, effective Nov. 1; Tom Scott and Herman J. Lombaert to be exempt. (MB)
- Oct. 22, 1857 Joint Companies Executive Committee hears Edwin A. Stevens report on the PRR's refusal to settle with the Camden & Amboy Railroad on western passengers. (MB)
- Oct. 22, 1857 PFW&C Executive Committee is to arrange for contracting the operation of the road; approves the actions of the Oct. 14 Cleveland Convention. (MB)
- Oct. 22, 1857 Wood, Morrell & Co. settles its claims against the PRR. (Wood)
- Oct. 22, 1857 New York City Board of Aldermen passes a new resolution demanding that the New York & Harlem Railroad comply with the 1854 ordinance banning steam operation south of 42<sup>nd</sup> Street within 10 days or face an injunction. (NYT)
- Oct. 22, 1857 New York Mayor Fernando Wood proposes a long-term municipal bond issue to finance public work projects as a form of relief, workers to be paid in food in lieu of money; it is blocked by conservatives. (Burrows/Wallace)
- Oct. 24, 1857 New Jersey Railroad Board approves a deed of the Liberty Street dock property from Stephen Whitney and J. Phillips Phoenix, who were holding it for the company, to the NJRR; pay Joseph P. Bradley an additional \$1,000 for his work in the Dock Bridge Case; authorizes the Northern Railroad of New Jersey to use its tracks between Marion Jct. and Jersey City on the same terms as the Paterson & Hudson River Railroad. (MB)
- Oct. 24, 1857 Bank of the State of Missouri suspends. (Scharf)
- Oct. 26, 1857 Merchants Bank, Mechanics Bank and Southern Bank, all of St. Louis, suspend. (Scharf)
- Oct. 27, 1857 Rash of business failures begin in Glasgow, Liverpool and other British cities. (Hidy)
- Oct. 1857 Estimates have 100,000 unemployed in New York City and Brooklyn.

(Burrows/Wallace)

- Oct. 1857 Financial contraction spreads to Liverpool, where the Liverpool City Bank fails, then spreads to Scotland. (Duckenfield)
- Oct. 29, 1857 Buffalo, Corning & New York Railroad (Corning-Batavia) sold at foreclosure to the Buffalo, New York & Erie Railroad; the Buffalo & New York City Railroad (Hornellsville-Buffalo) is also conveyed to the Buffalo, New York & Erie Railroad. (Poor - verify Minor)
- Oct. 29, 1857 One of Herman Haupt's notes goes to protest; some of his Pennsylvania properties are seized and sold at sheriff's sale. (Ward)
- Oct. 30, 1857 *New York Times* reports that Mayor Fernando Wood is pushing the police to force the New York & Harlem Railroad to comply with the ordinance banning steam operation south of 42<sup>nd</sup> Street. (NYT)
- Oct. 30, 1857 British merchant banker James Morrison (1789-1857), the "Napoleon of Shopkeepers" and richest British commoner of the 19<sup>th</sup> century, dies at his country estate at Basildon; he had provided essential early financing for the Reading and PW&B and leaves an estate valued at over £2 million. (Dakers)
- Nov. 1, 1857 PRR retrenchment order in effect; all unnecessary expenses, including double-tracking, stopped and salaries cut by 10-25%; General Superintendent Herman J. Lombaert and Superintendent Tom Scott are originally exempted but have salaries cut at their own request. (MB)
- Nov. 1, 1857 New Portage Railroad abandoned and Portage Division abolished; all traffic rerouted via Horseshoe Curve; rails removed in 1858 for use on PFW&C between Plymouth, Ind., and Chicago. (AR)
- Nov. 1, 1857 PRR increases Philadelphia-Pittsburgh fare to \$10 or 3 cents a mile. (MB)
- Nov. 1, 1857 PFW&C suspends payment on floating debt; bondholders agree to fund interest through Apr. 1, 1859. (Poor)
- Nov. 1, 1857 Future Lines West official Hugh J. Jewett (1817-1898) of Zanesville is elected Pres. of the Central Ohio Railroad, replacing Elias Fassett, resigned. (Studer)
- Nov. 1, 1857 Marietta & Cincinnati Railroad defaults on bond interest. (USRR&MR)
- Nov. 1, 1857 Because of the Panic, Michigan Central and Michigan Southern & Northern Indiana Railroads agree to divide passenger business between Lake Erie and Chicago 50/50 and freight business 58/42 in favor of the

Michigan Central; both roads agree to give up their steamboats on Lake Erie, including the MC's *Plymouth Rock* and *Western World*; MC then arranges with Western Transportation Company to operate freight propellers between Buffalo and Detroit. (MC AR)

- Nov. 1, 1857 Terre Haute, Alton & St. Louis Railroad defaults on Third Mortgage bonds. (ARJ)
- Nov. 2, 1857 PRR Board passes semi-annual dividend, although no decrease in earnings. (MB)
- Nov. 2, 1857 Western Division of Philadelphia & Sunbury Railroad from Sunbury to intersection with extension of Mine Hill & Schuylkill Haven Railroad, plus Lancaster Colliery Branch, sold at foreclosure to Edward S. Whelan; includes 7 coal tracts totaling 3,000 acres of coal land near Shamokin and the Lancaster Colliery. (Val, USRR&MR)
- Nov. 2, 1857 Philadelphia City Councils passes resolution to prevent West Philadelphia Passenger Railway from laying tracks on the Market Street Bridge. (SEPTA)
- Nov. 2, 1857 Buffalo & Corning Railroad and Buffalo & Hornellsville Railroad merge to form the Buffalo, New York & Erie Railroad. (ARJ - verify Minor)
- Nov. 3, 1857 Trevorton anthracite coal first shipped via the Northern Central Railway. (AR)
- Nov. 3, 1857 Paint manufacturer Daniel F. Tiemann (1805-1899) is elected Mayor of New York City by a coalition of the People's Union Party, the American ("Know Nothing") Party and dissident Democrats by a margin of only 3,000 votes over incumbent Tammany Hall Democrat Fernando Wood (1812-1881). (wiki)
- Nov. 4, 1857 Thomas Holliday Hicks (1798-1865), an American or "Know-Nothing" candidate, is elected Gov. of Maryland, ending a decade of Democratic rule. (Sobel) (11/4 is Wed?)
- Nov. 5, 1857 Meeting held at Commercial Hall in Jersey City to promote the New York & Erie Railroad's new terminal; Dudley S. Gregory takes an interest in the NY&E and later becomes a director. (Mott)
- Nov. 5, 1857 Sheriff conveys the western portion of the former Philadelphia & Sunbury Railroad between Sunbury and the intersection of the Mine Hill & Schuylkill Haven Railroad to Edward S. Whelan. (C&C)
- Nov. 5, 1857 Bank of England raises its interest rate to 9%. (Francis)

- Nov. 5, 1857 Mass demonstrations in New York City organized by German socialists demand public works spending to relieve unemployment. (Burrows/Wallace)
- Nov. 6, 1857 Maryland & Delaware Railroad Board notes that the directors have advanced a total of \$12,683; discharge Assistant Engineer W. H. Dilworth; authorizes negotiating with John T. Davis & Co. for a settlement and annulment of the contract to deliver 6 bonds and 200 shares. (MB)
- Nov. 6, 1857 Canandaigua & Niagara Falls Railroad Company sold at foreclosure to Niagara Bridge & Canandaigua Railroad Company.
- Nov. 6, 1857 New York's unemployed take their demonstrations to the Merchants Exchange in Wall Street; they threaten to break into the Sub-Treasury and Customs House to seize the \$20 million stored there. (Burrows/Wallace, Van Vleck)
- Nov. 7, 1857 Jeffersonville Railroad Board orders further retrenchments and dispensing with the Master of Transportation and Paymaster. (MB)
- Nov. 7, 1857 Bank of Pennsylvania brings suit against ex-Pres. Thomas Allibone to recover \$200,000 he embezzled; the bank is placed in liquidation, and the stockholders lose everything; the Farmers & Mechanics Bank, which is the largest in Philadelphia, becomes the state's depository bank. (NYT, Wainwright)
- Nov. 7, 1857 First mass meeting of unemployed workers seeking relief held at Trenton. (TrueAm)
- Nov. 7, 1857 Under pressure from Northern Democrats, the Lecompton Convention agrees to a referendum but only on the slavery clause of the proposed Kansas constitution; one version permits slavery, while the other bans the further importation of slaves but also any future interference with existing slave property. (McPherson)
- Nov. 9, 1857 J. Edgar Thomson agrees to distributing PRR stock held by Allegheny County to holders of Allegheny County bonds, which are now in default; i.e., he uses the crisis to get the shares out of government hands. (USRR&MR)
- Nov. 9, 1857 PRR opens double track Newport-Millerstown and Tyrone Lower Forge-Tipton.
- Nov. 9, 1857 Maryland Board of Public Works appoints 10 state directors of the B&O;

Joshua Vansant, John S. Gittings, James M. Schley and E.M. Mealy are removed. (ARJ)

- Nov. 9, 1857 New York City Council agrees to a \$250,000 bond issue for Central Park to create jobs, many of which are parceled out as political patronage instead of going to the needy. (Burrows/Wallace)
- Nov. 9, 1857 Bank of England raises its discount rate to an unprecedented 10%, although gold continues to leave the country. (Hidy)
- Nov. 10, 1857 Continuing protests in New York are met by a cordon of armed police around City Hall and a military guard under Gen. Winfield Scott at the Customs House and Subtreasury. (Burrows/Wallace)
- Nov. 11, 1857 On an appeal from bankers, the British government suspends the workings of the 1844 Bank Act. (Duckenfield)
- Nov. 12, 1857 PRR contracts with Clarke & Co. (Thomas S. Clarke, William Thaw and Charles J. Clarke) to act as soliciting agents for eastbound freight and Leech & Co. (William F. Leech and George W. Harris) for westbound freight for five years from Aug. 1, 1857 at a flat 7% commission; Adams & Co. has exception to solicit for freight moving over Steubenville & Indiana and Little Miami to Ohio & Mississippi Railroad. ( , Maybee)
- Nov. 12, 1857 Mass meeting of 10,000 workmen in Independence Square, Philadelphia, to protest unemployment and call for public works spending; fortunately, the winter of 1857-58 is mild. (Scharf)
- Nov. 12, 1857 Jeffersonville Railroad Board considers the proposition of the Sandusky, Indiana & Louisville Railroad and Fremont & Indiana Railroad for a merger; the F&I proposes it be a compromise gauge of 4'-9 $\frac{1}{4}$ " as is used on the Cleveland & Toledo Railroad; the Jeffersonville Railroad agrees to adopt this gauge if the line is built. (MB)
- Nov. 1857 West Chester & Philadelphia Railroad purchases Philadelphia depot of Bingham & Dock at (10th? 18th!) and Market for \$35,000. (purch. 18th St. in 1854!!)
- Nov. 1857 Baldwin completes 0-6-0 *C.E. Spangler* (c/n 792), later No. 211, last PRR locomotive to be named. (Lovell)
- Nov. 1857 I. L. Kinzer moves to foreclose his 1856 mortgage on Alexandria & Washington Railroad, claiming company is in default on its debt to Fowle, Snowden & Co.; City of Washington and First Mortgage trustees sue to block sale set for Dec. 1, contending Kinzer's mortgage is not a first lien. (Harrison, USRR&MR)

- Nov. 1857 Lebanon Valley Railroad makes arrangements for completing the line to Harrisburg. (ARJ)
- Nov. 1857 A boring machine brought to the Hoosac Tunnel fails after excavating about 2 feet. (Ward)
- Nov. 1857 The Anglo-American London banking house of George Peabody & Co., hurt by the failure of many of its American clients, its saved from suspension by a credit of £800,000 from the Bank of England; it uses only £300,000 and repays that in Mar. 1858, having met all its obligations, although its profits are impaired for the next three years. (Strouse)
- Nov. 16, 1857 Philadelphia & Baltimore Central Railroad Board notifies John Ridgley of Hampton, Baltimore County, that they are ready to build between the Gunpowder River and the Northern Central Railway; Ridgley has pledged to subscribe 20,000 shares when that is to begin. (MB)
- Nov. 18, 1857 PFW&C Railroad Board orders making a temporary connection with the PRR at Pittsburgh as soon as possible. (MB)
- Nov. 19, 1857 McCallum, Seymour & Hanley petition the Northern Central Railway Board to cancel their contract to build the Marysville-Dauphin Bridge. (MB)
- Nov. 19, 1857 PFW&C Railroad Board revokes the Chattel Mortgage made on Oct. 22. (MB)
- Nov. 20, 1857 J. Edgar Thomson writes to the Camden & Amboy Railroad offering to settle the emigrant accounts in dispute since Jan. 1856 at the rate of \$1 instead of 85 cents. (MB)
- Nov. 20, 1857 PFW&C Railroad Board authorizes paying back wages in 6% scrip. (MB)
- Nov. 20, 1857 Bank of England extends an emergency loan of £800,000 to the major Anglo-American banking house of George Peabody & Co.; panic conditions spread to Hamburg and Scandinavia. (Hidy)
- Nov. 21, 1857 Pittsburgh & Steubenville Railroad committee reports to the Board that the First Mortgage bondholders in New York and Connecticut have agreed to exchange their bonds for Second Mortgage bonds; a committee is to visit the Virginia banks to see if they will exchange the First Mortgage bonds held as collateral for Second Mortgage bonds. (MB)
- Nov. 23, 1857 Grand Rapids & Indiana Railroad files map of route from Grand Rapids to Little Traverse Bay with State of Michigan, which is approved by Gov.

Kinsley S. Bingham. (Church, Baxter)

- Nov. 23, 1857 Dungan, Cartwright & Co. withdraw from Herman Haupt & Co's. Hoosac Tunnel contract. (Ward)
- Nov. 25, 1857 Isaac R. Trimble resigns as Chief Engineer of the Philadelphia & Baltimore Central Railroad, and Robert Hodgson is appointed in his place; Trimble & Quigley agree to complete the road to Oxford as contractors. (MB)
- Nov. 25, 1857 PFW&C Board declines the Cleveland & Pittsburgh Railroad's proposal to revise their through traffic agreement. (MB)
- Nov. 26, 1857 West Chester & Philadelphia Railroad places the section between Wawa and West Chester under contract.
- Nov. 26, 1857 PFW&C Railroad Board authorizes the construction of an eating house at Fort Wayne; meets with a delegation of employees; agrees to pay back wages for Nov. in cash and earlier arrears in 6% scrip; also agree to regular monthly payments in the future and paying full back wages to any workers laid off. (MB)
- Nov. 26, 1857 Panic resumes in Hamburg, Germany. (Duckenfield)
- Nov. 29, 1857 Twenty Hamburg houses fail. (Duckenfield)
- Dec. 1, 1857 Northern Central Railway contractors Lauman, Pleasants & Eckert surrender their contract after the company refuses to make expensive modifications in their favor; 11 miles between Harrisburg and Sunbury and Susquehanna River Bridge not completed; work on Canton Extension between Rockdale and Canton stopped and further work blocked by litigation until formation of Union Railroad of Baltimore. (act. revived by NC in 1860s?); work on portion of Canton Branch south of PW&B continues with other contractors. (MB, AR)
- Dec. 1, 1857 PFW&C Railroad offers the Cleveland & Pittsburgh Railroad and Steubenville & Indiana Railroad the half-use of its line between Rochester and Pittsburgh if they pay half the cost of all improvements. (MB)
- Dec. 1, 1857 Chartiers Valley Railroad Board holds last meeting; notes that E.W. Clark & Co. are demanding the repayment of a \$5,000 loan on the company's bonds. (MB)
- Dec. 1, 1857 New York & Erie Railroad Pres. Charles Moran imposes wages cuts; prompts strike of freight handlers at Piermont. (Mott)



- Dec. 1, 1857 Conservative Democrat Daniel F. Tieman, backed by a coalition of Democrats (including William M. Tweed), Republicans and Know-Nothings narrowly defeats Democratic incumbent New York City Mayor Fernando Wood, in part in reaction to the recent riots. (Burrows/Wallace - verify NYT date or 11/3??)
- Dec. 2, 1857 PFW&C Board agrees to a plan to pay off the company's debts and back interest through the issue of Construction Bonds and Income Bonds. (MB)
- Dec. 3, 1857 PFW&C Board hears a report that the PFW&C and PRR have contracted with Clarke & Co. to complete the link at Pittsburgh and handle the transfer of traffic. (MB)
- Dec. 4, 1857 New York & Erie Railroad breaks strike of freight handlers at Piermont. (Mott)
- Dec. 4, 1857 Bank of England reduces its interest rate from 7% to 6½%. (Francis)
- Dec. 7, 1857 New Jersey Railroad Board orders a second morning train from New Brunswick put on as soon as possible. (MB)
- Dec. 7, 1857 John Ridgley of Baltimore County responds to the Philadelphia & Baltimore Central Railroad that he now does not want to subscribe or have the railroad built through his land; the Board appoints Isaac R. Trimble Chief Engineer of the Maryland Division. (MB)
- Dec. 7, 1857 35<sup>th</sup> Congress convenes with Democratic majorities in both houses. (wiki, Nichols)
- Dec. 7, 1857 First freely-elected Kansas Legislature convenes with a free-soil majority. (DeRose)
- Dec. 7, 1857 Wood, Morrell & Co. receive large orders for rails from a Missouri railroad, and another for 4,000 tons from a Tennessee railroad, ending the crisis at the Cambria Iron Works. (Wood)
- Dec. 8, 1857 William G. Moorhead (1811-1895) elected Pres. of Sunbury & Erie in place of Samuel Vaughan Merrick, resigned for health; Moorhead is the brother of J. Kennedy Moorhead (1806-1884) and brother-in-law of future Civil War financier Jay Cooke (1821-1905). (USRR&MR, Rosenberger, DAB - RsresofP&E says 2/9??)
- Dec. 8, 1857 U.S. Circuit Court rules that \$54,000 Marion & Logansport Railroad First Mortgage bonds held by Joseph Lomax were illegally issued and void. (Church)

- Dec. 8, 1857 In his first annual message to Congress, Pres. Buchanan states his preference for the Gila River route for the Pacific Railroad. (CongGlobe)
- Dec. 10, 1857 Philadelphia & Steubenville Railroad Board appoints Pres. pro-tem Isaac Jones, John J. Cosgrove, N. G. Murphy and J. Kennedy Moorhead a committee to go to Philadelphia and make the best deal possible for a contract to complete the road. (MB)
- Dec. 11, 1857 Philadelphia & Baltimore Central railroad lets contracts to complete the line to Oxford to Quigley & Co. (AR, MB)
- Dec. 12, 1857 PRR Road Committee approves new Organization to be effective Jan. 1. (MB)
- Dec. 12, 1857 Lackawanna & Bloomsburg Railroad opens to Rupert; is standard gauge southwest of Kingston to match the standard gauge railroad in the Susquehanna Valley and 6'-0" northwest of Kingston to match the DL&W. (USRR&MR)
- Dec. 12, 1857 Government resumes payment in gold; depressed conditions continue into 1858.
- Dec. 12, 1857 New York banks resume specie payments. (Wood, Stokes)
- Dec. 12, 1857 King & Thompson assign their contract for constructing the Pittsburgh & Steubenville Railroad to William Thaw; work stopped with most of the grading completed.
- Dec. 14, 1857 New York banks resume specie payments. (Van Vleck)
- Dec. 14, 1857 Camden & Amboy Railroad responds to the PRR that it is willing to settle the emigrant accounts at \$1.125 but after Dec. 19 it will charge local rates. (MB)
- Dec. 15, 1857 Robert J. Walker resigns as Gov. of Kansas Territory in protest over the massive vote fraud and the underhanded way in which the Lecompton Constitution was presented to the people; Pres. Buchanan appoints two Democratic non-entities in quick succession; by now, polarization over the extension of slavery issue has spread nationwide. (wiki)
- Dec. 1857 Thomas Powell of Haseltine & Powell, representative of the Marietta & Cincinnati Railroad's British bondholders arrives in the U.S.; visits Philadelphia to urge the PRR to bail out the company. (Mould)
- Dec. 1857 Future Delaware Division Superintendent Isaac N. Mills (1836-1913) joins the PW&B as a freight brakeman. (EvryEvng)

- Dec. 1857 Edwin L. Drake (1819-1880), an out-of-work conductor on the New York & New Haven Railroad, arrives in Titusville to develop the property of the Pennsylvania Rock Oil Company. (Williamson/Daum)
- Dec. 16, 1857 PW&B Board votes \$5 per month pension to "colored man Richard", now 76, a pilot on NC&F for nearly 50 years; reports has established new through tickets to Charleston and Havana via Wilmington, N.C. (MB, AR)
- Dec. 16, 1857 PFW&C divides it line into Eastern and Western Divisions at Crestline, with an Assistant Superintendent for the Western Division at Crestline. (MB)
- Dec. 17, 1857 PFWC Railroad approves a new contract with the Cleveland & Pittsburgh Railroad. (MB)
- Dec. 17, 1857 Sen. William M. Gwin (1805-1885) of California moves that the part of Pres. Buchanan's message that refers to a Pacific Railroad go to a select committee of nine. (CongGlobe)
- Dec. 18, 1857 Cumberland & Pennsylvania Railroad completed to Lonaconing. (ARJ)
- Dec. 18, 1857 Bank of England reduces its interest rate to 6%. (Francis)
- Dec. 21, 1857 Alexandria & Washington Railroad reopens between Princess & St. Asaph Streets, Alexandria, and the south end of the Long Bridge over the Potomac after being relaid with heavier rail; opening delayed about one year when Long Bridge washed out in flood; omnibuses used to carry passengers between the B&O depot in Washington and A&W office in the National Hotel on 6th Street off Pennsylvania Avenue and the Long Bridge and between the A&W and Orange & Alexandria depots in Alexandria; runs about 11 round trips with 2 locomotives, 6 passenger cars and 2 baggage cars; track is laid on the ground with grades up to 70 feet per mile in Va. and 200 feet per mile in D.C.; at least 1.5 miles of track are laid with a 6" wide strap rail for French's traction rollers. (tt, ARJ, VaBPW)
- Dec. 21, 1857 Future PRR Purchasing Agent Samuel Porcher (1857-1944) born in South Carolina. (PR)
- Dec. 21, 1857 In an election boycotted by the Free Soilers and marked by vote fraud, the pro-slavery Kansas element approves the Lecompton Constitution "with slavery." (McPherson)
- Dec. 21, 1857 Forest County, Pa., fully organized and separated from Jefferson County with county seat Marienville. (Long)

- Dec. 22, 1857 City of Philadelphia ordinance orders tracks of City Railroad on Market Street respaced to accommodate wide cars of PRR. (Digest)
- Dec. 22, 1857 Atlantic & Great Western Railroad Company of New York lets a contract to Henry Doolittle and Worthy S. Streator to build from the end of the unfinished Erie & New York City Railroad at Ashville to the Pennsylvania state line; the company has not yet filed its articles of incorporation because of dissension between Ohio and New York backers of the project. (Foster)
- Dec. 23, 1857 Report on Marietta & Cincinnati to PRR Board; owes PRR \$97,500 in interest guaranteed on stock during construction period and has failed to comply with contract; has paid PRR in \$97,000 of worthless income bonds. (MB)
- Dec. 23, 1857 Rancocas station renamed Delanco and Sand Hills renamed Yardville on the Camden & Amboy Railroad. (MB)
- Dec. 23, 1857 PFW&C Board asks forbearance of the PRR regarding the PFW&C bonds it holds as collateral; authorizes preparing a contract for leasing the road. (MB)
- Dec. 23, 1857 Lackawanna & Bloomsburg Railroad opens from Nanticoke to Bloomsburg, Pa. (Poor)
- Dec. 24, 1857 Columbus & Xenia Railroad appoints committee to confer with Little Miami, Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula Railroads re disposing of interest in the Lake Erie steamboats *Queen City* and *Crescent City* and no longer operating same. (MB)
- Dec. 24, 1857 Bank of England reduces the discount rate to 8% as panic conditions slowly subside. (Hidy)
- Dec. 26, 1857 PRR Road Committee authorizes issuing commutation tickets on Philadelphia Division as far as West Chester at rates equal to those established at Pittsburgh; authorizes establishment of station at "City Line" (later Overbrook); authorizes purchase of cars of Lloyd & Co. at Hollidaysburg; authorizes drawback of 10 cents a ton (on 42 cents) to shippers of Broad Top Coal by Juniata Canal if they ship at least 8,000 tons per month. (MB)
- Dec. 27, 1857 Construction begins on Maryland & Delaware Railroad. (Poor/ARJ - 12/57 AR shows contract terminated)
- Dec. 29, 1857 Bank of the Old Dominion agrees to exchange its Pittsburgh &

- Steubenville Railroad Second Mortgage bonds for First Mortgage bonds. (MB)
- Dec. 30, 1857 Pittsburgh & Steubenville Railroad makes new construction contract to Western Transportation Company, a company of which Tom Scott is Pres. organized in the interest of the PRR, along with a 20-year lease to the Western Transportation Company when completed; the Western Transportation Company is to take over the King & Thompson contract and lease. (MB, Church)
- Dec. 30, 1857 John Kilgour (1798?-1858) elected Pres. of Little Miami Railroad, replacing Jacob Strader. (Memo)
- Dec. 30, 1857 Little Miami Railroad Board appoints a committee to negotiate with the Cleveland, Columbus & Cincinnati Railroad and the Cleveland, Painesville & Ashtabula Railroad over abandoning the operation of the Lake Erie steamboats *Queen City* and *Crescent City* and disposing of the same; appoint E. F. Fuller General Ticket Agent. (MB)
- Dec. 31, 1857 At the Williamsport & Erie Railroad annual meeting, Pres. Samuel Vaughan Merrick submits a proposition to fund the floating debt into a chattel mortgage and asks the First Mortgage bondholders to accept their Jan. 1 and July 1, 1858 interest in scrip. (ARJ)
- Dec. 31, 1857 Philadelphia, Germantown & Norristown Railroad's contract to operate the Chester Valley Railroad expires. (AR)
- Dec. 31, 1857 Eaton & Hamilton Railroad Board authorizes conveying that portion of the road in Indiana to a trustee for those who have endorsed or become liable for the debts of the company. (MB)
- Fall 1857 Pennsylvania adopts a constitutional amendment barring state subscriptions or loans of credit to private corporations. (verify Thorpe?)
- 1857 Combined freight tonnage of the NYC and New York & Erie Railroads first exceeds that of the Erie Canal. (WindomRept)
- 1857 Tom Scott elected President of Western Transportation Company. (Kamm - verify)
- 1857 Camden & Amboy Railroad builds 300' x 60' pier at South Amboy. (C&C)
- ca. 1857 Cooper's Point & Philadelphia Ferry Company briefly runs an additional ferry between Coopers Point and Market Street, Philadelphia. (Boyer)
- 1857 Camden & Atlantic Railroad builds an excursion platform on the north

- side of Atlantic Avenue between New York & Kentucky Avenues in Atlantic City. (Butler)
- 1857 PRR completes double track between Blairsville Intersection and Bolivar.
- 1857 PRR adopts system of numbering locomotives, and the use of names is gradually phased out.
- 1857 PRR builds its first refrigerator cars for transportation of dairy products and fresh meat; double sides, roof, and floor, insulated with sawdust and cooled with boxes of ice placed through regular doors.
- 1857 Camden & Amboy Railroad completes facility at Camden for loading trains directly from New York-Baltimore barge line operating via Chesapeake & Delaware Canal so it can offer the service year round when the Delaware & Raritan Canal is closed by ice. (AR)
- 1857 Princeton & Kingston Branch Turnpike abandons road within Trenton city Limits. (Cards)
- 1857 Portion of New Castle & Frenchtown Railroad between New Castle and Rodney relaid with T-rail. (AR)
- 1857 PW&B Port Deposit Branch has been delayed by failure to settle with landowners. (AR)
- 1857 Port Deposit-Rock Run bridge of the Susquehanna Bridge & Banking Company, out of service since 1854, is destroyed by an ice gorge. (portdeposit.org)
- 1857 Maryland & Delaware Railroad terminates its construction contract. (AR)
- 1857 Northern Central opens between Bridgeport (Lemoine) and junction with PRR at Marysville; this portion, along with PRR's Rockville Bridge, used for freight only at present; Broad Top coal first shipped to Baltimore via Northern Central. (AR - Bridgeport-Marysville may have opened very late 1856?)
- 1857 Northern Central Railway builds turntables at Marysville and Dauphin and an engine house at Trevorton Bridge. (AR - Marysville may have been b. very late 1856 or early 1857)
- 1857 Completion of the Northern Central Railway breathes new life into the Summit Branch Railroad project, since the Wiconisco Canal has proved inadequate; William Schmoele of Philadelphia becomes Pres.; the company adopts a "family plan" in which subscribers to the stock will

receive a normal supply of coal from the company's mine at cost; the Panic of 1857 kills the project, and control passes to Boston capitalists. (1857 Rept)

- 1857 PRR contracts with the Westmoreland Coal Company for the entire output of its Spring Hill Mine, near the future site of Pitcairn Yard, for fuel coal at the rate of 20,000 tons per year. (WCCo)
- c. 1857 North Western Railroad suspends work between Blairsville and Freeport; has spent \$1,019,500 on the Eastern Division between Blairsville and Freeport with an additional \$457,000 needed; \$24,000 on the Middle Division with \$603,340 needed, and \$56,042 on the Western Division with \$1,173,645 needed. (AR, Val)
- 1857 B&O arranges with connecting railroads and propeller lines operating between New York and Baltimore to route more traffic over the B&O's Washington Branch. (AR)
- 1857 Manassas Gap Railroad suspends work on the Alexandria Extension after spending \$520,000 and on the Loudoun or Harpers Ferry Branch, on which \$373,000 has been spent; neither is ever completed. (Cnls&RRs)
- 1857 Cumberland Coal & Iron Company builds its Cumberland (Md.) wharf in South Cumberland. (B&O Val)
- 1857 Pennsylvania & Ohio Canal defaults on state loan; sold by State Auditor to the parallel Cleveland & Mahoning Railroad, which is controlled by Governor David Tod (1805-1868); railroad raises canal tolls and drives traffic to the railroad. (sale was in 1862!!)
- ca. 1857 Pittsburgh & Cincinnati Steam Packet Line ceases operation because of railroad competition and low water of 1856; William Thaw, et al. have transferred their investment to railroads that later become part of PRR Lines West.
- 1857 First element of the Wellsville Shops of the Cleveland & Pittsburgh Railroad opens; shops are located at Wellsville through the influence of resident and director Jacob N. McCullough. (McCord)
- 1857 With the extension of the PFW&C west of Fort Wayne, the Fort Wayne depot is moved from the canal at Columbia Street to the site of the later south depot. (VllyUpprMaumee)
- 1857 Fort Wayne Shops established on Pittsburgh, Fort Wayne & Chicago; Columbus Shops established on Columbus, Piqua & Indiana.

- 1857 The Bellefontaine Line receives 11,213 passengers from the PFW&C westbound at Crestline for the year and delivers 7,433 eastbound, vs. 8,101 and 6,609 to and from the Cleveland, Columbus & Cincinnati Railroad via Galion; however, the Bee Line exchanges most of its freight with the CC&C. (AR)
- 1857 Little Miami Railroad builds a 3-stall roundhouse and turntable at Xenia in the angle formed by the Dayton and Cincinnati lines. (Shell)
- 1857 Indiana Central Railway builds large freight house at Indianapolis. (C&C)
- 1857 Terre Haute & Richmond Railroad extends Indianapolis freight house from 100 feet to 400 feet long with two tracks in the center and one outside for 4'-10" Ohio gauge; a transfer platform inside building permits transfer between 4'-10" and standard gauge cars. (C&C)
- 1857 E. J. Peck of Indianapolis elected Pres. of the Terre Haute & Richmond Railroad, retaining his old post of Superintendent and replacing Samuel Crawford, deceased; Crawford replaced Chauncey Rose ca. 1854-55. (AR, Bradsby/Vigo)
- 1857 First through trains between Buffalo and Chicago (?) via MS&NI. (Watkins - check)
- 1857 Great Western Dispatch fast freight line begins operating over New York & Erie Railroad with western connections via Lake Shore route to Chicago and CC&C route to Columbus, Indianapolis, Cincinnati, and St. Louis.
- ca. 1857? Presidents of eastern trunk lines hold first of annual meetings at St. Nicholas Hotel in New York City to fix rates (No!! early as 1854?); agreements prove ineffective and easily broken. (one signed on Sep. 11, 1858 - see 9/7/57)
- 1857 Ohio state canals begin operating at a loss, leading, as in Pennsylvania, to pressure to abandon or sell them; the canals are still an important political patronage apparatus, and the parties are more engaged by the slavery issue, so that nothing is done before the Civil War. (Scheiber)
- 1857 Ohio Stage Company fails. (Raitz)
- 1857 Michigan Southern & Northern Indiana Railroad, Chicago & Rock Island Railroad and Chicago & St. Louis Railroad open a stockyard at the corner of Clark & 22<sup>nd</sup> Streets in Chicago. (CHTaylor)
- 1857 Dressed beef first sent from Chicago to the East in box cars fitted with



bins of ice; placing the meat in direct contact with the ice results in discoloration and change in taste. (White)

- 1857 W.L. Dewart builds a new breaker at the Gap Colliery (later Cameron Colliery) at Shamokin. (HistCameronColl)
- 1857 Ohio coal production hits 46 million bushels, up from only 8 million bushels in 1850; output of pig iron has nearly doubled from 53,000 tons to over 100,000 tons over the same period. (Schieber)
- 1857 Michigan act orders laying out the Muskingum, Grand Traverse & Northport State Road; it is not completed until after the Civil War; the Grand Traverse area remains isolated between November and May, when the lake is frozen, and the only access is on foot with snowshoes. (Wheeler - verify PL)
- 1857 Village of Michilimackinac laid out; later Mackinaw City, Mich.
- 1857 Late in year, Lake Erie, Wabash & St. Louis (should be Toledo, Wabash & Wester RR?) completed from Lafayette, Ind., to St. Louis (E. St. Louis?)
- 1857 Through service between Philadelphia and Niagara Falls via Reading; Catawissa, Williamsport & Erie; and Williamsport & Erie ends. (check paper?)
- 1857 Peru & Indianapolis Railroad (?) enters receivership. (Rehor - verify)
- 1857 Clement Acton Griscom (1841-1912), later head of International Navigation Company and a PRR director, joins the Philadelphia ship brokering firm of Peter Wright & Sons as clerk at age 16. (Flayhart)
- 1857 Philadelphia shipbuilder William Cramp (1807-1879) takes his sons Charles H. Cramp (1828-1913) and William M. Cramp (1832-1923) into the business as William Cramp & Sons. (Scharf)
- 1857 J.W. Bissell presents an estimate of \$1.5 million to the St. Louis & Illinois Bridge Company; trade and population of St. Louis are not enough to support this expense; project is delayed first by Panic and then by Civil War. (Jackson)
- 1857 Valentine Freight Express Company incorporated to transfer freight across the Mississippi River at St. Louis on boats of Wiggins Ferry Company. (Jackson - verify)
- 1857? Raleigh & Gaston Railroad extended eastwardly along the Roanoke River

from Gaston to Weldon to make connection with the Seaboard & Roanoke Railroad. (Taber)

- 1857 Southern Pacific Railroad (Texas) opens between Marshall, Texas, and Swansons Landing, Texas, 23 miles; line is partly torn up by Confederate soldiers during Civil War and rebuilt to run to an eastern terminus near Warsaw, Texas. (ICC)
- 1857 Chester W. Chapin (1798-1883) begins operating a day line of steamboats between New York and Bridgeport with the *Bridgeport*, connecting with his Housatonic Railroad and creating an new through line between New York and Boston. (Dunbaugh)
- 1857 Michael P. Holland buys the section of the Rockaway peninsula later named after him; soon after, Louis Hammel acquires the land directly to the east. (Bellot)
- 1857 Richard Jones, operator of Hanover Furnance, builds the Florence Iron Works foundry at Florence, N.J., on the Delaware River. (Woodward)
- 1857 Union Improvement Company lease the operations of its anthracite coal lands at Jeddo and Highland northeast of Hazleton to George B. Markle & Co.; Markle's brother-in-law by marriage, Ario Pardee (1810-1892), the main operator at Hazleton, takes a 50% interest. (Foulke&Foulke)
- 1857 Huntingdon & Broad Top Railroad & Coal Company opens the Prospect Mine one mile above Coalmont, Pa.; operated by R. B. Wigton as lessee. (Africa)
- 1857 Red Run Coal Company ceases operations north of Ralston, Pa., having mined about 20,000 tons a year since 1854. (Meginnis/Lycoming)
- 1857 Shafton Coal Company incorporated in Pa. by William Hays, Samuel Warden and Thomas Shaw; builds the first shaft mine in the Pittsburgh District near Irwin. (WCCo)
- 1857 J.H. Robinson and George Seanor open a small drift mine south of the PRR between Manor and Penn stations; later property of the Penn Gas Coal Company. (WCCo)
- 1857 Coal traffic on the Monongahela Navigation first exceeds 1 million tons. (Eavenson)
- 1857 William Kelly (1811-1888) begins two years of off-and-on experiments with a Bessemer type converter of his own design and construction at the Cambria Iron Company works at Johnstown; however, it does not succeed

on a commercial scale. (Swank - Daddow/Bannan claims patent to Kelly on Jan. 20, 1857)

- 1857 Quaker Cyrus Mendenhall builds Belmont Furnace, the first blast furnace in the Wheeling District at Martins Ferry, Ohio, to use local ores. (Scott)
- 1857 Henry Chisholm (1822-1881), John Jones and David Jones establish a rail re-rolling mill at Newburgh on the Cuyahoga River near Cleveland. (Paskoff ed, Johnson/Cuyahoga)
- 1857 Eber Brock Ward of Detroit establishes the Chicago Rolling Mill on the right bank of the Chicago River just outside the city limits for the purpose of re-rolling rails; the first rolling mill in Chicago; the site grows into the North Chicago Rolling Mill Company. (Swank, Walker)
- 1857 Lake Superior Iron Company introduces ore docks with storage pockets and loading chutes borrowed from the Pennsylvania coal fields; becomes the largest shipper of Lake Superior iron ore in the 1860s and 1870s. (Reynolds/Dawson)
- 1857 Drovers of Texas cattle begin arriving in Chicago; the volume of trade doubles in 1858. (CHTaylor)
- 1857 William M. Tweed is appointed to the New York County Board of Supervisors, which the Republican reformers in Albany have chosen to make bipartisan; Tweed immediately forms a what becomes known as the "Tweed Ring" with other unscrupulous supervisors to demand systematic kickbacks on city contracts and to place his cronies, including George G. Barnard (1829-1879), Peter B. Sweeny (1825-1911) and Richard Connolly (-) in city offices. (Burrows/Wallace - verify)