

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

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1815 to 1819

May 2015 Edition

All data subject to correction and change

- Jan. 4, 1815 John McKnight and Thomas Brady, woolen merchants of St. Louis, purchase 5/7 of the heirs of Capt. James Piggott in the ferry and Illinois landing opposite St. Louis. (Scharf, Wallace)
- Jan. 8, 1815 Gen. Edward Pakenham begins a final assault on the American lines below New Orleans, but the attack cannot be begun until after daylight, which renders the British in the open fields easy targets for the Americans drawn up behind a parapet of cotton bales; Gen. Pakenham, his second in command Gen. Gibbs and one other British general are quickly killed, command evaporates, and the British lose a third of their entire force; the American victory is attributable to superior artillery, and not the poorly trained militia; both sides are unaware that the peace treaty already has been signed, although it is not yet in effect; the cumulative effect of Saratoga, Yorktown and New Orleans dissuades British officials from risking further land battles on American soil. (EAH, Mostert, Howe, Taylor)
- Jan. 8, 1815 Following the Battle of New Orleans, Gen. Jackson releases the steamboat *Enterprise* from military duty; over the next two years, it makes 9 round trips between New Orleans and Natchez. (Monette)
- Jan. 9, 1815 Brownsville, Pa., incorporated as a borough. (PL)
- Jan.10, 1815 Commonwealth of Pennsylvania makes its second and last subscription of \$45,000 to the Columbia Bridge Company. (PaArch)
- Jan. 12, 1815 New England Federalists, bitter at the curtailment of trade by Democratic-Republican administrations, issue the declaration of the Hartford Convention, demanding changes in the Constitution; the demands are on the whole moderate and threaten secession only as a last resort; nonetheless, as a result, the Federalists are pilloried as traitors and destroyed as an effective

national party, although they are able to win elections on local issues.
(Howe)

- Jan. 14, 1815 Steamboat *Enterprise* leaves New Orleans for Natchez. (NilesReg)
- Jan. 15, 1815 The 44-gun frigate *U.S.S. President*, Commodore Stephen Decatur (1779-1820) commanding, is attacked and captured off Long Island while trying to break through the blockading squadron after being damaged and grounded while leaving New York in a duel with *H.M.S. Endymion*. (Stokes, Mostert, wiki)
- Jan. 16, 1815 David Jewett Waller (1815-1893), future Pres. and organizer of the North & West Branch Railway, born at Wilkes-Barre, Pa. (NYT)
- Jan. 18, 1815 British begin their retreat from New Orleans back to Lake Borgne; the fleet then moves on to attack Mobile. (Mostert)
- Jan. 19, 1815 Maryland act grants Susquehanna Bridge Company banking powers with \$500,000 of banking capital and changes name to Susquehanna Bridge & Bank Company; provides the money to build the bridge. (PL)
- Jan. 20, 1815 Pres. Madison vetoes a bill to create a new national bank but concedes Congress's right to pass such a bill. (EAH - DAdams has the bill passed 1/20 and vetoed 1/30 as it had been vitiated by amendments)
- Jan. 20, 1815 John Stevens presents a new petition for a railroad between New Brunswick and Trenton to the N.J. Legislative Council (Senate); the Council reports the bill that the House had passed in the last session. (CnclJrnl, Watkins)
- Jan. 23, 1815 Boonsborough Turnpike Road Company incorporated in Maryland. (Blandi)
- Jan. 24, 1815 New Jersey Legislature begins hearings on Aaron Ogden's steamboat monopoly grant; Robert Fulton attends in person to lead the attack; as the Legislature is now controlled by Democratic-Republicans, and Ogden is a Federalist, the hearings become a political attack; noted Republican lawyer Thomas A. Emmet (1764-1827) appears for Fulton and Livingston; Ogden conducts his own defense. (Lane, Hatfield, Philip)
- Jan. 24, 1815 N.J. Council sends John Stevens's railroad bill back to committee. (CnclJrnl, Watkins)
- Jan. 25, 1815 Robert Fulton testifies in the Ogden hearing at Trenton; denies he ever saw Fitch's plans and producing a letter supposedly written to Lord Stanhope in 1793 showing he had thought of side wheels; under examination the letter is shown to be a backdated copy made after 1796, undermining the foundation

of Fulton's patent; in returning to New York, Fulton spends three hours at his Jersey City shop, then is forced to cross the Hudson in an open boat and on foot over the ice. (Philip, Baxter - Stiles says RF saved his lawyer Thomas Addis Emmet from drowning)

- Jan. 26, 1815 "The President, Directors & Company of the Farmers Bank of New Jersey" incorporated from a prior association at Mount Holly. (MB)
- Jan. 28, 1815 Farmers Bank of Canton organized as an unincorporated association in Ohio. (Huntington)
- Jan. 29, 1815 New Jersey Legislature concludes its hearings on the Ogden-Livingston steamboat monopoly dispute. (Hatfield)
- Jan. 31, 1815 N.J. Council committee reports John Stevens's railroad bill with amendments. (CnclJrnl, Watkins)
- Feb. 1, 1815 A new Council of Appointment is elected in New York State; Martin Van Buren (1782-1862) is appointed Attorney-General. (JHammond)
- Feb. 2, 1815 N.J. Council passes John Stevens's railroad bill by a vote of 7-4. (CnclJrnl, Watkins)
- Feb. 3, 1815 Lucas Sullivant opens the first toll bridge across the Scioto River at Columbus, Ohio. (Taylor)
- Feb. 4, 1815 New Jersey Legislature, now under Democratic-Republican control, revokes the Ogden & Dod steamboat monopoly on a strict party vote, unswayed by evidence; opens the way for John R. Livingston to resume running to New Brunswick. (PL, Philip, Baxter)
- Feb. 4, 1815 New Jersey act authorizes Daniel W. Coxe, Samuel Wright, Jr., and Peter T. Smith to construct a wing dam in the Delaware River at the Great Falls at Trenton. (PaArch)
- Feb. 6, 1815 New Jersey issues first railroad company charter in America to John Stevens and others for the "New Jersey Railroad Company" between New Brunswick and Trenton; bill has failed to pass in the previous session when Federalists sympathetic to Ogden and hostile to Stevens controlled the Legislature; the charter is based on those of turnpike roads and becomes the model for most U.S. state railroad charters; this perpetuates the ancient common law notion that railroads are "public highways" in the same manner as dirt roads, rather than a radically new and rapidly evolving technology. (PL)
- Feb. 7, 1815 Act of Congress for the relief of Oliver Evans extends his steam engine

patent another 7 years. (StatutesatLarge)

- Feb. 8, 1815 Ohio revenue act imposes a 4% tax on the dividends of both incorporated and unincorporated banks; bars unincorporated banks from issuing notes that can circulate as money. (PL)
- Feb. 11, 1815 Couriers bringing the Treaty of Ghent arrive in New York, touching off peace celebrations. (EAH, Taylor)
- Feb. 11, 1815 “The President & Trustees of the Pennsylvania & New Jersey Steam Boat Company” incorporated in N.J. to operate a steam ferry between Kaighns Point, Camden, and Southwark on a route formerly operated by Christopher Madara; holds an exclusive steamboat grant from Fulton and Livingston for 5 miles on either side of Kaighns Point, requiring other proprietors to use teamboats. (PL, Prowell)
- Feb. 12, 1815 Mobile surrenders to the British. (Mostert)
- Feb. 13, 1815 News of the Treaty of Ghent reaches Washington. (Howe)
- Feb. 14, 1815 News of the peace reaches the British forces at Mobile; they are obliged to camp on an island infested with snakes and alligators for a month while waiting for a formal proclamation from Pres. Madison before returning home. (Mostert)
- Feb. 14, 1815 Congress appropriates an additional \$100,000 for the National Road. (CongGlobe)
- Feb. 15, 1815 New Brunswick Steam-boat Ferry Company incorporated in N.J. by Robert Arnold, John Phelan and Isaac Lawrence to operate between New York and New Brunswick as successor to the unincorporated Team & Steam Boat Company of John Simpson & Co.; money spent by Arnold and Phelan on the steamboat *John Fitch* and the horse-boat *Experiment* is to be refunded; the charter proves useless with the repeal of Aaron Ogden’s steamboat monopoly, and the company remains dormant until the decision in *Gibbons v. Ogden* in 1824. (PL, Thompson, Benedict)
- Feb. 15, 1815 News of the Treaty of Ghent is celebrated in Philadelphia with an illumination (citizens placing lights in all their windows to illuminate the streets). (Wainwright)
- Feb. 15, 1815 Huntingdon, Cambria & Indiana Turnpike Road Company receives letters patent. (Africa)
- Feb. 15, 1815 Vice Admiral Alexander Cochrane departs the Gulf for Chesapeake Bay. (Arthur)

- Feb. 16, 1815 Treaty of Ghent ratified in Washington. (Howe)
- Feb. 17, 1815 James Monroe exchanges copies of the Treaty of Ghent with the new British minister at Washington, officially ending the War of 1812; difficulties in conducting military operations on the New York, Pennsylvania and Northwest frontiers and with the British coastal blockade give strong impetus to the revival of internal improvement projects. (EAH, Howe, Taylor)
- Feb. 20, 1815 *U.S.S. Constitution* captures the frigate *H.M.S. Cyane* and the sloop *H.M.S. Levant* off Madeira. (Mostert)
- Feb. 23, 1815 Robert Fulton (1765-1815) dies of pneumonia brought on by exposure in crossing the Hudson River in an open boat during a storm on his return from Trenton; Charles Stouinger (1775-1816) and James P. Allaire (1785-1858) then assume the operation of Fulton's Jersey City steam engine shop. (Philip, Pursell)
- Feb. 24, 1815 New York City gives Robert Fulton what amounts to a state funeral, and he is interred in the Livingston family vault in Trinity Churchyard. (Stokes)
- Feb. 24, 1815 Huntingdon, Cambria & Indiana Turnpike Road Company receives letters patent. (PaArch)
- Feb. 25, 1815 New York act authorizes laying out a state road from the bridge over the Genesee River near Mount Morris to the mouth of Great Valley Creek (Salamanca). (PL)
- Feb. 26, 1815 Napoleon makes his escape from Elba with 1,100 troops. (Black)
- Feb. 27, 1815 A large public meeting is held in Philadelphia to canvas the city for donations to buy firewood for the poor; there is no indication that fuel is actually scarce, but that many have been impoverished as a result of the war and Embargo. (USGaz)
- Feb. 28, 1815 George Stephenson receives a British patent for an improved locomotive using simple adhesion without cog wheels and rack rail, including both chain drive and the use of drive rods attached to cranked axles, the first use of the latter method. (Patnt)
- Mar. 1, 1815 New Alexandria & Conemaugh Turnpike Road Company incorporated to build part of "Northern Turnpike" between Harrisburg and Pittsburgh (U.S. Route 22). (PL)
- Mar. 1, 1815 The *Diamond* sails from New York bound for Havana, reopening the port's

foreign commerce. (Stiles)

- Mar. 1, 1815 Having escaped from Elba, Napoleon lands on French soil near Antibes; the army rallies to him; among those deserting the Restoration government is his old aide-de-camp Gen. Simon Bernard, later a U.S. military engineer. (Schom, DAB)
- Mar. 1, 1815 Monroe County, Ohio, fully organized with county seat at the house of Levin Oakey. (Long)
- Mar. 3, 1815 Act of Congress reducing the size of the peacetime army to 10,000 disbands the Topographical Engineers; Maj. John Anderson and Isaac Roberdeau (1763-1829) are kept on duty through presidential discretion to complete surveys of Lake Champlain. (topogs.org, Skeen)
- Mar. 3, 1815 John Rea (1755-1829), grandfather of future PRR Pres. Samuel Rea, ends his last term in Congress; he later serves in the State Senate in 1823-1824. (CongBio)
- Mar. 3, 1815 Newtown, N.Y., (later Elmira) incorporated as a village within the Town of Newtown. (PL)
- Mar. 4, 1815 Pennsylvania declares Beech Creek from its mouth to Eddy Lick to be a public highway. (PL)
- Mar. 4, 1815 Hanover, Pa., incorporated as a borough. (PL)
- Mar. 5, 1815 Over 30 vessels have arrived at the Baltimore Basin in the last 48 hours; fuel wood has fallen to the old peacetime rate. (Scharf)
- Mar. 8, 1815 Schuylkill Navigation Company incorporated in Pa. to improve river by locks, dams and short canals from Philadelphia to the anthracite coal region around present-day Pottsville; opposed by Union Canal Company of Pennsylvania, which claimed prior right to the portion of the route between Philadelphia and Reading. (PL)
- Mar. 8, 1815 Bedford & Stoystown Turnpike Road Company incorporated in Pa. to build a section of the "Southern Turnpike" (U.S. Route 30). (PL)
- Mar. 9, 1815 Present, enlarged plat of the town of Millville, N.J., laid out adjoining the furnace of David C. Wood. (Cushing)
- Mar. 10, 1815 New Castle & Frenchtown Turnpike appoints first toll collectors at Clarkes Corners and Glasgow, Del.; agrees with John Janvier, proprietor of Union Line of stages and wagons, for unrestricted use of road for one year in return for payment equal to 6% dividend; the road is largely dependent on

the Union Line for income. (MB, Holmes)

- Mar. 11, 1815 Pennsylvania & New Jersey Steamboat Company incorporated in Pa. to operate Joseph Kaighn's ferry between Philadelphia and Camden; secures exclusive grant from Fulton-Livingston interests that forces other steam ferries off the Delaware; operates new catamaran steamboat *Union* between Kaighn's Point and Washington Street, later to South Street; company is not successful and fails by 1821. (PL, Scharf, Boyer, Prowell)
- Mar. 11, 1815 York & Gettysburg Turnpike Road Company incorporated in Pa. (PL)
- Mar. 11, 1815 Sunbury Susquehanna Bridge Company incorporated in Pa. (PL)
- Mar. 11, 1815 Pennsylvania act authorizes laying out a state road from the Market Street Bridge to McCalls Ferry. (PL)
- Mar. 11, 1815 Etienne Pinconneau plats the town of Jacksonville on Cahokia Creek opposite St. Louis; later in the year, he sells it to John McKnight and Thomas Brady. (Wallace)
- Mar. 13, 1815 Pennsylvania declares the Tioga River to be a public highway from Peters Camp to the New York state line. (PL)
- Mar. 13, 1815 John Thomson, Edward Darlington and Samuel Ankrin appointed commissioners to lay out a state road (Street Road) from the Market Street Bridge in Philadelphia to the McCalls Ferry Bridge on the Susquehanna River. (PaArch)
- Mar. 15, 1815 New Brunswick Associates dissolve; unfinished hull of steamboat *John Fitch* and teamboat *Retaliation* are later sold. (Thompson)
- Mar. 1815 New York City resumes trade with West Indies, Europe and Far East.
- Mar. 1815 DeWitt Clinton is ousted as Mayor of New York by Tammany Hall Republicans; he then reconstructs his following on the basis of support for the Erie Canal. (wiki, Larson)
- Mar. 1815 Fulton steamboat *Aetna*, companion to the *Vesuvius* and the fifth steamboat built on the Ohio River, leaves Pittsburgh on its first voyage to New Orleans. (Monette)
- Mar. 1815 Price index of imported commodities at Philadelphia drops from 231 to 178 in one month; continues to fall to 125 by early 1817; price index of manufactured goods has fallen abruptly from a war-time high of 214 to 177 in March 1815; domestic manufacturers in the Middle States bear the brunt of competition from cheap imports. (Rothbard)

- Mar. 1815 Oliver Evans delivers his high-pressure steam engine to the Fairmount Water Works. (Gibson)
- Mar. 18, 1815 Oliver Evans announces he will resume work on a steamboat at Pittsburgh. (Shagena)
- Mar. 19, 1815 Louis XVII flees Paris for Ghent. (Black - or 3/18?)
- Mar. 20, 1815 Napoleon enters Paris and assumes power. (Schom)
- Mar. 21, 1815 The Fulton-Livingston steamboat *Fulton*, Capt. Elihu S. Bunker, leaves New York for New Haven, inaugurating steam navigation on Long Island Sound after the British blockade is lifted; cuts the 4-to-5-day New York-Boston stagecoach trip almost in half; it is the first steamboat to pass through Hell Gate. (Dunbaugh, Heyl)
- Mar. 21, 1815 Chief Engineer Gen. Joseph G. Swift reports to Secretary of War William H. Crawford (1772-1834) that he has arranged to send army engineers to all the ports from Maine to New Orleans to select sites for fortifications, a direct response to British ability to operate in U.S. bays and harbors during the war. (Hill)
- Mar. 22, 1815 Benjamin Henry Latrobe accepts a commission to rebuild the U.S. Capitol, and prepares to leave Pittsburgh. (Hamlin)
- Mar. 23, 1815 Sloop *U.S.S. Hornet* forces the surrender of the British sloop *H.M.S. Penguin* in action off the South Atlantic island of Tristan da Cunha, the last naval action of the War of 1812. (Mostert)
- Mar. 25, 1815 The Allied Powers, meeting in Vienna, put aside their squabbles over the spoils of victory and form the Seventh Coalition dedicated to the complete overthrow of Napoleon; their nearest armies are the Prussians in eastern Belgium, and an Anglo-Dutch force in central Belgium, and it is against these that Napoleon resolves to strike. (Black)
- Mar. 26, 1815 William Barclay Foster, Jr. (1814-1815), the infant son of William Barclay Foster, Sr., dies; soon after, Foster, Sr., acknowledges and adopts his illegitimate son (1808-1860), to whom he gives the same name; through his father's Democratic Party connections, Foster, Jr., attains great success as an engineer and later the PRR's first VP; he ends up supporting his natural family, whose men-folk are plagued by alcoholism and improvidence; the younger Foster's parentage is considered a dark family secret and suppressed in all public, though not private, writings of the family, where he is described as an adopted nephew. (Wilson, Hare, dwfoster.com,)

- Mar. 31, 1815 Seneca & Susquehannah Lock Navigation Company incorporated in N.Y. to connect Seneca Lake with the Susquehanna River. (Whitford)
- Apr. 1, 1815 Fire destroys Josiah White's & Erskine Hazard's wire mills at the Falls of Schuylkill. (White)
- Apr. 1, 1815 Huron County, Ohio, fully organized with county seat at Milan. (Long)
- Apr. 3, 1815 Seat of Monroe County, Ohio, changed from the house of Levin Oakey to Woodsfield. (Long)
- Apr. 7, 1815 New York declares Little Valley Creek to be a public highway from the Allegany River to the line between the 3rd and 4th townships on the 7th range of the Holland Land Company; also Great Valley Creek from the Allegany River to the line between the 4th and 5th townships in the 5th range of the Holland Land Company; also Conewango Creek from the Chautauqua Outlet to the forks; also Cayuga Creek from the junction with Buffalo Creek to the line between Genesee and Niagara Counties. (PL)
- Apr. 10, 1815 New York act authorizes the Bank of Utica to open a branch at Canandaigua. (PL)
- Apr. 11, 1815 Mount Tambora on the East Indian island of Sumbawa begins five days of erupting, the most powerful eruptions in recorded history; ash discharge is 100 times that of the Mount St. Helens eruption of 1980 and follows the eruptions of Soufriere in the West Indies in 1812 and Mayon in the Philippines in 1814; 55 million tons of sulfur dioxide gas are blasted 20 miles into the stratosphere where the jet stream carries it, in the form of a fine mist of sulfuric acid, around the world in two weeks and from pole to pole in two months; the cloud causes extreme cooling over the Northern Hemisphere, beginning with an unusually severe winter and continuing into 1816. (Fagan, Howe - Klingaman has 4/5 with a larger eruption 4/10-11)
- Apr. 14, 1815 New York declares Stocking Creek from the Cohocton River upwards for 7 miles a public highway; also Mead's Creek from the Cohocton River to McBurney's mill in Painted Post. (PL)
- Apr. 14, 1815 Village of Greenbush, N.Y., incorporated within the Town of Greenbush at the point across the Hudson River from Albany. (PL)
- Apr. 15, 1815 The Philadelphia committee reports that it has raised \$6,376 and purchased 200 cords of wood for the poor, offered by the Watering Committee at cost; the committee blames the drunkenness and other bad habits of the poor for their plight. (USGaz)
- Apr. 1815 Jacob Barker (1779-1871), a New York City business associate of Martin

Van Buren and a member of Tammany Hall, organizes the Exchange Bank, of which he is the sole owner; Barker then wins a court ruling, based on his services to the Democratic-Republican Party, that as an individual, he is exempt from the 1804 ban on private banking associations. (Seavoy, Pencak)

- Apr. 18, 1815 Fulton Steam Boat Company incorporated in N.Y. by Josiah Ogden Hoffman (1766-1837), William Cutting and Cadwallader D. Colden (1769-1834), et al., who have purchased the steamboat rights to the East River and Long Island Sound from the heirs of Fulton and Livingston; capitalized at \$250,000. (PL, Stokes)
- Apr. 18, 1815 Aaron Ogden begins running his steamboat *Sea Horse* directly between New York and Elizabethtown Point. (NJJrnl)
- Apr. 18, 1815 New York act releases the City Bank of New York and the Bank of America from certain obligations if they subscribe to the \$1.3 million state loan. (PL)
- Apr. 18, 1815 New York act authorizes the Bank of Newburgh to open a branch at Ithaca. (PL)
- Apr. 18, 1815 Canandaigua, N.Y., incorporated as a village; Auburn, N.Y., incorporated as a village. (PL)
- Apr. 24, 1815 Federalists carry New York City in a backlash against the dislocations created by the war. (JHammond)
- Apr. 25, 1815 Chambersburg & Bedford Turnpike Road Company receives letters patent. (PaArch)
- Apr. 25, 1815 James French Sharp (1815-1888), future carbuilder and founder of the Jackson & Sharp Company, born in Hunterdon County, N.J. (EvrEvng obit)
- Spring 1815 Future Indianapolis banker and railroad president Samuel Hannah (1789-1869) and his family descend the Ohio River from Brownsville, Pa., to Cincinnati in a flatboat, then travel by wagon to Warren County, where he works as a school-teacher for two years, then moves to Wayne County, Ind. (Sulgrove)
- May 1, 1815 Schuylkill Navigation Company opens books at the Merchants Coffee House in Philadelphia. (Hare)
- May 4, 1815 Jesse Richards (1782-1854) blows in Washington Furnace at what is now Lakewood, N.J., but abandons it on Jan. 1, 1818. (Miller, Swank)

- May 5, 1815 John R. Livingston compromises with Aaron Ogden and grants him a 10-year permit to operate his steamboat *Sea Horse* to New York for \$800 per year. (Hatfield)
- May 6, 1815 *Enterprise* leaves New Orleans for Louisville, reaching it in 25 days; first to ascend lower Ohio and falls at Louisville. (Monette, Morrison)
- May 8, 1815 Huntingdon, Cambria & Indiana Turnpike Road Company organized. (Lytle)
- May 1815 First ships arrive in New York from Britain loaded with manufactures formerly interdicted by war; Britain favors the central location of New York for dumping its manufactures on the starved American market; gives New York a permanent lead as the main American entrepôt port; New York customs receipts for year exceed Pennsylvania and Massachusetts combined; the market is soon glutted but surplus goods are sold at auction, drawing country merchants from all over the U.S. to New York looking for bargains. (Albion)
- May 1815 Monthly British mail brigs resume operations to New York. (Albion)
- May? 1815 Mutual Assistance Coal Company for the Promotion of Manufactures issues an address in Philadelphia reporting on the successful trials of anthracite coal and noting that abundant supplies may be had from the upper Schuylkill River. (Scharf - may be earlier)
- May 1815 Columbia Turnpike (now U.S. 29) opens from Ellicott City to the Patuxent River west of present-day Laurel, Md., creating an alternate route between Baltimore and Washington/Georgetown using the Frederick Turnpike as far as Ellicott City. (ColHS 50)
- May 17, 1815 New Castle & Frenchtown Turnpike Company asks Governor of Maryland for viewers to license portion of road from Delaware state line to Frenchtown, which is now completed. (MB - according to Scharf, not licensed until Apr. 1817)
- May 23, 1815 Steamboat *Washington* arrives in Norfolk en route to Washington, D.C.; built under the direction of Robert Fulton at New York by Charles Browne in 1813 and to be operated under a Fulton grant to the Potomac Steamboat Company on the Potomac River between Washington and Potomac Creek. (Holly, Brown)
- May 22, 1815 Union Canal Company of Pennsylvania Board authorizes the 3rd class lottery. (MB)
- May 30, 1815 *Enterprise* arrives at Shippingport below the Falls of the Ohio near

Louisville, reaching it in 25 days; it proceeds upstream to Pittsburgh, being the first to ascend lower the Ohio and the falls at Louisville. (Monette, Morrison)

- June 3, 1815 Bourbon King Ferdinand IV (1751-1825) of Naples is restored after the former king, Joachim Murat (1767-1815), Napoleon's brother-in-law, is defeated; Murat is soon executed by the Neapolitans. (Mercer)
- June 5, 1815 John H. Barney & Co. establishes a new stagecoach line between Baltimore and Washington via the Columbia Turnpike (now U.S. 29). (BaltAm)
- June 5, 1815 Potomac Steamboat Company begins operating the steamboat *Washington*, built in New York in 1813, daily between Georgetown and Aquia Creek, stopping at the Long Bridge in Washington and at Alexandria; before the end of the month it is changed to every other day to meet the stage schedules; cuts Washington-Richmond travel time from 36 to 24 hours. (Bryan, Mordecai)
- June 5, 1815 Alfred Kelley elected first Pres. of Village of Cleveland. (Vexler)
- June 6, 1815 Richard Trevithick receives a British patent for a high-pressure steam engine. (Patnt)
- June 9, 1815 Allies sign the final act of the Congress of Vienna. (Mercer)
- June 10, 1815 Steamboat *Washington* makes two round trips between Washington and Aquia Creek. (Heyl)
- June 10, 1815 Steamboat *Enterprise* leaves Louisville for Cincinnati. (ARJ)
- June 13, 1815 Steamboat *Enterprise* arrives at Cincinnati, having ascended the river in 28 running days carrying 35 tons. (ARJ)
- June 15, 1815 Steamboat *Eagle*, owned by Moses Rogers, Daniel Large, et al., leaves Philadelphia for service on Chesapeake Bay; it has been damaged several times in races with the Stevens boats in Philadelphia-Bordentown service. (Heyl)
- June 16, 1815 Napoleon defeats the Prussians under Field Marshall Gebhard Leberecht Blücher (1742-1819) at Ligny; they withdraw but do not retreat into Germany; instead, Blücher eludes the French army sent to shadow him and maneuvers to combine with the Anglo-Dutch army led by the Duke of Wellington. (Black)
- June 17, 1815 Steamboat *Enterprise* leaves Cincinnati for Pittsburgh; is damaged at Marietta, delaying its arrival. (ARJ)

- June 18, 1815 Hastily-assembled Anglo-Dutch army under the Duke of Wellington confronts Napoleon at Waterloo in modern Belgium; the Prussians under Field Marshal Gebhard Leberecht Blücher arrive on the battlefield just in time to turn the tide in favor of the Allies and complete the total destruction of Napoleon's last army. (Black, Schom)
- June 19, 1815 Steamboat *Eagle* arrives in Norfolk from Philadelphia via outside route under Capt. Moses Rogers; inaugurates first steamboat trip between Norfolk and Baltimore a few days later. (Heyl, Holly)
- June 21, 1815 Napoleon returns to Paris; the British and Prussians cross into France in pursuit. (Black)
- June 25, 1815 Steamboat *Eagle* arrives in Baltimore, the first steamboat to sail the length of Chesapeake Bay; is intended for use between Baltimore and Elkton, although it makes several trips to Norfolk and Richmond in July. (Brown)
- June 25, 1815 Napoleon flees Paris hoping to make another stand at Laon. (Black)
- June 27, 1815 Britain's new Corn Law receives the royal assent, replacing an older law of 1804; the old law placed a price ceiling of 63s. per quarter, after which heavy duties would be imposed; the new law raises the ceiling to 80s. per quarter but above that price bars imports entirely from the home market in the British Isles; the price is also to be calculated from an average of the entire British market, instead of only its 12 port districts. (Barnes, Sharrer)
- June 28, 1815 Adam Hooper establishes a new stagecoach line between Baltimore and Carlisle, Pa. (BaltAm)
- July 1, 1815 Americans restore Amherstburg, Canada, to the British. (Taylor)
- July 3, 1815 Commercial treaty with Britain admits American trade with the East Indies but without concessions on the West Indies. (EAH)
- July 3, 1815 The defense of Paris collapses under pressure from the Prussians; the French army negotiates a withdrawal beyond the River Loire; Napoleon arrives at the Atlantic port of Rochefort, hoping to escape to America, but is trapped by the British naval blockade. (Black)
- July 6, 1815 Second class of the Union Canal Lottery drawn by Manager Benjamin B. Howell (1786-1841). (AR)
- July 7, 1815 Allies reenter Paris without opposition. (Black)
- July 15, 1815 Napoleon surrenders to the British who, unlike the other Allies, are content

merely to imprison rather than kill him; although Napoleon is led to believe he will be allowed to live in exile in England, he is considered too dangerous a presence and a potential rallying point for British republicans and dissidents and is sent to St. Helena, a British naval supply station on a remote, damp, volcanic rock in the South Atlantic, where he is kept under heavy guard; Napoleon dies there in 1821, allegedly of stomach cancer but under suspicious circumstances; modern theories range from assertions that he was slowly poisoned with arsenic administered by one of his French aides who hoped to inherit his money, to poisoning by toxic fumes emitted by his wallpaper; many Bonapartists flee to America, including Napoleon's brother Joseph Bonaparte (1768-1844), the ex-King of Spain, who later settles in Bordentown, N.J., and military engineers Simon Bernard (1779-1839) and Claudius Crozet (1790-1864), who introduce French engineering methods in America; the end of the war in Europe brings an end to the lucrative American carrying trade; the U.S. turns from involvement in European affairs to internal development and sectional problems. (Schom, Black)

- July 16, 1815 The French army on the Loire surrenders and is disbanded. (Black)
- July 18, 1815 American forces finally take possession of Mackinac Island, ending the British military presence on American soil in the Great Lakes region and exposing the Native Americans living south of the U.S.-Canada boundary line to American vengeance and dispossession. (Long, Taylor)
- July 20, 1815 Stockton & Co. begin operating a mail stagecoach between Baltimore and Carlisle. (BaltAm)
- July 24, 1815 Samuel Briscoe & John Partridge, whose sailing packets have suffered under competition from Edward Trippe and William McDonald's Union Line, establish the Elkton Line of stages and steamboats between Baltimore and Philadelphia via Elkton and Wilmington three times a week; steamboat *Vesta* on the Delaware River and *Eagle*, Capt. Moses Rogers, on Chesapeake Bay; they are driven out of business by the Union Line in 1819. (BaltAm, Burgess, Shannahan)
- July 24, 1815 The restored Bourbon monarchy of France issues a list of proscriptions of officers who deserted from the King to Napoleon; some like Marshal Ney are executed, some banished, and some flee to America; Stephen Girard acts as banker to many of the exiles. (McMaster)
- July 25, 1815 Joseph Bonaparte embarks for American exile on the American brig *Commerce* from Royau traveling as "M. Bouchard." (BordHS - fix 1814!!)
- July 30, 1815 Future civil engineer and Lines West railroad Pres. William Henry Clement (1815-1887) born at Saratoga Springs, N.Y. (JWhite)

- July 31, 1815 The boiler of a locomotive designed by William Brunton explodes during a test on the Earl of Durham's railway, killing both enginemen and fatally injuring spectators; the first documented locomotive explosion and serious railroad disaster; Brunton's peculiar locomotive design uses two mechanical feet worked by levers for traction. (Rolt)
- Aug. 5, 1815 Steamboat *Eagle* begins operating from Baltimore to Centreville on Saturdays, returning Sundays, pending the construction of a new boat for Eastern Shore service. (BaltAm)
- Aug. 5, 1815 Baltimore Union Line of William McDonald & Son switches to run via New Castle and Frenchtown instead of Wilmington and Elkton, using *Delaware*, Capt. Willmon Whilldin, on Delaware River and *Chesapeake*, Capt. Edward Trippe, on Chesapeake Bay; stagecoach portage reduced to less than 16 miles on the newly-completed turnpike; operates sailing packets on alternate days when the steamboats don't operate and maintains 12 stagecoaches for use between New Castle and Frenchtown. (BaltAm, PADA)
- Aug. 16, 1815 New Shenandoah Company organized at Woodstock, Va.; Charles A. Stuart elected Pres. (Kapsch)
- Aug. 19, 1815 Joseph Bonaparte arrives in New York and identifies himself as the Comte de Survilliers. (BordHS)
- Aug. 25, 1815 *U.S.S. Franklin*, a 74-gun ship-of-the-line, is the first warship launched from the Philadelphia Navy Yard, located near the foot of Washington Avenue; the PRR will later acquire this property for its freight terminal when the Navy Yard is moved south to League Island. (Scharf)
- Sep. 2, 1815 Schuylkill Navigation Company receives letters patent. (PaArch, Hare)
- Sep. 3, 1815 Future International Navigation Company Pres. James Anderson Wright (1815-1893) born in Talbot County, Md.; son of Peter Wright, a Quaker shipping merchant who moves to Philadelphia in 1817. (RyW)
- Sep. 7, 1815 Benjamin Henry Latrobe's Centre Square Water Works is superseded by the Fairmount Water Works, where the low-pressure steam engine goes into operation; in fact, it is Oliver Evans's high-pressure engine that is operated most of the time after its official acceptance on Dec. 15, 1817. (Gibson, Blake, DAB)
- Sep. 9, 1815 Future civil engineer Joseph S. Gitt (1815-1901) born. (HistCumbAdams)
- Sep. 14, 1815 At the Treaty of Portage des Sioux, the Sauk and Fox reaffirm their cession

of all their claims to the land in western Illinois and southwestern Wisconsin between the Illinois and Fox Rivers on the east and the Mississippi River on the west. (IndLndCessions)

- Sep. 1815 Next section of the National Road let, running 6.5 miles west from Smithfield. (HistBdfdSsetFltn)
- Sep. 19, 1815 Marietta, Richland & Mount Joy Turnpike Road completed and licensed to take tolls. (PaArch)
- Oct. 5, 1815 Schuylkill Navigation Company stockholders hold their first meeting at Norristown and elect directors, including Caspar W. Morris, Joseph Watson, William Schlatter, Robert Kennedy, Lewis Reese, Manuel Eyre (1777-1845), Lewis Wernwag (1769-1843) and Joshua Malin; Josiah White, who had pushed for the project, is frozen out of the management. (MB, White)
- Oct. 7, 1815 Schuylkill Navigation Company organized; Cadwalader Evans, Jr. (1762-1841) elected Pres.; Clement C. Biddle (1784-1855), Secretary-Treasurer; appoints a committee to view the improvements on the Connecticut River. (MB)
- Oct. 1815 Future investment banker and PFW&C Railway Pres. Louis Henry Meyer (1815-1892) born at Bremen, Germany, the son of Thomas Meyer of New York, operator of a line of sailing packets between Bremen and New York; he is brought to New York at age 5 months, but receives his education at Bremen between 1828 and 1836. (Bayles)
- Oct. 21, 1815 Robert Myers Shoemaker (1815-1885), future civil engineer and official of railroads in New York, Ohio, and the West, born at Mohawk, N.Y.; son of Robert Shoemaker and Catherine Myers. (RyW, ancestry.com)
- Oct. 24, 1815 Detroit incorporated as a city. (Dunbar)
- Oct. 26, 1815 Mahlon Dickerson (1770-1853) the son of a major Morris County iron mine operator, succeeds William S. Pennington (1757-1826) as Gov. of New Jersey; although a Democratic-Republican, his industrial interests make him an advocate of a high tariff and of internal improvements; he supports a canal between the Raritan and Delaware Rivers. (Sobel)
- Oct. 26, 1815 Washington Canal opens from the Potomac River to the Eastern Branch (Anacostia River); it is built partly on the bed of Tiber Creek, which runs down the center of what is now the Mall and is prone to silting from tidal action of both rivers and from runoff and sewerage; the most important is the section between the Potomac River on the west and the Centre Market near the present National Archives. (Bryan)

- Oct. 28, 1815 Isaac Hinckley (1815-1888), future Pres. of Philadelphia, Wilmington & Baltimore Railroad, born at Hingham, Mass.; later attends Harvard, Class of 1834. (NYT obit)
- Fall 1815 Fulton-Livingston steamboat *Aetna* ascend the Ohio River as far as Louisville, running on only one paddle wheel above Cairo, taking 60 days, then returning to New Orleans. (Hunter)
- Fall 1815 Mark Hopkins of Genesee County, N.Y., is the first settler on the site of Bellevue, Ohio. (Baughman)
- Nov. 1, 1815 New stagecoach line established running three days a week between Baltimore and Pittsburgh via Gettysburg, Bedford and Greensburg. (BaltAm)
- Nov. 3, 1815 Richard Boyse Osborne (1815-1899), future civil engineer and founder of Atlantic City, born at London, England. (EngrsClubPhila)
- Nov. 15, 1815 Last portion of Perkiomen & Reading Turnpike Road between Perkiomen Bridge (Collegetown) and Reading completed and licensed to take tolls. (PaArch)
- Nov. 15, 1815 Chambersburg Turnpike Road completed from Chambersburg to the summit of South Mountain in the direction of Gettysburg and is licensed to take tolls. (PaArch)
- Nov. 20, 1815 Second Treaty of Paris ends the Napoleonic Wars and reduces France to her 1789 boundaries (which reduces the population by 300,000), imposes an indemnity of 700 million francs, and the cession of several border towns, and requires France to pay the cost of a 150,000-man occupation army; the wars have killed at least 5 million Europeans; Britain secures Ceylon, Mauritius, the Cape of Good Hope, and Malta; Prussia obtains northern Saxony and lands along the Rhine, including the Saar and Ruhr basins, future centers of German heavy industry. (Mercer, Black, Blanning)
- Nov. 20, 1815 Schuylkill Navigation Company agrees to hire Ariel Cooley (1756-1822), who built locks on the Connecticut River, to view the Schuylkill. (MB)
- Nov. 21, 1815 Wayne County, Michigan, created from a previously unnamed county, with county seat at Detroit. (Long)
- Nov. 23, 1815 Future Ohio Gov. and railroad promoter William Dennison (1815-1882) born at Cincinnati, son of William Dennison, a businessman, and Mary Dennison. (AmScssflMen, Sobel)

- Nov. 24, 1815 Commonwealth of Pa. licenses the first 5 mile section of the Greensburg & Pittsburgh Turnpike Road. (PaArch)
- Nov. 30, 1815 Pa. Gov. Simon Snyder appoints commissioners to view the completed Harrisburg Bridge. (PaArch)
- Dec. 4, 1815 Fourteenth Congress convenes in temporary quarters pending the rebuilding of the Capitol, mostly elected in the worst part of the late war the members are thus strongly nationalistic and committed to development and remedying the economic and military weaknesses revealed by the war; Henry Clay remains Speaker of the House. (Howe, Skeen)
- Dec. 5, 1815 Pres. Madison in his annual message calls for federal aid to internal improvements where they are of a national character and a constitutional amendment authorizing same; also tentatively supports creation of a new national bank if state banks are unable to restore a uniform currency, maintaining coastal fortifications and the Navy, and a protective tariff; this alienates the Old Republican (orthodox Jeffersonian) wing of his party, to which all of these things are anathema. (Ward, EAH, Howe)
- Dec. 14, 1815 Pa. commissioners report on a survey of the Monongahela River to the Va. state line. (PaArch)
- Dec. 1815 The young French architect Guillaume Tell Poussin (1794-1876), a Bonapartist exile, arrives in Philadelphia with a letter of introduction to Stephen Girard; he is a descendant of the famous painter Nicolas Poussin (1594-1665); he then gets a job on the U.S. Capitol under Benjamin H. Latrobe, who treats him rather shabbily and withholds his salary. (McMaster)
- Dec. 1815 Because of the eruption of Mount Tambora, an unusually severe winter begins across northern Europe; paradoxically, the North Atlantic Vortex of upper air currents steers polar air away from the northern United States in a broad band running from Alaska across the Great Lakes and New England, which experiences an unusually mild winter (Virginia is cooler and stormier), while at the same time pumping more moisture from the Atlantic into central and northern Europe, where it creates blizzards and cold rains; once the sun starts warming the Arctic, the vortex weakens, allowing the cooling effect to descend across North America in the spring and summer. (Klingaman)
- Dec. 20, 1815 Ohio Gov. Thomas Worthington in his annual message notes the proliferation of banks and bank notes and proposes that a tax be levied on bank dividends to avoid raising the taxes on land. (Huntington)
- Dec. 23, 1815 Committee on Roads & Navigation reports to the Virginia General

Assembly noting that the state lacks expert civil engineers and calling for the establishment of a general fund and Board to gather information and provide expertise; the area west of the Blue Ridge strongly supports federal aid to internal improvements, which the planter elite east of the Blue Ridge does not. (Skeen, Goodrich)

- Dec. 28, 1815 Steamboat *Baltimore* for Baltimore Union Line launched at yard of Vaughn & Bowers at Kensington; *Philadelphia* is now under construction at Baltimore; are to run with *Delaware* and *Chesapeake*. (PADA)
- Dec. 30, 1815 Mass meeting called at New York City by the stockholders of the Western Inland Lock Navigation Company drafts a memorial in favor of the Erie Canal signed by DeWitt Clinton, Cadwallader Colden, John Swartwout, Thomas Eddy and William Bayard and 1,700 others; the canal is supported mostly by Clintonians and Federalists. (Skeen, Shaw)
- 1815 The number of banks in the U.S. has risen from 88 in 1811 to 208 in 1815; bank notes outstanding have risen from \$2.3 million to \$4.6 million; expansion is particularly heavy in the Middle Atlantic States, with the number of banks increasing from 25 to 111; banks in the South and West increase from 16 to 34. (Rothbard)
- 1815 With the end of war in Europe, U.S. flour exports begin a postwar decline of 50% and remain depressed for about 10 years.
- 1815 Secretary of War James Monroe sends Col. William McRee and Maj. Sylvanus Thayer (1785-1872) to study French military education including the École Polytechnique, where they meet Gen. Simon Bernard (1779-1839), whom they persuade to come to the U.S. as a Brigadier General of Engineers. (Hill, Hunter)
- 1815 Former New Bedford whaling captain Preserved Fish (1766-1846) and his cousin Joseph Grinnell (1788-1885) form a mercantile partnership at New York to deal in whale oil. (Trager)
- 1815 Isaac Edge builds a large windmill northeast of the intersection of Montgomery & Greene Streets in Jersey City, then near the shore line; it is removed in 1839 for the New Jersey Railroad terminal. (Winfield)
- 1815? Steamboat *New Jersey* begins operating six times a week between Philadelphia and White Hill connecting with stages for South Amboy and New Brunswick. (Lane - built earlier)
- 1815 James Horner builds the first guest house on the southern end of Long Beach Island, N.J., which, though difficult of access, gradually becomes a summer refuge for wealthy Philadelphians. (Brinckmann)

- 1815 Abraham Neidig lays out Fairview, Pa., on the Susquehanna River opposite Harrisburg. (HistCumbAdams)
- 1815 McCalls Ferry Bridge Company completes a bridge over the gorge of the Susquehanna River at McCalls Ferry, just above the present Holtwood Dam; built by Theodore Burr; it contains the world's longest single-span wooden arch at 360 feet. (Lestz)
- 1815 First part of Baltimore & Washington Turnpike Road opens. (Harwood)
- 1815 Maryland act appoints commissioners to lay out a road paved with stone or gravel from Baltimore to the Susquehanna River, branching with one branch to run via Bel Air to the projected bridge at Rock Run (Port Deposit) and another towards McCalls Ferry, with a branch from Bel Air to Conowingo Bridge. (Wright/Harford - verify PL)
- 1815 Wurts brothers succeed in sending a ark load of coal from present Carbondale down the Lackawaxen and Delaware Rivers to Philadelphia. (Swank)
- 1815 Brothers David Reeves (1793-1871) and Benjamin Reeves (1779-1844) establish the Cumberland Iron & Nail Works at Bridgeton, N.J. (Cushing, Swank)
- 1815 Peter A. Karthaus (1765-1840), a Baltimore merchant, and his employee J. F. W. Schnars (1785-) arrive at the site of Karthaus, Pa., from Baltimore; Karthaus ships bituminous coal from the "E" or Upper Freeport Seam from present Clearfield County by ark down the West Branch of the Susquehanna River; Schnars and __ Junge buy land from Karthaus and Frederick W. Geissenhainer and make improvements; Karthaus later discovers bog ore at Buttermilk Falls, 4 miles downriver from Karthaus; Geissenhainer and Schnars buy the land from Judge Boudinot of Burlington, N.J., and convey 3 tracts to Peter A. Karthaus. (Aldrich, EEBrown)
- ca. 1815 Eckhart Mines open in the bituminous coal field west of Cumberland, Md. (Kapsch)
- 1815 Daniel Camerer lays out Martinsburg, Pa., in Morrisons Cove. (Africa)
- 1815 John Royer (-1850) and Daniel Royer (1763-1838) build Springfield Furnace in Morrisons Cove, Pa. (Africa)
- 1815 At least 5,800 wagon loads of merchandise, etc., arrive in Pittsburgh from the East via turnpike; somewhat smaller amounts of cordage, saltpeter, etc. are sent eastward. (HistPitts)

- 1815 *Enterprise* of Brownsville, Pa., built by Daniel French (1770-1853) and captained by Henry M. Shreve (1785-1851), descends from Brownsville, Pa., to New Orleans in defiance of the Fulton monopoly; in returning to Brownsville, it becomes the first steamboat to ascend the Mississippi and Ohio rivers above Natchez. (Hunter - see Niles 7/1/15)
- 1815 Lawrenceville, Pa., now part of Pittsburgh, laid out by William Barclay Foster, Sr. (1779-1855), father of future PRR VP William B. Foster, Jr. (PittsDir - PRRMN says 1816, named for Capt. James Lawrence of the *Chesapeake*)
- 1815 State road completed between Angelica and Olean, N.Y. (Ellis/Cattaraugus)
- 1815 James Rosenberry (1797-) of Butler County, Pa., is the first permanent settler on the future site of Salamanca, N.Y. (Ellis/Cattaraugus)
- 1815 John Metcalf establishes the first mail stage between Erie and Cleveland using a light carriage carrying two passengers. (Holmes/Rohrbach, Williams/Ashtabula)
- 1815 William Neil (1788-1870), the future “State Coach King” of Ohio, moves from his native Kentucky to Urbana, Ohio. (Lee/Columbus)
- 1815 Loammi Baldwin surveys a canal around the Falls of the Ohio on the Kentucky side. (Fatout)
- 1815 With the British and Indian threats removed, Government surveyors begin laying out the system of townships required by the Land Ordinance of 1785 across southern Michigan; the entire state is surveyed by 1851. (Dunbar)
- 1815 Future railroad and Brooklyn real estate entrepreneur Edwin Clark Litchfield (1815-1885) born at Delphi Falls, N.Y., son of Elisha Litchfield (1785-1859), a Connecticut Yankee, and younger brother of Electus B. Litchfield (1813-1889). (BrklnEgle, CongBio - verify ancestry)
- 1815 James P. Allaire (1785-1858) establishes the Allaire Works in New York City to manufacture steam engines. (WwasW)
- 1815 Brothers Solomon and Moses Allen form the partnership of S. & M. Allen in New York to conduct a lottery-ticket and exchange business as “Allen’s Truly Lucky Office.” (Larson)
- 1815 Republican Martin Van Buren (1782-1862) is named Attorney-General of New York; this gives him the opportunity to create the first modern political machine by control of the caucus system for choosing candidates and

policies; the older style of factional party politics involved personal loyalty to an individual or family, like the Livingstons and Clintons, rather than to a bureaucratic organization. (, Seavoy)

- 1815 With the end of the Napoleonic Wars, the Irish economy is thrown into crisis; during the wars, population, rents and taxes have risen dramatically; soon, Ulster Scots, mostly from the middling sort of farmers and traders, are leaving for the U.S. at the rate of 20,000 a year; most travel via Canada, as Britain will not clear passenger ships direct to U.S. ports. (Cannadine)
- 1815 John McAdam (1756-1836), who will give his name to a type of road surface, is named surveyor-general of roads at Bristol, England. (DNB)
- Jan. 1, 1816 Jackson County, Indiana Territory, created from parts of Clark, Jefferson and Washington Counties with county seat at Velonia. (Long)
- Jan. 3, 1816 Baltimore & Harford Turnpike Company incorporated in Maryland. (Blandi)
- Jan. 8, 1816 Rep. John C. Calhoun (1782-1850) of South Carolina, at this point in his career a development-minded nationalist, introduces a bill to create a new national bank. (Skeen, Howe)
- Jan. 15, 1816 Maj. John Anderson and Isaac Roberdeau of the Topographical Engineers in a memo to Secretary of War William H. Crawford report that the nation needs a full corps of topographical engineers to survey the frontier and coasts. (Hill)
- Jan. 1816 N.J. Gov. William Pennington, in his annual address to the Legislature, calls for a canal between the Raritan and Delaware Rivers as part of a national chain of inland waterways. (Cranmer)
- Jan. 19, 1816 Isaac A. Chapman returns to Lausanne on the Lehigh River from Philadelphia to find that an ice freshet has carried off all but one of the coal arks whose building he had supervised during the fall; he begins building new arks. (Mathews/Hngrfrd)
- Jan. 25, 1816 Baltimore Exchange Company incorporated in Maryland to construct and operate an exchange building. (Scharf)
- Jan. 27, 1816 Ohio act bans the circulation of notes of unincorporated banks. (Huntington, Lee/Columbus)
- Jan. 29, 1816 Whitestown Manufacturing Company incorporated in Pa. by Josiah White and Erskine Hazard in an unsuccessful attempt to raise capital for their wire-making enterprise at the Falls of Schuylkill. (PL, Scharf)

- Jan. 29, 1816 Waynesburg, Greencastle & Mercersburg Turnpike Road Company incorporated in Pa. to build from the Maryland state line near Emmitsburg through Greencastle and Mercersburgh to intersect the “Southern Turnpike” near McConnellsburg. (PL)
- Feb. 1, 1816 White County, Illinois Territory, created from part of Gallatin County with county seat at the house of Lowmy Hay. (Long)
- Feb. 2, 1816 Republican New York Gov. Daniel D. Tompkins (1774-1825) suggests that the Legislature appropriate part of the revenue to building a state canal; his recommendation is rather tepid. (Sweet, Skeen)
- Feb. 2, 1816 After the chain suspension bridge at the Falls of Schuylkill collapses, Josiah White and Erskine Hazard agree to build a temporary wire bridge; this is the first wire suspension bridge in the U.S. and is entirely of their own manufacture; the wire is strung from the mill on the east side to trees on the west side; the 18-inch wide walkway can support 40 persons at once. (CRobertsPapers, Hagner)
- Feb. 3, 1816 Franklin Bank of Columbus incorporated in Ohio by Lucas Sullivan, James Kilbourne, John Cutler, et al.; charter expires on Jan. 1, 1843. (Taylor)
- Feb. 5, 1816 Schuylkill Navigation Company resolves to begin work at the upper end, where timber is more plentiful and cheaper; timber for the lower section will have to come from the Delaware River; authorizes the location of locks and dams above Hamburg; hears reports on the Connecticut River and a letter from Thomas Eddy describing the canal at Little Falls. (MB)
- Feb. 5, 1816 Virginia creates a Fund for Internal Improvement and “The President & Directors of the Board of Public Works” to supervise and aid the construction of roads and canals; the state transfers all its stock in the Potomac Company, James River Company, Dismal Swamp Canal Company, Upper Appomattox Company, Bank of Virginia, Farmers Bank of Virginia and Little River Turnpike Company (par value, \$1.25 million) to the fund, along with the promise of all future bank stock; the state is to put up two-fifths of the capital for internal improvements when private investors subscribe three-fifths, creating a mixed system of enterprise; a provision for the state to receive no dividends until the private investors receive 6% is dropped in 1828; the Board is to advise the Legislature on the merits of competing projects but does no central planning to ensure a coordinated system; the Board consists of the Governor, Attorney General and State Treasurer, plus 10 civilian members, 2 from Tidewater, 3 from the Piedmont, 2 from the Great Valley and 3 from west of Allegheny Mountain. (PL, Goodrich, Starnes, Dunaway, Hunter)

- Feb. 6, 1816 Jeremiah Morrow, Chairman of the Senate Committee on Roads & Canals reports on the portion of Pres. Madison's message on internal improvements; proposes an annual appropriation for investing in the stocks of private canal and turnpike companies; recommends a subscription of \$400,000 to the Chesapeake & Delaware Canal. (Repts)
- Feb. 7, 1816 Public meeting held at Albany chaired by Chancellor John Lansing with Comptroller Archibald McIntyre (-) as secretary to memorialize the Legislature for the Erie and Champlain Canals. (JHammond)
- Feb. 8, 1816 Harrisburg, Carlisle & Chambersburg Turnpike Road Company receives letters patent. (PaArch)
- Feb. 8, 1816 Seat of White County, Illinois Territory, changed from the house of Lowmy Hay to Carmi. (Long)
- Feb. 10, 1816 Cumberland Turnpike Road Company (Md.) advertises for bids to construct its road by Apr. 1, 1816. (BaltAm)
- Feb. 10, 1816 Columbus, Ohio, incorporated as a borough. (Taylor)
- Feb. 12, 1816 Pennsylvania appoints new commissioners to clear Juniata River to Frankstown; Gen. John Bratton received \$500 on this contract but no work done. (PaArch)
- Feb. 13, 1816 New Jersey appoints John Rutherford (1760-1840), John N. Simpson (d. 1832) and Dr. George Holcombe (1786-1828) commissioners to survey a canal between the Raritan and Delaware; the state is also to instruct its representatives in Congress to seek federal aid. (PL, Cranmer)
- Feb. 13, 1816 Loudontown Turnpike Road Company incorporated in Pa. to build from the Maryland state line near Emmitsburg to the Chambersburg & Bedford Turnpike at Loudontown. (PL)
- Feb. 14, 1816 "President, & Directors of the Bordentown & South Amboy Turnpike Company" incorporated in N.J. with a capital of \$50,000. (PL)
- Feb. 14, 1816 Virginia act authorizes the Dismal Swamp Canal Company to raise \$50,000 by lottery for rebuilding its locks and other improvements. (Brown)
- Feb. 14, 1816 Republican caucus in the New York Legislature nominates Gov. Daniel D. Tompkins for Pres.; a week later, they nominate him for reelection as Gov.; New Yorkers are becoming resentful of the "Virginia Dynasty" of presidents, but Tompkins draws no support from south of the Potomac; those opposed to James Monroe succeeding Madison gravitate to Secretary of War William H. Crawford (1772-1834) of Georgia. (Skeen)

- Feb. 15, 1816 "President & Directors of the Georgetown & Franklin Turnpike Company" incorporated in N.J. with a capital of \$100,000 to build from near New Brunswick to Coryell's Ferry (Lambertville). (PL)
- Feb. 16, 1816 "President & Directors of the Woodbrige & Blazing Star Turnpike Company" incorporated in N.J. with a capital of \$75,000 to build on the old road from Woodbridge to Blazing Star Ferry on Arthur Kill. (PL)
- Feb. 16, 1816 N.J. act creates a Board of Commissioners to conduct a lottery of \$30,000, of which \$20,000 is to be subscribed to the stock of Pennsylvania's Milford & Owego Turnpike Road Company on behalf of the state, with the remained divided among the Union Turnpike Company and Paterson & Hamburg Turnpike, which together will form a direct route from Elizabeth and the Passaic River near New York to Owego and Ithaca, N.Y., capturing the trade of what is then still part of the undeveloped "West." (Cranmer)
- Feb. 16, 1816 Berks & Dauphin Turnpike Road Company receives letters patent. (PaArch)
- Feb. 16, 1816 Commissioners appointed under the New York act of Apr. 8, 1812, report in favor of the state purchasing the property and rights of the Western Inland Lock Navigation Company. (Sweet)
- Feb. 17, 1816 Pennsylvania appropriates \$2,000 for clearing and improving the navigation of Sherman's Creek between Craig's mill dam and the Susquehanna River; completed in 1822. (PL, Hain)
- Feb. 17, 1816 Pennsylvania act incorporates companies to build bridges over the Monongahela River at Smithfield Street and across the Allegheny River at St. Clair Street. (StdHistPitts)
- Feb. 17, 1816 Wheeling & Belmont Bridge Company incorporated in Va. to bridge the Ohio River at Wheeling. (PL)
- Feb. 20, 1816 Steam engine pioneer Charles Stouinger (1775-1816) dies at New York; James P. Allaire then consolidates Robert Fulton's old Jersey City machine shop operation with his own works at Cherry Street in New York City. (rootsweb, Pursell)
- Feb. 20, 1816 Lycoming & Potter Turnpike Road Company incorporated in Pa. to build from Jersey Shore to Coudersport on the headwaters of the Allegheny River. (PL)
- Feb. 21, 1816 DeWitt Clinton, not heretofore a champion of internal improvements, issues his "Memorial of the Citizens of New-York in favor of a Canal Navigation between the great western Lakes and the tide-waters of the Hudson,"

claiming leadership of the canal movement and attempting to place it above partisan politics; he is opposed by Tammany Hall in New York City and Martin Van Buren's Bucktail faction at the capital. (Larson)

- Feb. 21, 1816 Joseph Ellicott writes to DeWitt Clinton recommending that New York employ only American and not foreign engineers on its canals; Gouverneur Morris has urged hiring an experienced foreign engineer. (Calhoun)
- Feb. 23, 1816 Virginia act requires the state's two banks to redeem their notes in specie or pay 6% interest on the notes. (Starnes)
- Feb. 23, 1816 Ohio passes a General Banking Act that incorporates the following banks: Franklin Bank at Columbus; Bank of Lancaster; Belmont Bank of St. Clairsville; Commercial Bank of Lake Erie; Bank of Mount Pleasant; and the Bank of West Union at \$100,000 each; the State may take up to one-sixth of the stock as a free bonus; this provision is replaced by a state tax in 1825; the law also extends the charters of the old banks that were to expire in 1818 to Jan. 1, 1843. (Huntington, Lee/Columbus)
- Feb. 24, 1816 Virginia act outlaws all unchartered banks that have sprung up in regions not served by the two state banks, although certain ones are given two years to wind up their affairs. (Starnes)
- Feb. 24, 1816 Virginia passes a stop law for debtors unless their creditors agree to take bank notes at par. (PL)
- Feb. 24, 1816 Zanesville Canal & Manufacturing Company, organized in 1812 to build a water power canal at Zanesville, is incorporated in Ohio with a capital of \$250,000 and banking powers, which it had been exercising to fund construction of the canal. (Huntington - see PL p. 293)
- Feb. 26, 1816 Huntingdon, Cambria & Indiana Turnpike Road Company authorized to extend west from the foot of Laurel Hill to Blairsville on the Conemaugh River. (PL)
- Feb. 26, 1816 Town of Delaware, Ohio, incorporated. (Miller)
- Feb. 26, 1816 Ohio act bans all non-incorporated banks except the Bank of Cincinnati, the Lebanon Miami Banking Company, the Urbana Banking Company, the Columbiana Bank of New Lisbon and the Zanesville Canal & Manufacturing Company. (PL)
- Feb. 28, 1816 L'Hommedieu & Brown of New York and George Bird of Philadelphia establish Union Line of coastwise sailing packets between New York and Philadelphia with schooners *Pocahontas*, *Maria*, *Martha*, *True American*, *Jersey* and *Express*. (PDAd)

- Mar. 1, 1816 Oswego County, N.Y., created from part of Oneida County. (French)
- Mar. 2, 1816 Congressman James Tallmadge (1778-1853) of New York, a leader of the Sabbath-observance movement, delivers a harangue to the House against Sunday mail deliveries; however, the House defeats his resolution, 100-35 on Mar. 4. (John)
- Mar. 8, 1816 Canal Commissioner Stephen Van Rensselaer recommends hiring an engineer, preferably and American, to locate the best route for the New York canals; he suggests building the middle section between Rome and the Seneca River to keep trade from going to Lake Ontario and Montreal; he also calls for a canal linking the Hudson River with Lake Champlain. (Skeen)
- Mar. 12, 1816 Schuylkill Navigation Company authorizes the purchase of land at Manayunk for a dam, which will also create water power sites to be rented to manufacturers. (MB)
- Mar. 13, 1816 Pittsburgh & New Alexandria Turnpike Road Company and New Alexandria & Conemaugh Turnpike Road Company incorporated in Pa. to build part of the “Northern Turnpike” (U.S. Route 22) from the Conemaugh River (Blairsville) to intersect the Greensburg & Pittsburgh Turnpike near Pittsburgh. (PL)
- Mar. 13, 1816 Strasburg, Pa., incorporated as a borough. (Ellis/Evans)
- Mar. 15, 1816 Charter supplement authorizes the state to subscribe for 400 shares of the Lewisburg Bridge Company. (HistJuniata/Susq)
- ca. Mar. 1816 National Road Commissioners and their engineer Caspar Wever (1786-1861) have surveyed two routes between Brownsville and Wheeling, one passing through Washington and one passing several miles south of it; the latter has better grades and is favored by the Commissioners. (Crumrine)
- Mar. 16, 1816 Republican Congressional caucus selects James Monroe for Pres. over William H. Crawford by 65-54, even though Crawford had declared he was not a candidate two months ago; Virginia’s 11 votes give Monroe his victory, but the extent of opposition proves shocking; Daniel D. Tompkins of New York is renominated for VP over Simon Snyder of Pa. (Skeen)
- Mar. 18, 1816 Pittsburgh incorporated as a city. (PL)
- Mar. 18, 1816 Four turnpike companies incorporated in Pa. to build from Bedford on the “Southern Turnpike” to Washington, Pa., on the National Road via the “Old Glade Road”: Somerset & Bedford Turnpike Road Company (aka the Glade

Turnpike) to build from Deeters Gap to the Bedford County line; Somerset & Mount Pleasant Turnpike Road Company; Robbstown & Mount Pleasant Turnpike Road Company from the Monongahela River opposite Williamsport to Mount Pleasant; and the Washington & Williamsport Turnpike Road Company. (PL)

- Mar. 18, 1816 Bank of West Union incorporated under the Ohio Bank Act with a capital of \$100,000. (Huntington)
- Mar. 19, 1816 Pennsylvania declares Nescopeck Creek from the North Branch of the Susquehanna River to Mount Yarger and the Little Schuylkill River from its mouth to David Longaire's sawmill to be public highways. (PL)
- Mar. 19, 1816 Pa. act assents to the sale of 30 acres at Lawrenceville by William B. Foster, Sr., to the Federal Government for the site of an arsenal; located 2.5 miles up the Allegheny River from Pittsburgh. (StdHistPitts)
- Mar. 19, 1816 Pres. James Madison signs the Compensation Act increasing Congressional salaries from \$6 a day when in session to \$1,500 a year but retroactive to the end of the 13th Congress; that is, the 14th Congress makes itself the beneficiary of the bill as well as future Congresses; wartime inflation is still rampant, and a fixed salary would allow people without independent income to serve or bring their families to Washington rather than leave them at home; the pay raise triggers a voter backlash that sweeps two-thirds of the sitting members from office in the fall; during the following "lame duck" session, they repeal the increase for their successors but not themselves. (Skeen, Howe)
- Mar. 20, 1816 Congress begins debating the tariff. (Skeen)
- Mar. 21, 1816 Last portion of Ridge Turnpike Road completed between Philadelphia and Perkiomen Bridge (Collegeville) and licensed to take tolls. (PaArch)
- Mar. 21, 1816 Stephen Van Rensselaer (1764-1839) reports to the New York Legislature on the numerous memorials received in favor of a state canal; recommends a bill for the Erie and Champlain Canals. (Sweet - Calhoun notes reject G. Morris plan and recommend using American engineers - Skeen has this report from a joint legislative committee chaired by Solomon Van Rensselaer - the Erie and Champlain Canals can be built for \$6 million; the canals are to be funded by a tax on salt, on property along the canals, on bank stock and a portion of the auction duties at New York City and from land sales in the west)
- Mar. 25, 1816 Union Canal Company of Pennsylvania Pres. Charles G. Paleske (-1816) dies at Philadelphia; the company's office remains in his house until 1821. (PDAd, MB)

- Mar. 25, 1816 Oliver Evans's sons-in-law James Irwin Rush (-1845) and John Peter David Muhlenberg (1785-1849) buy land at Schuylkill 7th (16th Street) and Spring Garden Streets at Bush Hill for the purpose of erecting a foundry and machine shop; Rush & Muhlenberg eventually continue Evans's steam engine-building business. (Bathe)
- Apr. 1, 1816 Direct stage coach service begins between Easton, Md., and Wilmington, Del. (Emory)
- Apr. 1, 1816 John Rogers buys out the interest of Joshua Malin in Valley Forge; Malin has become financially embarrassed. (Futhey)
- Apr. 5, 1816 Steamboat *Aetna* with an Evans high-pressure engine, begins operating between Philadelphia and Wilmington. (Bathe)
- Apr. 5, 1816 New York act revives the 1813 incorporation of Buffalo as a village. (PL)
- Apr. 7, 1816 New York declares the Conhocton River to be a public highway from Bath to Cleveland's Mills. (PL)
- Apr. 10, 1816 Pres. Madison signs the act chartering the Second Bank of the United States for 20 years to restore the national finances after the war; the federal government is to hold one-fifth of the \$35 million capital and receive a \$1.5 million bonus; the Pres. is to name 5 of 25 directors; passed through the cooperation of Secretary of the Treasury Alexander J. Dallas (1759-1817) and South Carolina Congressman John C. Calhoun (1782-1850); the bill is supported by the South and West, who want credit and a stable currency, and generally opposed by New England and the Middle Atlantic States, which are well-supplied with sound banks; the cooperation presages the later alliance between Dallas's "Family Party" faction in Pennsylvania and Calhoun, both nationalists and friendly to entrepreneurs of the middling sort; the recreation of a national bank brings the removal of the last federal government deposits from the state banks, such as the City Bank of New York. (EAH, Howe, Klein, Cleveland/Huertas)
- Apr. 10, 1816 Jeremiah M. Smith (1816-1880), future Assistant Superintendent of the PW&B, born. (findagrave)
- Apr. 12, 1816 Pres. Madison signs the Tariff of 1816; it reacts to British dumping of manufactured goods and the need to pay war debts; the average rate is 20%, but with 25% on certain goods such as cotton textiles for three years; it is the first U.S. tariff specifically designed to protect "infant industries." (Skeen)
- Apr. 12, 1816 The heavily populated section of Brooklyn, N.Y., opposite lower

- Manhattan, is incorporated as a village. (Stokes, Trager)
- Apr. 12, 1816 Troy, N.Y., incorporated as a city. (French)
- Apr. 12, 1816 Five days of continuous snowfall hit Quebec City, moving south to New York State and Ohio, and ushering in the "Year without a summer," caused by the eruption of Mount Tambora in Indonesia in 1815, blocking sunlight and making this the second-coldest year in the Northern Hemisphere between 1400 and the present, and the coldest since 1601; the return to normal conditions is slow and continues over the rest of the decade; frosts and ice continue all year; snow falls in New England all summer, while other areas experience drought; crop failures and food shortages ensue; crisis conditions help spur the exodus of farm families from New England, particularly northern New England, into western New York and the upper Midwest. (Klingaman, Fagan, Howe)
- Apr. 14, 1816 Schuylkill Navigation Company grants Josiah White the right to build a full dam at the Falls of Schuylkill and to use the water power. (SN agreements)
- Apr. 1816 Philadelphia bank notes are now at 15-20% discount; the banks begin to reduce their circulation, cutting it to 92% by July. (Scharf)
- Apr. 16, 1816 Congress appropriates an additional \$300,000 for the National Road to Wheeling. (Statutes at Large)
- Apr. 17, 1816 New York appoints new five-man Canal Commission, excluding Gouverneur Morris, and appoints \$20,000 for surveys for Erie and Champlain Canals; new Commissioners are DeWitt Clinton (1769-1828), Stephen Van Rensselaer (1764-1839), Samuel Young, Myron Holley (1779-1841) and Joseph Ellicott (1760-1826); DeWitt Clinton is chosen Pres.; however, the Republicans led by Martin Van Buren has limited the scope of their work to surveys only with no actual construction. (Sweet, Chazanof, Skeen)
- Apr. 17, 1816 New York law requires the state to deposit one-third of its funds in the Mechanics & Farmers Bank in the City of Albany, which eventually becomes the bank of the Albany Regency; the Republican Party, led by Martin Van Buren, does not use the Mechanics & Farmers Bank as a true state central bank, but instead tightly limits the issue of new bank charters to loyal Republicans who will not deviate from its policies. (PL, Seavoy)
- Apr. 17, 1816 New York declares Kanona Creek from the Cohocton River to Taylor's mills a public highway; also Bennet's Creek from the Canisteo River to Moor's mills. (PL)
- Apr. 17, 1816 New York act revives the 1812 incorporation of Geneva as a village. (PL)

- Apr. 18, 1816 Temperature at Boston has plunged from 74° to 21° over the last 30 hours. (Skeen)
- Apr. 19, 1816 Act of Congress authorizes Indiana Territory to be formed into a state; provides that 5% of the net proceeds of federal land sales be expended on roads and canals, of which three-fifths is to be spent within the state and two-fifths in other states leading to Indiana. (Thorpe, Esarey, Searight)
- Apr. 22, 1816 Schuylkill Navigation Company hires Thomas Gould, a stone mason from upstate New York, as Superintendent of Works at \$1,200 a year; Gould arrives in Philadelphia in May, but at first has nothing to do. (MB)
- Apr. 22, 1816 Republican Daniel D. Tompkins defeats Federalist Rufus King for Gov. of New York; this scuttles King's chance of running for Pres. on the Federalist ticket and shows that the Federalists are finished as a national party; their only option is to join with the most agreeable faction among the Republicans. (Skeen)
- Apr. 24, 1816 Act of Congress strengthens the General Staff of the Army and increases the Engineer Corps; provides for 3 Topographical Engineers and 2 assistants per division; the Topographical Engineers, including Maj. Isaac Roberdeau, James Kearney (-1862), John J. Abert (1788-1863), and Capt. Guillaume Tell Poussin (1794-1876), are detailed to the Board of Engineers for Fortifications for survey work; they are placed under the Board of Engineers for Fortifications to work on the coastal forts. (topogs.org, history.army.mil, Hill)
- Apr. 26, 1816 Pittsburgh Monogahela Bridge Company receives letters patent. (PaArch)
- Apr. 26, 1816 Pres. Madison commissions Stephen Girard as a government director of the Second Bank of the United States. (DAdams)
- Apr. 26, 1816 Act of Congress provides for settling the claims of the Washington Bridge Company for destroying the Virginia end of the Long Bridge during the British occupation of Washington in 1814. (StatutesatLarge)
- Apr. 27, 1816 Tariff Act of 1816 passed with 25% duty for textile and iron manufactures to protect domestic industries that had enjoyed no competition during the war, particularly iron and textiles; first time the tariff has been used for protection rather than revenue; passed largely on pressure from the Middle States and opposed by representatives of the poor and of slaveholders; however, it is unable to protect the U.S. iron industry from those of Britain, which cut costs through the use of coke, and of Sweden and Russia, which have cheap labor and abundant wood for fuel. (EAH, Stanwood, Howe, Ratner)

- Apr. 29, 1816 Act of Congress authorizes the Pres. to employ an Assistant Chief of Engineers, permitting the hiring of Napoleonic veteran Simon Bernard (1779-1839), who is recommended by the Marquis de Lafayette and Minister to France Albert Gallatin; also appropriates \$838,000 for coastal forts, \$115,800 for new buildings at West Point and \$22,171 for books. (Hill, Klawonn, history.army.mil)
- Apr. 29, 1816 Maj. James Kearney (d. 1862) is reinstated as an Army Topographical Engineer, and Stephen Harriman Long (1784-1864) and John Wilson (1789-1833) commissioned with the rank of Major; all are assigned to the Southern Division under Maj. Gen. Andrew Jackson. (topogs.org)
- Apr. 29, 1816 Act of Congress limits fur trading on U.S. soil and licenses to trade with the Indians to American citizens unless with special permission of the president, effectively expelling Canadian fur traders and giving John Jacob Astor's American Fur Company a near monopoly of the trade that lasts for 17 years; Michigan Gov. Lewis Cass, to whom the presidential licensing power is delegated, is extremely friendly and accommodating to the Astor interests; in 1817, Astor buys out his Canadian rivals in their 1811 joint venture, the South West Company. (Dunbar, Porter)
- Apr. 30, 1816 Fourteenth Congress ends its first session. (wiki)
- May 1, 1816 President, Managers & Company for Erecting a Bridge over the West Branch of the Susquehanna at the Town of Lewisburg receives letters patent. (PaArch)
- May 2, 1816 Maj. John Anderson, Isaac Roberdeau and John J. Abert reinstated as Army Topographical Engineers and assigned to the Northern Division under Maj. Gen. Jacob Brown. (topogs.org)
- May 6, 1816 Sporadic bread riots begin across England, the result of high grain prices and high unemployment among those formerly employed in the Napoleonic Wars. (Klingaman)
- May 8, 1816 Secretary of War William H. Crawford (1772-1834) orders a halt to the construction of all coastal forts until Gen. Simon Bernard can arrive from France; Chief of Engineers Gen. Joseph G. Swift is furious, first that he is being overshadowed, and second because foreigners are designing America's defenses; Pres. Madison orders the Chief of Engineers to be based at West Point; although Swift succeeds in getting his office moved back to Washington in 1817. (Hill, Klawonn)
- May 9, 1816 Pioneer civil engineer Jacob Blickensderfer, Jr. (1816-1899), who will work on the Steubenville & Indiana Railroad and Union Pacific Railroad, born.

(NAF)

- May 11, 1816 New Perseverance Line of stagecoaches established between Baltimore and Washington via Georgetown. (BaltAm)
- May 12, 1816 A new cold front descends from Canada bringing snow and ice as far south as Richmond and Norfolk, Va., killing new crops; atmospheric disturbances caused by the eruption of Mount Tambora have caused the jet stream to dip far to the south bringing polar air into the U.S. and causing violet storms and precipitation where it collides with warm, moist air along the East Coast; the Southeast has suffered drought conditions in March and April which continue into August; the same weather pattern brings drenching rains to the British Isles and northern Europe during the summer. (Klingaman)
- May 1816 War Dept. orders Gen. Alexander Macomb to build a road from Detroit to the Maumee Rapids. (Parks)
- May 16, 1816 Steamboat *George Washington* launched at Wheeling, Va. (Doyle)
- May 17, 1816 New York Canal Commissioners hold their first meeting in New York; appoint as engineers Charles C. Broadhead for the Eastern Division from Albany to Rome, Benjamin Wright (1770-1842) for the Middle Division from Rome to the Seneca River, and James Geddes (1763-1838) for the Western Division to Lake Erie; William Peacock to explore the territory from Buffalo to the east line of the Holland Purchase, and Lewis Gavin for the Champlain Canal; the Canal Commissioners and two engineers inspect the Middlesex Canal in Massachusetts before beginning the surveys; John Randel, Jr., turns down the appointment for the Eastern Division, hoping that the Delaware & Raritan Canal will go ahead first, which it does not. (Sweet, Holloway)
- May 18, 1816 New stagecoach service advertised between Baltimore and Knoxville, Tenn., running via Frederick, Harpers Ferry and the Great Valley. (BaltAm)
- May 21, 1816 Schuylkill Navigation Company votes to dispense with the services of Ariel Cooley, who has demanded too much to build the dam and canal at Manayunk. (MB)
- May 26, 1816 Lancaster Land Company, composed of residents of Lancaster County, buys from the surviving members of the Holland Land Company 187,110 acres of land in Venango and Jefferson Counties, Pa. (HistClarionCo)
- May 28, 1816 Isaac A. Chapman arrives at New Hope with two arks of coal from the Lehigh coal mine, which he sells at \$18.50 a ton. (Mathews/Hnggrfd)

- May 30, 1816 Aaron Ogden has his Democratic political enemy Thomas Gibbons (1757-1826), a wealthy Georgia rice planter living in Elizabethtown, N.J. since 1801, arrested on the steamboat from New York over a protested note that Ogden had endorsed; a long-simmering feud between the two men, who have a joint interest in the Elizabethtown Point ferry landing, breaks out into open warfare; Gibbons, who is obese and diabetic, is by nature truculent and easily enraged; where Ogden has been a respected officer in the Revolutionary War, Gibbons, who has served as Mayor of Savannah, has been a Tory, accused of election fraud and fought several duels. (Lane, Stiles)
- May 31, 1816 Pittsburgh Allegheny Bridge Company receives letters patent. (PaArch)
- June 2, 1816 Secretary of the Treasury Alexander J. Dallas informs the National Road Commissioners that Pres. Madison has approved the route between Brownsville and Wheeling via Washington, Pa., bowing to political pressure from that community. (Crumrine)
- June 3, 1816 Commonwealth of Pa. licenses the first 5 mile section of the New Holland Turnpike Road Company. (PaArch)
- June 3, 1816 High-pressure steamboat *Washington* built to the design of Capt. Henry M. Shreve (1785-1851) departs Wheeling on its maiden voyage to New Orleans; it is equipped with a 100 HP horizontal engine designed by Shreve and is the largest and best-performing steamboat on the rivers; it appears to have been the first stern-wheeler. (Morrison, Hunter)
- June 5, 1816 New Shenandoah Company contracts with directors Maj. David Golladay and Charles Lewis (1772-1832) to work on the navigation for \$7,000 (Kapsch)
- June 5, 1816 A atmospheric low sweeps east over the Great Lakes, pulling in another mass of polar air and the jet stream south into the U.S. again, as far south as the latitude of Pittsburgh, accompanied by strong northwesterly winds; snow falls in Quebec City from June 6 to June 9; a second band of precipitation falls as snow across northern New York and New England; birds and livestock freeze to death, and crops are destroyed; Pennsylvania east of the Appalachians receives only flurries. (Klingaman)
- June 6, 1816 A boiler of the high-pressure steamboat *Washington* explodes as it casts off from Marietta, Ohio, killing 13, mostly by scalding; the first western steamboat explosion. (Hunter)
- June 8, 1816 Snow falls in Boston. (Klingaman)
- June 9, 1819 Two days of frosts damage crops as far south as Richmond, Va. (Skeen)

- June 11, 1816 Warmer weather returns across the Northeast, and temperatures in the third week of June top 90 degrees, but vegetable and fruit crops are almost entirely destroyed. (Klingaman)
- June 13, 1816 Gas Light Company of Baltimore, organized as a joint stock company by Rembrandt Peale (1778-1860) and others, presents a memorial to the Baltimore City Council to light the streets with “carburetted hydrogen gas” discovered by Dr. Benjamin Kugler (1789-1859) of Philadelphia. (Scharf)
- June 1816 Pennsylvania & New Jersey Steamboat Company buys the rights to Fulton's steam ferry patents for the Philadelphia-Camden area. (Scharf)
- June 18, 1816 Steamboat *Superior* launched at Philadelphia; engine by Daniel Large. (Alexander)
- June 18, 1816 Lewisburg Bridge Company organized at Lewisburg, Pa.; William Hays, Pres. (C&C)
- June 22, 1816 Temperatures reach 101° in Salem, Mass. (Skeen)
- June 29, 1816 Convention adopts the first Constitution for the State of Indiana; bans the incorporation of private banks but grants grandfather rights to the Bank at Vincennes and the Farmers & Mechanics Bank at Madison chartered by the Territorial Government; the state may create a State Bank with branches in one of every three counties; no bank chartered outside the state may open an office in Indiana. (Thorpe)
- July 2, 1816 Joseph Bonaparte (1768-1844), the former King of Spain who has escaped to America with the plundered Spanish crown jewels, buys a 211-acre estate at Point Breeze near Bordentown, N.J., eventually expanding it to 1,800 acres. (BordHS, Pula, NYT)
- July 4, 1816 Lewisburg Bridge Company makes a construction contract with Reuben Fields; Theodore Burr has too many other jobs to bid but recommends Fields. (HistJuniata/Susq)
- July 4, 1816 Subscription books open for stock in the Second Bank of the United States. (DAdams)
- July 5, 1816 Benjamin B. Howell surrenders the contract for the Union Canal lotteries, citing reasons of health. (MB)
- July 6, 1816 Another cold front sweeps across the Northeast, bringing frosts, followed in a week by a warming trend and drought; this time, the cold weather pushes as far south as North Carolina. (Klingaman, Skeen)

- July 7, 1816 Work begins on the foundations and piers for the Lewisburg Bridge. (HistJuniata/Susq)
- July 12, 1816 Columbiana Bank of New Lisbon accepts a charter under the Ohio Bank Act; capital set at \$200,000. (Huntington)
- July 16, 1816 The President, Managers & Company for Erecting a Bridge over the River Juniata at the Borough of Huntingdon receives letters patent. (PaArch)
- July 15, 1816 New York Canal Commissioners meeting in Utica set the canal prism of the Erie Canal at 40 x 4 x 28 and locks 90 x 12, and for the Champlain Canal at 30 x 3 x 20 with locks 75 x 10; the Erie dimensions, which accommodate boats carrying about 30 tons, become the norm for the first generation of U.S. canals, although some favor larger locks, particularly those promoting canals to carry large volumes of coal or coasting vessels. (Sweet, - Sweet has 1817, which must be a typo)
- July 25, 1816 Thomas Gibbons goes to Aaron Ogden's home with a horsewhip to challenge him to a duel for giving his wife and daughter legal advice in a family scandal; finding him not at home, he nails a handbill to his door and publishes it in the local paper; Ogden successfully sues Gibbons for trespass, further infuriating him. (Lane)
- July 25, 1816 Work begins on the Lewisburg Bridge over the Susquehanna River under a contract granted to Reuben Fields on July 4. (C&C)
- July 27, 1816 Schuylkill Navigation Company contracts the improvement of the upper river to Lewis Wernwag (1769-1843), currently the manager of the Phoenix Iron Works at Phoenixville. (MB)
- July 30, 1816 Rutherford, Simpson and Holcombe contract with John Randel, Jr. (1787-1865), of New York to run surveys for Delaware & Raritan Canal. (Rept)
- Summer 1816 French engineers Simon Bernard (1779-1839) and Claudius Crozet (1790-1864), both noted graduates of the Ecole Polytechnique, arrive in New York. (Hunter)
- Aug. 4, 1816 Future financier and railroad promoter Russell Sage (1816-1906) born in Oneida County, N.Y. (AmScsflMen)
- Aug. 5, 1816 Potomac Company stockholders ratify the sale of their works on the Shenandoah River to the New Shenandoah Company for only \$15,000 in New Shenandoah Company stock. (Kapsch)
- Aug. 5, 1816 Henry Clay Republican Jonathan Jennings (1787-1834), a native of New

Jersey, is elected first Gov. of Indiana, defeating Territorial Gov. Thomas Posey. (Sobel)

- Aug. 5, 1816 A convention of banks of the Middle States held in Philadelphia declares that they cannot resume specie payments until the Bank of the United States is in operation. (Skeen)
- Aug. 6, 1816 Alfred Kelley opens Commercial Bank of Lake Erie at Cleveland. (Vexler)
- Aug. 10, 1816 After four weeks of steady warm weather in the East, *Niles' Weekly Register* notes good crops in some areas, and fears of a general famine are subsiding; however, the hay crop, used for animal fodder, is almost totally ruined, and fruit crops north of Pennsylvania have been mostly lost. (Klingaman)
- Aug. 13, 1816 The first of a new series of cold fronts sweeps across northern New England. (Klingaman)
- Aug. 14, 1816 Schuylkill Navigation Company agrees with Josiah White for him to extend his dam at the Falls of Schuylkill across the river and build a bypass canal and locks. (Hare)
- Aug. 15, 1816 John Randel, Jr., begins surveys for Delaware & Raritan Canal. (Rept)
- Aug. 15, 1816 Urbana Banking Company accepts incorporation under the Ohio Bank Act, with a capital of \$200,000. (Huntington)
- Aug. 1816 Steamboat *Philadelphia* built at Baltimore for the Union Line; the *Baltimore* is built the same year at Philadelphia for the Delaware River leg. (Burgess - verify)
- Aug. 1816 Drought has caused extreme low water in rivers from Pennsylvania to South Carolina. (Skeen)
- Aug. 1816 Because of the extreme weather, the price of flour is rising from a normal \$4 per barrel to \$13-14 in Philadelphia and Baltimore; commodity price index nearly doubles from 1815 and hits a high for the 19th century; however, there is no famine. (Skeen)
- Aug. 1816 First lots sold in Smithville, Ind., later Richmond, by John Smith and David Hoover. (Esarey, waynet.org)
- Aug. 16, 1816 Farmers, Mechanics & Manufacturers Bank at Chillicothe accepts incorporation under the Ohio Bank Act with a capital of \$200,000. (Huntington)

- Aug. 19, 1816 Virginians from the western part of the state, primarily Federalists, meet at Staunton to demand a new constitution that ends the unequal representation granted to the Tidewater and Piedmont at the expense of the portion of the state west of the Blue Ridge. (Skeen)
- Aug. 20, 1816 Another cold front pushes down into the northeastern U.S., preceded by violent winds and precipitation, and moving as far south as Kentucky and North Carolina. (Klingaman, Skeen)
- Aug. 21, 1816 German Bank of Wooster accepts incorporation under the Ohio Bank Act with a capital of \$200,000. (Huntington)
- Aug. 22, 1816 Belmont Bank incorporated under the Ohio Bank Act; located at St. Clairsville with a capital of \$100,000. (Huntington)
- Aug. 24, 1816 Lebanon Miami Banking Company accepts incorporation under the Ohio Bank Act; capital of \$200,000. (Huntington)
- Aug. 24, 1816 At the Treaty of St. Louis, the Ottawa, Chippewa and Potawatomis cede their claims to all land between the Illinois and Mississippi Rivers south of the latitude of Rock Island and a strip running from the confluence of the Kankakee and Fox Rivers to Lake Michigan along both sides of the Des Plaines River, about 1.4 million acres. (IndLndCessions, Smith)
- Aug. 26, 1816 As the subscription to the stock of the Second Bank of the United States has not been filled, Stephen Girard personally subscribes \$3,038,300 on behalf of a syndicate for all the remaining 29,736 shares to complete the subscription of \$28 million. (DAdams, McMaster)
- Aug. 28, 1816 Bank of Cincinnati, organized in 1814, accepts a corporate charter under the new Ohio Bank Act with a capital of \$600,000. (Huntington)
- Aug. 28, 1816 A third cold front pushes as far south as South Carolina, killing what is left of the grain crops in northern New England. (Klingaman)
- Aug. 31, 1816 Lancaster Bank incorporated under the Ohio Bank Act with a capital of \$100,000. (Huntington)
- Sep. 2, 1816 Ashbel Holmes Barney (1816-1886), future financier and Pres. of Wells, Fargo & Co., the United States Express Company, and the Northern Pacific Railroad, born at Henderson, N.Y., the son of John Barney, a farmer, and Sarah Grow Barney and the younger brother of Danford N. Barney (1808-1874). (wiki)
- Sep. 2, 1816 Franklin Bank of Columbus (Ohio) organized; Lucas Sullivant, Pres. (Taylor)

- Sep. 1816 With continuing drought in the Northeast, the Schuylkill River at Philadelphia falls to a new low level. (Klingaman)
- Sep. 6, 1816 The drought in Virginia is relieved, as a tropical storm moves up the coast; it reaches Philadelphia and New York on Sep. 8; high wind and week-long rain is as destructive as the drought; inland areas get no relief from the drought. (Klingaman)
- Sep. 6, 1816 Convention of all the chartered banks in Ohio held at Chillicothe; agree not to resume specie payments until the banks of the Northeast do so. (Huntington)
- Sep. 7, 1816 *Frontenac*, first steamboat on Great Lakes, launched at Kingston, Ont.; begins operation between Kingston, York (Toronto), and Niagara in spring of 1817.
- Sep. 10, 1816 Another cold wave batters northern New England. (Klingaman)
- Sep. 15, 1816 Maj. John Wilson leaves the U.S. Topographical Engineers and becomes Civil & Military Engineer of South Carolina; it is not clear whether Wilson gives up his appointment from a dislike of Gen. Andrew Jackson, of military life in general, or probable service in disease-ridden Florida, where his replacements will die; if the last, it is ironic that Wilson will contract life-shortening diseases in South Carolina anyway. (topogs.org, Wilson)
- Sep. 1816 Elihu S. Bunker places his new steamboat *Connecticut* in service between New York and New London twice a week, further cutting the time between New York and Boston. (Dunbaugh)
- Sep. 1816 Future Baltimore Mayor George Stiles (1760-1819) and his son John Stiles enroll their steamboat *Surprise*, equipped with a rotary engine of their own design, at Baltimore; it makes at least one run to the Tred Avon River near Easton on the Eastern Shore and then irregular trips to the Miles River and lower Chester River. (Holly)
- Sep. 1816 Crop failures and food shortages combine to spark a new wave of emigration from Ireland to the U.S., although most are Protestants from Ulster; Catholic peasants from the south and east are too destitute to afford the passage money. (Klingaman)
- Sep. 19, 1816 Terre Haute Land Company organized by Cuthbert Bullitt and Thomas Bullitt of Kentucky, Jonathan Lindley of Orange County, Hyacinthe Lasalle of Vincennes, Abraham Markle of Fort Harrison, et al.; buys the site of Terre Haute, Ind., which has been chosen by William Hoggatt. (Bradsby/Vigo)

- Sep. 20, 1816 Claudius Crozet becomes Assistant Professor of Engineering at West Point, where he introduces the teaching of descriptive geometry (precise engineering drawing, including the direct projection of one view from another, e.g., plans, elevations and sections) developed by his mentor Gaspard Monge (-) but later clashes with new Superintendent Sylvanus Thayer (1785-1872) over his imposition of military discipline on the civilian faculty. (Hunter)
- Sep. 20, 1816 Bank of St. Louis opens with a capital of \$100,000; Col. Samuel Hammond, Pres. (Scharf)
- Sep. 24, 1816 High-pressure steamboat *Washington* built to the design of Capt. Henry M. Shreve (1785-1851) passes over the Falls of the Ohio on its first downward trip from Wheeling to New Orleans. (Morrison, Hunter)
- Sep. 27, 1816 Killing frosts wipe out whatever crops remain north of Pennsylvania and put an end to the growing season. (Klingaman)
- Sep. 30, 1816 Danville Turnpike Road completed from Centre Turnpike to Danville, Pa., and licensed to take tolls. (PaArch)
- Sep. 30, 1816 George Stephenson and William Losh of the Walker Iron Works receive a British patent for improvements in railways and carriages, including fish-bellied edge rails in chairs with lap joints to keep the joints in alignment, sturdier wheels of malleable rather than cast iron, and water or steam-operated springs to improve locomotive suspension. (Patnt, Rolt)
- Oct. 1, 1816 Union Canal Company of Pennsylvania Board contracts with Solomon Allen to conduct its lotteries, replacing Benjamin B. Howell. (MB)
- Oct. 1, 1816 New Sound steamboat *Connecticut* returns to New York from its first trip to and from New London. (Stokes)
- Oct. 10, 1816 Bank of Mt. Pleasant incorporated under the Ohio Bank Act with a capital of \$100,000. (Huntington)
- Oct. 13, 1816 William McDonald & Son's Baltimore Union Line places two new boats in service, the *Philadelphia*, Capt. Trippe, on Chesapeake Bay, and the *Baltimore*, Capt. Matthew Jenkins, on the Delaware. (BaltAm)
- Oct. 15, 1816 *Connecticut* makes first run of a steamboat to Norwich. (Farnham - Heyl has Conn. put on in Mar. 1818?)
- Oct. 1816 Sound Steamboat Line begins operation with *Fulton* and *Connecticut*, running New York to New Haven five times a week and three times a week

to New London. (Albion - Heyl says is Fulton Steamboat Company - see above)

- Oct. 1816 Virginia Board of Public Works inquires of the James River Company whether it would be willing to extend its works up to the mouth of Dunlop's Creek (Covington); it recommends the formation of a new company for that purpose. (Dunaway)
- Oct. 1816 Thousands of emigrants from New England begin streaming into central Ohio seeking new farmland to escape the extreme drought and cold. (Klingaman)
- Oct. 16, 1816 First tolls collected on the Harrisburg Bridge across the Susquehanna River; built by Theodore Burr, in two sections divided by an island. (Egle, Wilson)
- Oct. 16, 1816 Future Cleveland railroad entrepreneur and coal operator Worthy Stevens Streator (1816-1902) born at Hamilton, N.Y., of an old Massachusetts family. (wiki)
- Oct. 18, 1816 Michilimackinac District added to Wayne County, Mich. (Long)
- Oct. 20, 1816 Alexander J. Dallas resigns as Secretary of the Treasury over failure to get the banks to agree to a gradual resumption of specie payments; he is succeeded by William H. Crawford of Georgia. (DAdams)
- Oct. 25, 1816 Terre Haute, Ind., platted by William Hoggatt for the Terre Haute Land Company at the head of regular navigation of the Wabash River. (Bradsby/Vigo)
- Oct. 26, 1816 Stockholders of the Second Bank of the United States elect their 20 directors; the election appears to have been manipulated to secure the election of William Jones as Pres. and Jonathan A. Smith as Cashier; because each stockholder can vote no more than 30 shares, Baltimore subscribers get 22,187 votes, while Philadelphia, which has subscribed over twice as many shares, gets 19,260 votes; in Baltimore, the subscriptions are made in lots of 1-4 shares by almost five times as many (often fictitious) names, who then give proxies to the real holders. (DAdams)
- Oct. 28, 1816 Second Bank of the United States is organized at Philadelphia with the election of 20 directors; William Jones is elected Pres.; Stephen Girard considers the election a fraud and swears to oust Jones but ends up resigning instead. (McMaster - verify date - DAdams)
- Oct. 30, 1816 Future PRR VP Herman Joseph Lombaert (1816-1885) born at Easton, Pa.; son of Charles Lombaert (1790-1875) and Ann Arndt Lombaert (1794-1879), later with the Philadelphia & Trenton Railroad. (Wilson, RyW,

StoryoftheArndts)

- Nov. 9, 1816 John R. and Robert J. Livingston place the new steamboat *Olive Branch* in service with *Rariton* on the New York-New Brunswick run. (PADA - may be earlier)
- Nov. 10, 1816 DeWitt Clinton applies to Congress for federal aid for the Erie Canal. (Sweet)
- Nov. 11, 1816 DeWitt Clinton applies to the State of Ohio for aid for the Erie Canal. (Sweet)
- Nov. 12, 1816 Virginia Board of Public Works appoints Loammi Baldwin, Jr. (1780-1838) as its first Principal Engineer at an annual salary of \$4,000. (VaBPW)
- Nov. 15, 1816 Board of Engineers for Fortifications established in War Dept. under Gen. Simon Bernard (1779-1839), formerly a military engineer to Napoleon, as Assistant Engineer, Col William McRee (1788-1833), and Col. Joseph G. Totten (1788-1864) and one naval representative; modernizes America's coastal defenses with what becomes known as the Third System of large forts guarding the entrances to major ports; although originally charged with building harbor fortifications along the Atlantic Coast in the aftermath of the War of 1812, it gradually becomes involved in surveying and designing internal improvements. (Hill, topogs.org)
- Nov. 1816 After being briefly impounded for violating the Fulton monopoly, the *Washington* returns from New Orleans to Louisville; remains there until the spring thaw. (Morrison, Stecker)
- Nov. 1816 Village of "Warren," later Apollo, is laid out on the lower Kiskiminetas River by William Watson. (Smith/Armstrong)
- Nov. 16, 1816 Simon Bernard commissioned Assistant Chief of Engineers in the U.S. Army with the rank of General. (Hill, topogs.org)
- Nov. 16, 1816 New Shenandoah Company contracts with directors Maj. David Golladay, Charles Lewis (1772-1832) and John Gatewood to open the navigation from Port Republic on the South Branch to Harpers Ferry for \$70,000; in return, all three resign as directors. (Kapsch, BPW)
- Nov. 16, 1816 Future Long Branch, N.J., hotelier and railroad promoter Henry Wardell Howland (1816-1897) born. (findagrave)
- Nov. 18, 1816 Seat of Jackson County, Indiana Territory, changed from Velonia to Brownstown. (Long)

- Nov. 19, 1816 Joseph Watson elected Pres. of the Union Canal Company of Pennsylvania, replacing the late Charles G. Paleske. (MB)
- Nov. 20, 1816 Condy Raguet (1784-1842) enlists Richard Peters, Jr. (1779-1848), and Clement Cornell Biddle (1784-1855) in the project to establish a savings bank, which results in the founding of the Philadelphia Saving Fund Society. (HWest)
- Dec. 2, 1816 “Lame duck” second session of the Fourteenth Congress begins; only 15 of 84 members who had voted for the Compensation Act have been reelected to the Fifteenth Congress that will convene in Mar. 1817. (wiki, Howe)
- Dec. 2, 1816 Briscoe & Partridge place the steamboat *New Jersey*, built in Philadelphia in 1814, on the Chesapeake Bay leg of their Elkton Line. (Burgess)
- Dec. 2, 1816 Franklin Turnpike Road Company incorporated in Ohio to build from Columbus to Newark. (Lee/Columbus)
- Dec. 3, 1816 In his last message to Congress, Pres. Madison again calls for federally subsidized roads and canals, but only with a Constitutional amendment. (EAH, Skeen)
- Dec. 4, 1816 Electoral College chooses Republican James Monroe (1758-1831) Pres. over Federalist Rufus King (1755-1827) of New York, who did not campaign; Daniel D. Tompkins of New York reelected VP while also serving as Gov. of New York; King is the last Federalist presidential candidate; Monroe is the last of the “Virginia Dynasty” of presidents that have controlled the office with one 4-year break since the adoption of the Constitution, although his successor, John Quincy Adams is sometimes counted an honorary member; the Federalists lose a third of their seats in Congress and are on the road to extinction as a national force. (WwasW, Taylor, Skeen)
- Dec. 4, 1816 The portion of Pres. Madison’s message on internal improvements is referred to a committee headed by Rep. Thomas Wilson (1772-1824) of Pa. (AnnalsofCong)
- Dec. 5, 1816 In his annual message, Pennsylvania Governor Simon Snyder urges construction of a canal between the upper Susquehanna and Seneca Lake in New York. (PaArch)
- Dec. 11, 1816 New York petitions Congress for federal aid to New York canals. (Skeen)
- Dec. 11, 1816 Ohio Governor Thomas Worthington (1773-1827) sends Ohio Legislature a letter from DeWitt Clinton asking aid from Ohio for the Erie Canal. (McClelland)

- Dec. 11, 1816 Indiana enters the Union with present borders as the 19th state with capital at Corydon; its northern boundary is moved 10 miles north at the expense of Michigan to give it frontage on Lake Michigan. (Thorpe, Long, ONW)
- Dec. 13, 1816 Bank of St. Louis, first state bank in Missouri, opens. (Tucker, Evolution of People's Banks - see above)
- Dec. 1816 Oliver Evans's high-pressure steamboat *Oliver Evans*, on which construction was suspended in 1813 is finally launched at Pittsburgh; later renamed *Constitution*. (Bathe)
- Dec. 16, 1816 New Alexandria & Conemaugh Turnpike Road Company receives letters patent. (PaArch)
- Dec. 18, 1816 Schuylkill Navigation Company approves the report of a committee locating the improvement by locks and dams from Mill Creek, above present-day Pottsville, to Dreibelbis's dam (Schuylkill Haven); calls for a \$100,000 state subscription. (MB)
- Dec. 20, 1816 Secretary of the Treasury William H. Crawford announces that he will not remove federal deposits from any bank that resumes specie payments on Feb. 20, 1817, to the new Second Bank of the United States. (DAdams)
- Dec. 23, 1816 John C. Calhoun introduces the so-called "Bonus Bill" to create a permanent federal fund for internal improvements from the \$1.5 million bonus from the Second Bank of the United States, plus any future dividends from bank stock, from which Congress can make future appropriations to individual projects; Calhoun justifies federal internal improvements under the Constitution's "general welfare" clause and the power to create post roads; it is opposed in New England and much of the South, which fear outmigration of population, and supported in the Middle Atlantic States and the West. (EAH, Larson, Howe)
- Dec. 26, 1816 New Alexandria & Conemaugh Turnpike Road Company receives letters patent. (PaArch)
- Dec. 26, 1816 "President, Directors & Company of the Bank of Illinois" incorporated with a banking house at Shawneetown on the Ohio River just below the mouth of the Wabash River; capital of \$300,000; the territory may take one-third; the first bank in Illinois. (PL, Dowrie)
- Dec. 29, 1816 John Randel, Jr., completes survey for Delaware & Raritan Canal. (Rept)
- Dec. 30, 1816 Ohio act assents to the incorporation of the Wheeling & Belmont Bridge Company to bridge the Ohio River. (PL)

- Winter 1816 Depression in domestic ocean shipping and textile manufacture caused by British dumping, despite the tariff.
- 1816 Total imports to the U.S. have risen to \$147 million, up from \$113 million in 1815. (Rothbard)
- 1816 U.S. domestic exports are at \$65 million, vs. a prewar peak of \$49 million, but re-exports have fallen to \$7 million from \$60 million, as the U.S. has lost its near-monopoly of the neutral carrying trade; cotton accounts for \$24 million of U.S. exports; the rise in export values and expansion of credit and the money supply leads to a boom in real estate prices, speculation in public lands, and excessive borrowing by farmers for more land and improvements; the boom is also marked by increased spending on public works and private turnpikes. (Rothbard)
- 1816 Brooklyn Ferry Company establishes a landing at the foot of Fulton Street in Brooklyn; later used by PRR's Brooklyn Annex ferries. (Trager)
- c. 1816 Delaware River steamboat *Phoenix* scrapped; apparently never enrolled. (Heyl - Scharf says laid up at Trenton in 1813 - Heyl that it was overhauled and operated in 1814 and 1815)
- 1816 Small steamboat *Stoudinger*, 47' x 12' x 4'-10", built by Tunis Bergh for James P. Allaire to test his system of paddles. (Morrison)
- 1816 Thomas Biddle's younger brothers John Gideon Biddle (1793-) and Clement Cornell Biddle (1784-1855) join the family brokerage and mercantile business, which becomes Biddle, Wharton & Brothers. (HWest)
- 1816 Samuel Vaughan Merrick (1801-1870), later first Pres. of the PRR, arrives in Philadelphia from New England to join the wine-importing business of his uncle John Vaughan (1756-1841). (DAB)
- 1816 Peter Collins (1792-1875) emigrates from Donegal, Ire., to Pennsylvania where he and his sons will win fame and fortune as railroad contractors. (philipnoonhouse)
- 1816 Regular weekly stage coach service established between Camden and Tuckerton, N.J. (Boyer)
- 1816 Thomas H. Hughes (1769-1839) builds Congress Hall, the first large hotel at Cape May, N.J. (Alexander)
- 1816 New Castle Turnpike Company completes the improvement of the road between Clarkes (Hares) Corner and the south end of the Newport Bridge.

(Holmes)

- 1816 Baltimore Union Line feuds with the New Castle & Frenchtown Turnpike Company; the turnpike asks the Union Line to pay full tolls, which it refuses; after an interval, the Union Line agrees to pay full tolls, and the road is repaired. (Holmes)
- 1816 Baltimore Union Line builds steamers *George Washington* and *Charles Carroll*. (Johnston - not verified - prob not true)
- 1816 Reading tinsmiths Samuel Babb and Jacob Lang advertise an improved oven designed to burn Schuylkill anthracite coal. (Nolan/Unger)
- 1816 Canvass White (1790-1834) hired to assist Nathan S. Roberts and Benjamin Wright on the survey for the Erie Canal between Rome and Montezuma. (Minor/EaglesByte)
- 1816 James Reeside (1789?-1842), who has come to America from Scotland as an infant, and who has operated wagons between Baltimore, Pittsburgh and Columbus, Ohio, first enters the stagecoach business with a stage between his hometown of Hagerstown, Md., and McConnellsburg on the main road to Pittsburgh; Reeside becomes one of the largest mail stage operators in the U.S. (Searight, Holmes/Rohrbach)
- 1816 Mail rider service established between Meadville, Pa., and Mayville, N.Y. via Warren. (Young/Chautauqua)
- 1816 Virginia Board of Public Works orders Loammi Baldwin to examine the route from the head of the James River Company's works at Crow's Ferry (Beale's Bridge) to the mouth of the Kanawha River. (Dunaway)
- 1816 Philip Zinn begins operating a mail wagon between Chillicothe and Columbus, the first mail service to Columbus. (Holmes/Rohrbach)
- 1816 First settlers locate on the site of Sandusky, Ohio. (Peeke)
- 1816 Maj. Stephen H. Long begins a series of surveys of rivers and for frontier forts in Illinois, Wisconsin and Minnesota. (topogs.org)
- 1816 Joseph Sands, Nathaniel Prime's brother-in-law, joins the banking house of Prime & Ward, which becomes Prime, Ward & Sands. (Werner)
- 1816 Fort Dearborn rebuilt on the site of Chicago; becomes a trading center of the American Fur Company. (Cronon)
- 1816 Connecticut Yankees Gardiner Greene Howland (1787-1851) and brother

- Samuel Shaw Howland (1790-1852) establish the New York mercantile house of G.G. & S. Howland, beginning a trade with Cuba. (Trager)
- 1816 John Jacob Astor inaugurates U.S. participation in the opium trade by smuggling 5,000 lbs. of Turkish opium into China. (Burrows/Wallace)
- 1816 Jacob Ridgway (1767?-1843) and Thomas Ridgway (1797-1887 - or older?) form the Philadelphia flour commission house of J. & T. Ridgway. (Scharf)
- 1816 William Stackpole and Ruggles Whiting of Boston are now operating the Pittsburgh Rolling Mill built by Christopher Cowan; renewed British imports have reduced it to making nails, where Cowan had made a wide range of implements. (Swank)
- 1816 Archibald Mellon (1756-1835), progenitor of a banking and industrial dynasty, emigrates from County Tyrone, Ireland, to Westmoreland County, Pa., to escape the high taxes imposed to finance the Napoleonic Wars; his son Andrew Mellon and family, including grandson Thomas Mellon (1813-1908) follow him in 1818. (Cnl&RevFmlsPa)
- 1816 A self-acting inclined plane railroad is built by Andrew Boggs to convey bituminous coal to his saltworks on the Kiskiminetas River below Saltsburg, Pa. (Smith/Wood)
- 1816 Trader John Kinzie and family return to their home on the north side of the Chicago River, which they abandoned in 1812. (CHTaylor)
- Jan. 1, 1817 Josiah White sells a one-sixteenth interest in the Falls of Schuylkill mills to Joseph Gillingham to raise capital. (SN agreemnts)
- Jan. 1, 1817 Ohio act declares the Cuyahoga River a public highway up to the bridge at Cuyahoga Portage. (PL)
- Jan. 1, 1817 Indiana act adopts the Bank of Vincennes as the State Bank of Indiana, effective Mar. 10, 1817; its capital is increased to \$1 million, of which \$375,000 is reserved to the state, which is to appoint three directors; may establish one branch for every three counties; the Farmers & Mechanics Bank of Indiana at Madison may dissolve itself and become a branch; the bank must loan the state up to \$50,000 a year at 6% interest; of the 14 branches allowed, only those at Brookville, Vevay and Corydon are opened, along with the existing banks at Vincennes and Madison. (PL, Esarey)
- Jan. 1, 1817 Bank of Illinois at Shawneetown opens. (Dowrie)
- Jan. 1, 1817 Indiana passes a general law for the incorporation of towns. (PL)

- Jan. 3, 1817 A new “The President & Directors of the Ohio Canal Company” incorporated in Indiana to build a canal around the Falls of Ohio with a capital of \$1 million; tolls are set too low to make it attractive. (PL, Fatout)
- Jan. 3, 1817 Indiana act consolidates Jeffersonville with the plat laid out north of Market Street. (PL)
- Jan. 4, 1817 Bond County, Illinois Territory, created from parts of Crawford, Edwards and Madison County with county seat at Hill’s Fort. (Long)
- Jan. 7, 1817 Second Bank of the United States opens for business in Philadelphia; is required to pay specie on demand or pay 12% penalty; requirement that public receipts be in specie or bank notes redeemable in specie after Feb. 20, 1817 was bill intro. by Webster; premature resumption stresses state banks and helps precipitate Panic of 1819; under its first Pres. William Jones (1760-1831), a Republican politician, the Bank is mismanaged and nearly ruined; Jones and the other directors expand loans to favorites beyond the authorized limits and fail to maintain adequate specie reserves; within a year, it has a total money issue of \$23 million vs. only \$2.5 million in specie reserves, further stoking the boom. (Hammond, Larson, Rothbard)
- Jan. 7, 1817 Commonwealth of Pa. licenses the first section of 5 miles of the Huntingdon, Cambria & Indiana Turnpike Road. (PaArch)
- Jan. 7, 1817 Ohio passes a general act for the incorporation of towns. (PL)
- Jan. 10, 1817 Believing they need more expert advice, the Schuylkill Navigation Company asks Ariel Cooley to stop in Philadelphia on his way to Richmond in Feb. 1817 and obtain an assistant who can build wooden locks. (MB)
- Jan. 11, 1817 Virginia act incorporates the Northwestern Bank of Virginia at Wheeling and the Bank of the Valley of Virginia at Winchester, the first two chartered banks west of the Blue Ridge; 15% of the stock is reserved for the Fund for Internal Improvements; each may establish branches within its region. (Starnes)
- Jan. 13, 1817 Union Canal Company of Pennsylvania Board contracts with Solomon Allen to conduct the 4th class lottery; Benjamin B. Howell has three months to conclude the 3rd class lottery. (MB)
- Jan. 13, 1817 Ohio Senate strikes provision for financial aid from bill calling on Ohio to correspond with DeWitt Clinton on the subject of the Erie Canal. (McClelland)
- Jan. 1817 Chief Engineer Gen. Joseph G. Swift persuades Pres. Madison to relieve him from duty at West Point so he can supervise the Board of Engineers for

Fortifications at Washington. (Hill)

- Jan. 1817 Following “the Year without a Summer,” an exceptionally bitter winter begins across the Northeast, lasting into May; temperatures remain below normal through the spring of 1818, compounding the economic dislocations that follow the end of the Napoleonic Wars; emigration from New England to the Midwest continues. (Klingaman)
- Jan. 1817 First sale of lots at Saltsburg, Pa., laid out by Andrew Boggs. (HistIndCo)
- Jan. 17, 1817 N.J. act provides for seven commissioners to improve the navigation of Rancocas Creek from the forks to Mount Holly; \$25,000 to be raised by lottery. (PL)
- Jan. 18, 1817 House committee of the Territory of Orleans recommends against repealing the monopoly grant made to Robert Fulton and Robert R. Livingston. (Morrison)
- Jan. 22, 1817 John Rutherford, John N. Simpson and George Holcombe report on canal surveys across New Jersey made by John Randel, Jr., (-1865) of New York City; urge canal 8 feet deep for coasting vessels; find insufficient water on Assanpink/Millstone summit; suggest a level canal to a point on the Raritan east of New Brunswick, locking down into the rivers at each end; estimate of \$836,824 is beyond the state's means; they were counting on federal aid from the Bonus Bill. (Rept, Lane)
- Jan. 27, 1817 Ohio Legislature passes a resolution for an interstate commission to examine obstructions to the navigation of the Ohio River above Louisville. (PaArch)
- Jan. 28, 1817 Cincinnati branch of the Second Bank of the United States opens. (ChampaignCo/Bowen)
- Jan. 28, 1817 Upon returning from opening Parliament, the Prince Regent’s carriage is stoned by angry demonstrators demanding electoral reform and economic relief from unemployment and high food prices; the government responds with new repressive acts aimed at limiting the right of assembly and suppressing dissenting publications, although it also creates a fund for public works jobs. (Klingaman)
- Jan. 29, 1817 Monongalia Navigation Company incorporated in Va. to improve the Monongahela River from the Pennsylvania state line to the West Fork. (PL)
- Jan. 31, 1817 Congress repeals the Compensation Act of 1816 and returns to per diem payment. (1816 AmericaRising)

- Feb. 1, 1817 Representatives of the banks of New York, Philadelphia, Baltimore and Richmond meet in Philadelphia and, over the objections of Philadelphia and Baltimore, agree to resume specie payments on Feb. 20, 1817. (Starnes)
- Feb. 1, 1817 Jennings County, Indiana, created from parts of Jackson and Jefferson Counties with county seat at Vernon. (Long)
- Feb. 1, 1817 Maryland act grants the Susquehanna Bridge & Bank Company the power to discount notes. (PL)
- Feb. 1, 1817 Bank of Missouri incorporated with a capital of \$250,000; Auguste Chouteau Pres.; it soon goes out of business in the Panic of 1819. (Scharf)
- Feb. 3, 1817 Schuylkill Navigation Company authorizes Ariel Cooley to employ Thomas Durkee and Sylvester Moody to build locks at \$3 a day, and to procure a crew of carpenters and axemen for the season. (MB)
- Feb. 3, 1817 Maryland act moves the eastern boundary of Baltimore eastward from Harris Creek to East Avenue. (cantoncommunity.org)
- Feb. 4, 1817 Sen. John C. Calhoun makes the major speech in favor of the Bonus Bill, urging a federal system of internal improvements to bind the nation together, and containing the call, "Let us conquer space!" (AnnalsofCong)
- Feb. 5, 1817 Maryland Legislative resolution appoints William H. Winder, Thomas Ellicott, Levi Hollingsworth, Robert Morgan, Abraham Jarrett, Joseph Condon and Levi Gale commissioner to view and improve the navigation of the Susquehanna River; may also negotiate with any commissioners appointed by Pennsylvania. (PL)
- Feb. 5, 1817 Gas Light Company of Baltimore, organized in 1816, incorporated in Md.; first urban gas company. (Blandi)
- Feb. 5, 1817 Virginia incorporates the Bank of the Valley at Winchester and the Northwestern Bank of Virginia at Wheeling, each with a capital of \$600,000; the first Virginia banks west of the Blue Ridge Mountains. (PL)
- Feb. 6, 1817 Isaac H. Williamson (1767-1844) a leading lawyer of Elizabethtown, succeeds Mahlon Dickerson as Gov. of New Jersey with the support of Federalist Aaron Ogden, a friend and neighbor; Williamson serves with wide support until 1829 in the so-called "Era of Good Feeling"; Williamson supports improvement projects, and his son Benjamin Williamson (1809-1892) will become a leading railroad lawyer. (Sobel)
- Feb. 7, 1817 Committee on Roads & Canals of the U.S. House reports on the part of Pres. Madison's annual message dealing with internal improvements;

recommends funding a national system consisting of canals across the four short necks between Cape Cod and the St. Mary's River in Florida, canals from the Hudson River to Lake Erie, Lake Erie to the Ohio River, and around the falls at Louisville, improvement of the major Atlantic Rivers back to the Appalachian divide, turnpikes across the Appalachians between the eastern and western rivers, a turnpike along the Fall Line, and military roads to various strategic points on the Great Lakes. (Rept)

- Feb. 7, 1817 Charles Hesser and Joshua Malin, proprietors of the Valley Forge on the Schuylkill River in Montgomery County write an endorsement of the coal and iron tract owned by Maj. Charles Snowden on the West Branch of the Schuylkill River; they have tried it in a cupola furnace. (Cursor Review)
- Feb. 7, 1817 Virginia passes a General Turnpike Law; the Board of Public Works is to determine which companies qualify for a state subscription of two-fifths of the capital. (Hunter)
- Feb. 8, 1817 Bonus Bill passes the Senate, 86-84, over the combined opposition of New England Federalists and states' rights Virginians. (Annals of Cong, Larson)
- Feb. 8, 1817 N.J. Legislature appropriates an additional \$1,500 for the Delaware & Raritan Canal survey. (PL)
- Feb. 12, 1817 Somerset & Mount Pleasant Turnpike Road Company receives letters patent. (PaArch)
- Feb. 1817 Maryland imposes a tax of \$15,000 per year on the Baltimore Branch of the Bank of the United States. (Catterall - verify PL)
- Feb. 1817 Next 5 miles of the National Road let, taking it as far as Braddock's grave. (HistBd of Sst Fltn)
- Feb. 1817 Former Indian reservations at the foot of the Maumee Rapids are sold at auction at Wooster, Ohio; the two bidders, the "Baum Company," led by Martin Baum, and the "Piatt Company," led by John H. Piatt and Robert Piatt, agree to pool their resources and buy tracts 1-4 and 86-87 jointly. (Waggoner)
- Feb. 17, 1817 New York Canal Commissioners report setting the dimensions of the Erie and Champlain Canals at 40 x 4 x 28 feet with 90 x 12 locks; combined cost of \$6 million; to be financed by \$1.5 million state loan and surplus revenues. (, Shaw)
- Feb. 17, 1817 Maj. Paul Hyacinthe Perrault (1760-1834), a refugee from the French Revolution, is appointed to the Topographical Engineers, Southern Division, in place of Maj. John Wilson, resigned. (topogs.org)

- Feb. 19, 1817 Hugh Young (-1822) appointed a Captain of Topographical Engineers, Southern Division. (topogs.org)
- Feb. 20, 1817 Under a joint resolution of Congress, as of this date, all payments to the federal government are to be in specie or the notes of specie-paying banks. (DAdams)
- Feb. 20, 1817 Banks in Philadelphia, New York and Baltimore resume specie payments under agreement with new Bank of the United States; the Bank of the United States checks its outflow of specie and bank credit expands. (Stokes, Govan, Scharf)
- Feb. 20, 1817 Two Ohio banks resume specie payments; the rest do so early in the spring. (Huntington)
- Feb. 21, 1817 New York act renames the New York Manufacturing Company “The President, Directors & Company of the Phoenix Bank,” effective July 1. (PL)
- Feb. 22, 1817 Holland Land Company renews its offer of a donation of 100,000 acres south of the Allegheny River in support of the Erie Canal. (Chazanof)
- Feb. 24, 1817 Daniel D. Tompkins resigns as Gov. of New York, having been elected VP on James Monroe’s ticket; replaced by Lt.-Gov. John Tayler (1742-1829). (Sobel, DAB)
- Feb. 26, 1817 Butler, Pa., incorporated as a borough. (PL)
- Feb. 28, 1817 Senate passes the Bonus Bill, 20-15; again, the support comes from the Middle States and the West, and opposition from New England and the South. (Skeen)
- Early 1817 Illinois passes a law postponing all executions for debt for one year unless the creditor agrees to accept notes of the Bank of Illinois at Shawneetown or other area banks at par. (Rothbard - verify PL)
- Mar. 1, 1817 Federalist Congressman Elijah Hunt Mills (1776-1829) of Northampton, Mass., reports to the House in favor of Sunday mail service; banning Sunday mails would not be effective unless all the states could unite in banning all Sunday travel; otherwise mail delivery would just move to private carriers who would be even more disruptive; this serves to quiet the Sabbath controversy for about a decade. (John)
- Mar. 1, 1817 Darke County fully organized and detached from Miami County with county seat at Herdman farm. (Long)

- Mar. 3, 1817 Ont the last day of the Fourteenth Congress, outgoing Pres. James Madison vetoes the Bonus Bill on constitutional grounds; Madison wants a Constitutional amendment granting the federal government the separate power to build roads and canals and is fearful of the pork-barrel implications of a large permanent fund which is to be divided upon the basis of state representation; the bill, sponsored by John C. Calhoun and Henry Clay, would have used the bonus and dividends from the Second Bank of the United States to fund internal improvements; bill is supported by New York, Pennsylvania (which provide nearly half the votes in favor) and Midwest and opposed in New England and the South; the House fails to override the veto; New York and Pennsylvania thereafter turn to state funding of internal improvements and oppose federal spending as benefitting only their rivals. (Skeen, Howe, Larson)
- Mar. 3, 1817 Fourteenth Congress adjourns. (wiki)
- Mar. 3, 1817 Maryland Internal Improvement Act incorporates the Rail Road Company of Somerset, the first railroad charter in Maryland; is to be located at Princess Anne on the Eastern Shore and have toll gates and toll houses like a turnpike road. (PL)
- Mar. 3, 1817 Act of Congress incorporates six joint stock banks already operating in the District of Columbia: the Farmers & Mechanics Bank of Georgetown, the Central Bank of Georgetown & Washington, the Bank of the Metropolis, the Patriotic Bank of Washington, the Real Estate Bank of the United States, and the Union Bank of Alexandria; unincorporated banks are prohibited after Apr. 4, 1817. (StatutesatLarge)
- Mar. 3, 1817 Act of Congress authorizes the Columbia Turnpike Road Company (Md.) to extend into the District of Columbia as far as Rock Creek in the direction of Georgetown. (StatutesatLarge)
- Mar. 3, 1817 Congress makes an appropriation for a lighthouse at Erie (built 1818). (Annls of Cong, Bowlus)
- Mar. 4, 1817 Republican James Monroe (1758-1831) of Virginia is inaugurated Pres.; his Federalist opponent Rufus King (1755-1827) has carried only Massachusetts, Connecticut and Delaware; Monroe uses his landslide victory to endeavor to implement what amounts to one-party rule by a very broad-based party, the so-called "Era of Good Feelings"; instead, it increases factionalism within his own Republican Party, as ambitious men jockey for power and the succession. (Howe)
- Mar. 4, 1817 Fifteenth Congress convenes with a majority elected in a backlash against the Compensation Bill; Henry Clay remains Speaker of the House. (wiki)

- Mar. 4, 1817 Maj. Stephen H. Long reports on topographical surveys between the Ohio and Mississippi River and Lake Michigan, recommending a canal between the Illinois and Chicago Rivers and connections between the Illinois, Wabash, St. Joseph and Maumee Rivers; also extending the National Road to the Mississippi River. (Hill, Putnam)
- Mar. 6, 1817 Frenchman Guillaume Tell Poussin (1794-1876) is appointed a Captain of Topographical Engineers under fellow Bonapartist Gen. Simon Bernard. (topogs.org, McMaster)
- Mar. 8, 1817 New York Stock & Exchange Board established by 24 brokers, securing permanent indoor quarters, another symptom of the expanding economy. (Werner)
- Mar. 10, 1817 DeWitt Clinton recommends financing the New York State canals by borrowing \$1.5 million for 20 years at 6%, secured by the annual appropriation of \$60,000 from auction duties, plus all money from the sale of unsecured land; the canal is opposed by the Hudson River counties, by Tammany Hall, and by the Republican Party faction led by Martin Van Buren (1782-1862). (Sweet)
- Mar. 13, 1817 Pa. act appropriates \$10,000 to clear the Delaware River from Trenton Falls to Foul Rift; \$3,000 to clear the Susquehanna River between Columbia and Northumberland. (PL)
- Mar. 1817 Steamboat *Ontario*, built under a Fulton grant, launched at Sacketts Harbor; operates between Oswego, York (Toronto) and Niagara.
- Mar. 18, 1817 Aaron Ogden puts on larger steamboat, the *Atalanta*, between New York and Elizabethtown Point, and runs the *Sea Horse* between Elizabethtown Point and Amboy. (NJJrnl)
- Mar. 18, 1817 New York Canal Commissioners make their first annual report; estimate the cost of both Erie and Champlain Canals at \$5,797,738. (Sweet)
- Mar. 21, 1817 Rochesterville, N.Y., as it is then called, incorporated as a village. (PL)
- Mar. 22, 1817 Pennsylvania act authorizes the survey of a state road from Bedford to Franklin via Indiana. (PL)
- Mar. 24, 1817 Pa. Improvement Act authorizes Gov. to subscribe \$6,000 to the stock of the Cayuga & Susquehanna Turnpike Company in N.Y.; appropriates \$800 for clearing Big Mahoning Creek; \$1,600 for clearing the Allegheny River; \$1,500 for clearing the Conemaugh River; \$200 for clearing the Conewango Creek from the Allegheny River to the N.Y. state line; \$800 for clearing

French Creek to Waterford; \$1,000 for clearing Red Bank Creek; \$200 for clearing Toby's Creek; a \$50,000 subscription to the Schuylkill Navigation Company; and other subscriptions to other roads and turnpikes. (PL)

- Mar. 24, 1817 First Monongahela Navigation Company incorporated in Pa. to improve the river with a slackwater navigation of locks and dams to the Virginia state line. (PL)
- Mar. 24, 1817 Pittsburgh, Butler & Mercer Turnpike Road Company incorporated in Pa. (PL)
- Mar. 24, 1817 Mercer & Meadville Turnpike Road Company incorporated in Pa. (PL)
- Mar. 25, 1817 Pennsylvania appoints commissioners to meet with commissioners appointed by N.J. regarding the navigation of the Delaware River. (PaArch)
- Mar. 25, 1817 Washington & Pittsburgh Turnpike Road Company incorporated in Pa. (PL)
- Mar. 26, 1817 Herman Haupt (1817-1905), future PRR Chief Engineer and General Superintendent, born at Philadelphia; son of John Jacob Houpt (1776-1828), a merchant who had lost his business in the War of 1812 and been forced to work as a bookkeeper in a wholesale grocery and Margaretta Wiall Houpt; family name was then the Anglicized German spelling "Houpt." (Ward)
- Mar. 28, 1817 New York declares Beaverkill Creek from the Delaware River to the junction of Little Beaverkill Creek a public highway. (PL)
- Mar. 29, 1817 Pioneer canal engineer William Ross Maffet (1817-1890) born at Wilkes-Barre, Pa. (PrmntMenScranton)
- Mar. 29, 1817 North River Steamboat Company's *Chancellor Livingston* enrolled at New York, the last steamboat designed by Robert Fulton and the largest and fastest on the Hudson River to date; hull by Henry Eckford with machinery by John P. Allaire who has taken over the Fulton Works after Fulton's death. (Heyl)
- Mar. 31, 1817 Schuylkill Navigation Company contracts with Ariel Cooley to complete the Flat Rock (Manayunk) Dam and canal for \$67,500 in cash and \$15,000 in stock, slightly less than Cooley's proposition of last year. (MB)
- Spring 1817 Town of Portland, Ohio, laid out by Zalmon Wildman of Danbury, Conn., on Put-in-Bay, the largest natural harbor on Lake Erie; it later becomes part of Sandusky. (Peeke)
- Apr. 3, 1817 State of Pa. subscribes \$90,000 to Bedford & Stoystown Turnpike Road Company. (PaArch)

- Apr. 4, 1817 Alfred Lewis Dennis (1817-1890), future Pres. of United New Jersey Railroad & Canal Company, born in Newton, N.J. (NCAB)
- Apr. 6, 1817 Michillimackinac, Mich., incorporated as a borough. (PL)
- Apr. 7, 1817 New York City Common Council consents to the transfer of the lease of the Hoboken ferry to John, Robert and Samuel Swartwout. (Morrison)
- Apr. 7, 1817 “President, Directors & Company of the Bank of Washington & Warren” incorporated in N.Y. with a capital of \$400,000; its bank is to be located in remote Sandy Hill, now Hudson Falls, so that its notes will almost never be presented for redemption in specie; it becomes a speculative vehicle for New York financier Jacob Barker, who begins acquiring control of banks in the city and Hudson Valley. (PL, Seavoy)
- Apr. 7, 1817 Seat of Darke County, Ohio, changed from Herdman farm to Greenville. (Long)
- Apr. 9, 1817 Commonwealth of Pa. loans \$9,000 to the McCalls Ferry Bridge Company. (PaArch)
- Apr. 15, 1817 New York State passes Erie Canal Bill authorizing Erie and Champlain Canals and establishes a Canal Fund after the Hudson River counties and Bucktail leader State Sen. Martin Van Buren switch to supporting it at the last minute; every delegate from New York City remains opposed; the Canal Commissioners are to borrow up to \$400,000 per year to be secured by a tax of 12.5 cents per bushel on salt, a tax of \$1 per trip on steamboat passengers, and of \$250,000 on real estate within 25 miles of the canals; establishes a board of Canal Appraisers; also authorizes the Canal Commissioners to purchase the property and rights of the Western Inland Lock Navigation Company whenever required for the new canal; the bill provides for the construction of only the middle section of the Erie Canal. (Sweet, Stokes, Chazanof, Larson, Skeen)
- Apr. 15, 1817 New York State passes new auction law for New York City; reduces state tax on auctions but requires tax be paid prior to sale, thus encouraging the sale of goods at any price and reinforcing New York's reputation for bargains and its dominance of the import trade; at Philadelphia auctions, in contrast, goods are usually withdrawn from sale without a tax penalty if the bids are deemed too low. (Albion)
- Apr. 15, 1817 Huntington & Smithtown Turnpike Company incorporated in N.Y. to build from the Jericho Turnpike at the eastern line of the Town of Oyster Bay to Smithtown. (PL)
- Apr. 15, 1817 New York act authorizes laying out a state road from Rochesterville

through Mount Morris to Angelica. (PL)

- Apr. 1817 Last 7.13 miles of the New Castle & Frenchtown Turnpike in Delaware licensed to take tolls. (Scharf)
- Apr. 1817 Boilers of the high-pressure steamboat *Constitution*, formerly the *Oliver Evans*, collapse 30 miles north of Baton Rouge; 11 killed. (Bathe)
- Apr. 1817 Capt. Henry M. Shreve pilots the *Washington* on her second voyage from New Orleans to Louisville in 25 days; the Fulton boats have made the run in longer time, but with larger cargoes; the same trip by keelboat takes 4 months; by 1819 the steamboat time has fallen to about 16½ days. (Hunter)
- Apr. 17, 1817 Tompkins County, N.Y., created from parts of Cayuga and Seneca Counties. (French)
- Apr. 18, 1817 Washington & Williamsport Turnpike Road Company receives letters patent. (PaArch)
- Apr. 22, 1817 Commonwealth of Pa. subscribes for 1,000 shares of the Schuylkill Navigation Company at 50 and makes the first payment of \$12,500. (PaArch)
- Apr. 28, 1817 DeWitt Clinton is elected Gov. of New York, defeating regular Republican Peter B. Porter of Buffalo. (Sobel)
- Apr. 29, 1817 Rush-Bagot agreement between the U.S. and Britain provides for gradual naval demilitarization of the Great Lakes; each nation is to be limited to one warship on Lake Champlain, one on Lake Ontario, and two on the upper Lakes. (WwasW, Howe, Putnam)
- May 6, 1817 Briscoe & Partridge place *Superior* in service between Philadelphia and Wilmington under Capt. William Milnes, connecting with *New Jersey* under Capt. Moses Rogers on Chesapeake Bay. (Alexander - BaltAm date for start of NJ for year is 4/15)
- May 8, 1817 Stage coach service begins between Columbus and Chillicothe. (JRLytle)
- May 1817 Grain prices in the Northeast seaport cities peak at \$3.11 a bushel for wheat and \$1.75 a bushel for corn, then fall precipitously on expectations of a better harvest in the fall. (Klingaman)
- May 1817 Next 9 miles of the National Road let, from Braddock's grave to Uniontown, Pa.; also from two miles east of Washington to the Virginia state line (HistBdfdSsetFltn, Crumrine)

- May 1817 John McKnight and Thomas Brady replat the site of Jacksonville as Illinoistown, where they own a 5/7 interest in the ferry over the Mississippi River to St. Louis. (Wallace)
- May 1817 U.S. District Court at New Orleans dismisses the petitions filed by the Fulton and Livingston heirs to block operations of the rival Mississippi River steamboats *Washington*, *Oliver Evans* and *Franklin* on the grounds that the court lacks jurisdiction; no further serious attempt is made to enforce the Fulton-Livingston monopoly claims on the western rivers, and by 1819, the number of steamboats there is 31 and increasing rapidly. (Stecker, Hunter)
- May 16, 1817 Briscoe & Partridge's steamboat *New Jersey* begins making Sunday trips between Baltimore and Annapolis when not running to Elkton. (BaltAm)
- May 19, 1817 Line of stagecoaches established between Lancaster and Wilmington, Del. (Ellis/Evans)
- May 26, 1817 *Firefly* arrives at Newport from New York, the first regular steamboat to enter Narragansett Bay. (Field/RI)
- May 28, 1817 Pa. Gov. Simon Snyder appoints Robert Brooke and Charles Treziyulny to survey a canal from the Tioga River to Seneca Lake. (PaArch)
- May 28, 1817 *Firefly* arrives at Providence; it proves too clumsy to compete with the sailing packets when they have a favorable wind and ceases operations after four months. (Field/RI)
- June 5, 1817 Philadelphia & Pittsburgh Transportation Company organized by Thomas Harper, et. al of Philadelphia; a group of merchants hope to equalize the cost of cartage and operate a daily wagon between the two cities; advertise for contractors to provide horses to haul wagons in 10-mile relays; William B. Foster, Sr.(1779-1855) and William Robinson (1785-1868) are Pittsburgh agents. (, StdHistPitts)
- June 5, 1817 *Frontenac*, first (Canadian) steamboat on the Great Lakes, leaves Kingston, Ont. for York (Toronto), and Niagara. (Mills)
- June 7, 1817 Briscoe & Partridge begin operating the *New Jersey* and *Eagle* between Baltimore and Elkton, permitting expansion to a daily service; the road between Elkton and Wilmington via Christiana Bridge and Newport is now turnpiked; *Vesta* and *Superior* operate on the Delaware River. (BaltAm, Alexander)
- June 9, 1817 Steamboat *Washington* blows up and sinks just below Marietta, Ohio, with the loss of 7 lives. (Bathe)

- June 1817 New York Canal Commissioners hire Isaac Briggs of Maryland, but he is soon demoted to routine work. (Calhoun)
- June 1817 James Johnson establishes the first stagecoach line between Lexington and Louisville, Ky.; the Great Western Mail is then divided at Lexington, with part passing southwest through Tennessee to New Orleans and part going via Louisville and by rider through Vincennes to St. Louis. (Holmes/Rohrbach)
- June 16, 1817 In his war with Aaron Ogden, Thomas Gibbons announces free passage from Rising Sun Landing at mouth of Elizabeth River to New York in the packet *Industry*. (NJJrnl)
- June 17, 1817 Richard Hartshorne deeds the remainder of Sandy Hook, N.J., to the federal government as a military reservation. (Moss)
- June 20, 1817 James W. Jones, Robert E. Evans and Hugh McGary advertise the first sale of lots in Evansville, Ind. (Esarey)
- June 27, 1817 First construction contract let for the Erie Canal; a total of 58 miles are contracted during the year, all on the summit level; the Canal Commissioners have decided to begin work on the Middle Division first and let contracts on short sections to individual contractors, a practice that becomes the norm on antebellum canals. (Sweet)
- June 30, 1817 Future PRR civil engineer Thomas Seabrook (1817-1897) born at Lambertville, N.J., son of James Seabrook (1775-1832) and Merriam Seabrook (d. 1888); his sister Mary Hanna Seabrook (1813-1874) later marries fellow civil engineer Ashbel Welch (1809-1882). (DeYoung)
- July 1, 1817 Hugh Judge Jewett (1817-1898), future Pres. of Little Miami Railroad and of the Erie Railway, born at Deer Creek, Harford County, Md.; son of John Jewett and Susannah Judge Jewett and younger brother of Thomas Lightfoot Jewett; he studies at Hopewell Academy in Chester County, Pa., and reads law at Elkton. (NCAB)
- July 2, 1817 Wilkes-Barre master carpenter Abiel Abbott (1790-1838) loses his wife and infant daughter. (Harvey)
- July 3, 1817 George Stiles advertises the steamboat *Surprise*, Capt. Jonathan Spencer, running between Baltimore and Miles River Ferry, near Easton, Md., via Annapolis. (Holly)
- July 4, 1817 New York State breaks ground for the Erie Canal at Rome, N.Y. (Sweet, Whitford)

- July 14, 1817 Monroe County, Mich., created from part of Wayne County, including the disputed “Toledo Strip.” (Long, Waggoner)
- July 16, 1817 Pa. contracts for clearing French Creek from Meadville to Waterford for \$400. (PaArch)
- July 20, 1817 Steamboat *Vesta* of new Baltimore line burns at Wilmington dock at 2:00 AM with no loss of life; replaced by *Sea Horse* brought from Elizabethtown Point, N.J. (PADAd, Scharf)
- July 1817 Aaron Ogden moves the *Sea Horse* to the Delaware River to replace the use of the *Aetna* of the Columbian Steam Boat Company, in which Oliver Evans owns stock. (Bathe)
- July 22, 1817 Pa. contracts with John Grove to clear the Susquehanna River from Columbia to Northumberland for \$3,000; channel to be wide enough for 3 to 4 arks to pass abreast. (PaArch)
- July 30, 1817 Steamboat *Virginia*, built for Benjamin Ferguson’s Norfolk & Baltimore Line, begins revenue service, leaving Baltimore for Norfolk. (Heyl)
- July 28, 1817 Brig. Gen. Joseph G. Swift appoints Maj. Sylvanus Thayer (1785-1872) Superintendent of the U.S. Military Academy at West Point; with the support of Secretary of War John C. Calhoun, Thayer reverses the lax administration of his predecessor, the anti-elitist Alden Partridge, and introduces reforms that turn it into the country’s first modern engineering school based on the French *École Polytechnique*. (DAB, McDougall)
- July 28, 1817 Future banker Francis Martin Drexel (1792-1863) arrives in Philadelphia on the *John of Baltimore* from Amsterdam to ply his trade of a portrait and miniature painter with some success; he later makes extended trips to South America and Mexico to ply his trade and also engages in mercantile ventures. (Hopkinson)
- July 28, 1817 John G. Comegys (1782-1819), a Baltimore merchant trading at St. Louis, purchases all the land at the confluence of the Ohio and Mississippi Rivers, where he proposes to establish the town of Cairo. (Smith)
- July 31, 1817 Steamboat *Virginia* arrives at Norfolk on its first trip from Baltimore; third steamboat built in Baltimore and first for regular Baltimore-Norfolk service; owned and operated by Benjamin Ferguson. (Brown)
- Summer 1817 National Road completed to Uniontown, Pa., except for some heavy masonry. (HistBdfdSsetFltn)

- c. Aug. 1, 1817 Seat of Wayne County, Indiana, changed from Salisbury to Centerville. (Long)
- Aug. 2, 1817 The *Zebulon M. Pike* is the first steamboat to arrive at St. Louis, six weeks out of Louisville. (Scharf)
- Aug. 9, 1817 New York Canal Commissioner writes to DeWitt Clinton noting that Canvass White would make a good engineer after he takes charge of one of Benjamin Wright's survey parties in Wright's absence. (Calhoun)
- Aug. 14, 1817 The Baum Company and Piatt Company having merged as the Port Lawrence Company, Martin Baum appoints William Oliver his agent to lay out the town of Port Lawrence at the foot of the Maumee Rapids, now part of the city of Toledo. (Waggoner)
- Aug. 1817 Major flood in the Susquehanna watershed. (HazReg)
- Aug. 1817 Monongahela Navigation Company opens books, and the state subscribes 1,000 shares, but nothing is done under this charter. (Crumrine)
- Aug. 18, 1817 New Paris, Ohio, platted by James Fleming and Andrew Ireland, both of whom are from Paris, Ky. (HistPrebleCo)
- Aug. 21, 1817 The small steamboat *Stoudinger* is placed in service between Albany and Troy. (Reynolds)
- Aug. 26, 1817 The Elkton Line of Samuel Briscoe, John Partridge, James Partridge, Levi Hollingsworth, William Hollingsworth, Elias Green, James Small, and Alexander Scott buys the steamboat *Eagle* from Moses Rogers. (Heyl implies bought in 1815?)
- Sep. 1, 1817 Monroe, Mich., named the seat of Monroe County. (Long)
- Sep. 2, 1817 Washington & Pittsburgh Turnpike Turnpike Road Company receives letters patent. (PaArch)
- Sep. 3, 1817 In letter to Gov. DeWitt Clinton, Gov. Snyder notes he has appointed surveyors Robert Brooke (1770-1821) of Philadelphia and Polish refugee Charles Stegner Treziyulny (1757-1851) of Bellefonte to survey the Susquehanna & Seneca Canal. (PaArch)
- Sep. 4, 1817 First section of 5 miles of the Bedford & Stoystown Turnpike Road licensed to take tolls. (PaArch)
- Sep. 4, 1817 Monroe, Mich., incorporated as a town. (PL)

- Sep. 5, 1817 James Geddes is transferred to the Champlain Canal and begins a resurvey; the dimensions are enlarged to equal those of the Erie Canal. (Sweet)
- Sep. 8, 1817 *Surprise*, Capt. Jonathan Spencer, advertises running between Baltimore and Miles River Ferry, near Easton, Md., via Annapolis on Mondays and Thursdays. (BaltAm, Emory)
- Sep. 10, 1817 *Surprise* begins running to Centreville on Wednesdays and Saturdays, first steamboat on the Chester River. (BaltAm)
- Sep. 13, 1817 Pa. contracts with commissioners to clear the Conewango Creek from the Allegheny River to the N.Y. state line for \$200. (PaArch)
- Sep. 15, 1817 Isaac Meason (1743-1818) places the first U.S. puddling and rolling mill in operation at Plumsock on Redstone Creek between Connellsville and Brownsville. (Swank)
- Sep. 1817 Josiah White begins an unsuccessful campaign to have the City of Philadelphia rescue his failed manufacturing and water power operation at the Falls of Schuylkill by contracting with him to supply the city with water. (White)
- Sep. 20, 1817 First sale of lots held at Port Lawrence, now part of Toledo. (Waggoner)
- Sep. 22, 1817 John Noble Cumming is operating stages between Aaron Ogden's *Atalanta* at Elizabethtown Point and the *Aetna* and *Pennsylvania* of the Columbian Steamboat Company on the Delaware. (Lane)
- Sep. 22, 1817 Steamboat *Norfolk* leaves Washington with \$600,000 in silver for Baltimore; \$450,000 transferred to Capt. Whilldin's ship on the Union Line at Baltimore on Sep. 25, and then to the New York Union Line, arriving at New York on Sep. 26. (PADA)
- Sep. 28, 1817 Steamboat *Norfolk* begins weekly service on the Norfolk & Baltimore Line. (BaltAm)
- Sep. 29, 1817 At the Treaty of Maumee Rapids, Gov. Lewis Cass negotiates with the Miami of Lake Erie, Wyandot, Seneca, Delaware, Shawnee, Potawatomi, Ottawa and Chippewa the cession of the bulk of their lands in northwestern Ohio and northeastern Indiana lying between the Western Reserve line, the Treaty of Greenville line, the St. Mary's River and the Maumee River, also a strip in northwestern Ohio and south-central Michigan north of the Maumee River, in return for small reservations; this clears Ohio of Indian titles. (IndLndCessions, Howe, PerrinCrwfrdCo)
- Sep. 29, 1817 Pioneer civil engineer Isaiah Linton (1817-1891) born. (rootsweb)

- Sep. 30, 1817 Pa. contracts with John McCalmont, Jr., to clear the Allegheny River from Franklin to the N.Y. state line for \$600 and with John Martin, Jr., to clear French Creek from Franklin to Meadville. (PaArch)
- Fall 1817 Chauncey Rose (1794-1877), a Connecticut Yankee, arrives in the Wabash Valley and travels around the Trans-Appalachian West looking for a desirable location to settle. (Bradsby/Vigo)
- Oct. 2, 1817 Gov. Simon Snyder appoints commissioners to view the new bridge over the West Branch of the Susquehanna River at Lewisburg. (PaArch)
- Oct. 2, 1817 Webster Wagner (1817-1882), sleeping car inventor, born at Palatine Bridge, N.Y. (RRGaz)
- Oct. 7, 1817 William Findlay (1768-1846) elected Governor of Pennsylvania, defeating Simon Snyder's handpicked heir Nathaniel B. Boileau (1763-1850); first to be nominated by a state convention, which is aimed at curtailing the power of the conservative caucuses in Philadelphia; conservatives spend most of Findlay's term trying to impeach him, causing deadlock on internal improvements and other issues. (PaArch, SKStevens, Klein, Shankman)
- Oct. 7, 1817 Susquehanna & Waterford Turnpike Road Company receives letters patent. (PaArch)
- Oct. 8, 1817 Pres. Monroe appoints John C. Calhoun of South Carolina Secretary of War. (wiki)
- Oct. 13, 1817 Second Bank of the United States establishes a branch at Chillicothe, Ohio. (Lee/Columbus)
- Oct. 13, 1817 Wooster, Ohio, incorporated as a town. (Douglass/Wayne)
- Oct. 1817 New Castle Turnpike Company completes macadamizing the Newport Road from the New Castle Turnpike to the south end of the Newport Bridge. (Scharf)
- Oct. 1817 Second Bank of the United States establishes a branch at Richmond, Va., with a capital of \$1 million and one at Norfolk with a capital of \$500,000. (Starnes)
- Oct. 23, 1817 Thomas Gibbons seeks his revenge upon Aaron Ogden by starting a rival steamboat line to New York with a small 25-ton steamboat, the *Stoudinger*, now called *The Mouse Out of the Mountain*, which he runs to the stone bridge over the Elizabeth River, avoiding a stagecoach transfer into town. (NJJrnl)

- Oct. 28, 1817 Thomas Gibbons begins running *The Mouse Out of the Mountain* in regular service between New York and Rising Sun Landing at Elizabethtown, abandoning running up the narrow Elizabeth River. (NJJrnl)
- Oct. 29, 1817 Pa. Gov. Simon Snyder issues a license to the Berlin & Hanover Turnpike Road Company to take tolls, its road having been completed. (PaArch)
- Nov. 1, 1817 Lewisburg Bridge over the West Branch of the Susquehanna River opens for teams. (HistJuniata/Susq)
- Nov. 3, 1817 Former Mayor of New York and U.S. Senator DeWitt Clinton elected Gov. of New York to succeed Daniel D. Tompkins (1774-1825), who resigned in Feb. to become Vice President. (Sobel)
- Nov. 3, 1817 Future New York financier and sportsman and American grandfather of Sir Winston Churchill, Leonard Walter Jerome (1817-1891), born at Pompey, N.Y., son of Capt. Isaac Jerome (1786-1866) and younger brother of Addison G. Jerome. (rootsweb)
- Nov. 3, 1817 Auction sale of the first lots in the new Illinois City or Illinoistown, on land owned by John McKnight and Thomas Brady; originally part of Cahokia common and later East St. Louis. (Scharf)
- Nov. 1817 Josiah White proposes to the Schuylkill Navigation Company for them to allow him to build a temporary navigation to enable coal to be brought down in about a year at a toll of \$1.20 per ton; they demand \$12 a ton; White resolves to seek an alternate source of coal in the Lehigh Valley. (White)
- Nov. 18, 1817 John Read elected Manager & Councillor of the Union Canal Company of Pennsylvania in place of John Sergeant, resigned. (MB)
- Nov. 22, 1817 Future Lines West and western railroad official John Byars Anderson (1817-1897) born in Washington County, Pa.; son of Rev. John Anderson (1768-1835) a Presbyterian minister. (kansasstatehs)
- Nov. 24, 1817 Thomas Gibbons hires Cornelius Vanderbilt (1794-1877), an ambitious boatman from Staten Island who is already earning \$3,000 from sailboats, as temporary captain of the *Stoudinger* after his regular captain Ebenezer Lester quits. (Stiles)
- Nov. 25, 1817 Aaron Ogden appeals to the North River Steamboat Company to stop Gibbons's boat; they decline to interfere. (CncrnngStmbts)
- Nov. 30, 1817 The Seminoles, a coalition of Native Americans and escaped African

American slaves who have found refuge in Spanish Florida, respond to American attacks by killing most members of a border patrol on the Appalachicola River, beginning the First Seminole War. (Howe)

- Dec. 1, 1817 Schuylkill Navigation Company is out of funds to pay for Ariel Cooley's and Lewis Wernwag's work, which is met by loans from the leading directors; authorizes advertising for improving the river between Reading Bridge and Lewis's Falls; appoints a committee to negotiate with Josiah White for improving the river below the Falls of Schuylkill. (MB)
- Dec. 1, 1817 Ohio Legislature convenes for the first time at Columbus, which replaces Chillicothe as the state capital. (Miller, Taylor)
- Dec. 2, 1817 In his annual message, Pres. James Monroe asserts that after careful study he is convinced that Congress has no power to establish a system of internal improvements and urges a constitutional amendment to that effect; a group of Virginian Old Republicans, including Philip Pendleton Barbour (1783-1841), James Johnson (1795?-1825), Hugh Nelson (1768-1836), Spencer Roane (1762-1822), Thomas Ritchie (1778-1854) of the *Richmond Enquirer*, John Taylor of Caroline (1753-1824) and John Randolph of Roanoke (1773-1833) unite to oppose any enlarged national powers as neo-Federalism. (CongGlobe, Larson)
- Dec. 5, 1817 Thomas Gibbons approaches John R. Livingston and informs him he is building a larger steamboat to compete with Ogden's *Atalanta*; Livingston, who had given the license to Ogden only under pressure from other family members, implies he will not interfere. (Stiles)
- Dec. 8, 1817 John C. Calhoun, the nationalist Senator from South Carolina, enters Pres. James Monroe's Cabinet as Secretary of War; Calhoun begins to promote national public works under the cover of national defense at a time when Old Republicans are clamoring for dismantling the general staff and West Point; this includes a line of coastal fortifications, the enlargement of West Point, the maintenance of an engineer corps and a permanent officer corps that can train recruits in time of war and conduct frontier exploration. (JCCalhounPprs, Larson)
- Dec. 8, 1817 Philip Pendleton Barbour introduces a constitutional amendment permitting the federal funding and construction of internal improvements, which is quickly killed. (AnnalsofCong)
- Dec. 9, 1817 U.S. Senate proposes a constitutional amendment to permit federal government to fund internal improvements, provided it is done with the consent of the states and funds distributed pro-rata among the states based on number of House seats. (Ward - same as above? is Barbour a Sen.?)

- Dec. 9, 1817 Aaron Ogden tries to steal a march on Thomas Gibbons by operating both the *Atalanta* and *Sea Horse* during the winter after Gibbons has withdrawn his boat. (NJJrnl)
- Dec. 9, 1817 Pres. John Mason of the Potomac Company reports that the company has improved 220 miles on the Potomac, 15 miles on the Conococheague, and 40 miles on the Monocacy. (Kapsch)
- Dec. 10, 1817 Michael Lieb (1760-1822) and George F. Goodman, Democrats of Philadelphia County, introduce motion in Pennsylvania House directing Committee on Roads & Inland Navigation to investigate appropriating auction duties to finance surveys linking the Delaware, Susquehanna and Allegheny Rivers and Lake Erie. (HseJrnl)
- Dec. 11, 1817 William Marks establishes a daily line of stagecoaches between Baltimore and Annapolis. (BaltAm)
- Dec. 13, 1817 William Lehman (1779-1829), a Philadelphia wholesale druggist and Federalist Representative, and Samuel Hodgdon of Philadelphia introduce a motion in Pennsylvania House to have the Committee on Roads & Inland Navigation investigate running surveys between the Susquehanna and Allegheny Rivers. (HseJrnl)
- Dec. 13, 1817 Union Canal Company of Pennsylvania Board contracts the 5th class lottery of \$345,000 to Solomon Allen. (MB)
- Dec. 13, 1817 Farmers & Mechanics Bank of Steubenville incorporated in Ohio with a capital of \$500,000. (PL)
- Dec. 15, 1817 The Oliver Evans high-pressure engine is accepted at the Fairmount Water Works, replacing the low-pressure engine; it is more efficient, but consumes more fuel; it also explodes in 1818 and 1821. (Gibson, Blake)
- Dec. 15, 1817 Mercer & Meadville Turnpike Road Company receives letters patent. (PaArch)
- Dec. 1817 Cumberland Turnpike Road placed under contract from Hagerstown to Conococheague Creek. (Williams/Washington)
- Dec. 16, 1817 Commercial Bank of Scioto (Portsmouth) and the Farmers Bank of Canton both incorporated in Ohio, each with a capital of \$100,000. (PL)
- Dec. 17, 1817 Pennsylvania House adopts Lehman's motion, but nothing is done; Pennsylvania continues to dither while New York moves ahead. (HseJrnl)
- Dec. 19, 1817 Bank of Hamilton incorporated in Ohio with a capital of \$300,000. (PL)

- Dec. 19, 1817 “The President, Directors & Company of the Bank of Michigan” incorporated with a headquarters at Detroit and a capital up to \$500,000. (PL).
- Dec. 22, 1817 Bank of Gallipolis incorporated in Ohio. (PL)
- Dec. 22, 1817 Little Miami Canal & Banking Company incorporated in Ohio by Jeremiah Morrow, et al., to build canals, locks and dams on the Little Miami River up to Waynesville, with a capital of \$300,000 and banking and manufacturing privileges; it never goes into operation. (PL, Morrow/Warren)
- Dec. 24, 1817 Commissioners on the navigation of the Delaware River report to Gov. Findlay; find 19 wing dams built between Foul Rift, 12 miles above Easton, and Trenton, many of which were built under the authority of N.J. but injure the navigation, especially the rafting of timber; unable to reach a settlement with N.J. (PaArch)
- Dec. 24, 1817 Josiah White, Erskine Hazard and their stone mason William Briggs arrive in Bethlehem en route to examine the coal property of the old Lehigh Coal Mine Company; neither White nor Hazard have any cash to invest, so they agree to take as a partner George Frederick Augustus Hauto (-1825), a smooth-talking con man who claims to be the son of a German baron but who lives by sponging off his hosts; Hauto claims to be able to raise money from his connections. (White)
- Dec. 25, 1817 Wilmington Turnpike Company (aka Lancaster Pike) completes a toll road from Wilmington to the Gap & Newport Turnpike near the Pennsylvania state line; serves to carry Lancaster County flour to the Wilmington mills. (Scharf)
- Dec. 29, 1817 Schuylkill Navigation Company prepares a petition to the Legislature asking for a 1% increase in Philadelphia auction duties, with the proceeds to be applied to the Schuylkill navigation. (MB)
- Dec. 31, 1817 Stephen Girard resigns as a government director of the Second Bank of the United States over disagreements with the management of Pres. William Jones. (DAdams)
- Dec. 31, 1817 Schuylkill County surveyor John Dreher writes a certificate endorsing the quantity and quality of the coal on the lands of Maj. Charles Snowden on the West Branch of the Schuylkill west of present-day Pottsville; one coal quarry is opened near Beaver Dam Sawmill. (Cursory Review)
- Dec. 31, 1817 Indiana relinquishes the right to subscribe to the Farmers & Mechanics Bank of Indiana (at Madison). (PL)

- 1817 A series of good harvests in Europe and financial contraction in Britain causes a precipitous drop in the price for U.S. agricultural exports; with less income, consumption of imports also drops. (Rothbard - Claphan says UK wheat imports rose from 210,000 quarters in 1816 to 772,000 in 1817)
- 1817 Price of wheat in Philadelphia peaks at \$2.41 a bushel; falls to only 88 cents by 1821. (Shankman)
- 1817 U.S. import values decline briefly on uncertainties about the return to specie payments and a temporary slackening in monetary expansion. (Rothbard)
- 1817 New York Canal Commissioners appoint Isaac Briggs (1763-1825) as Assistant Engineer on the Middle Division of the Erie Canal, which is extended east to Utica. (Sweet)
- 1817 New York Canal Commissioners send Canvass White to Britain to study canals. (Minor/EaglesByte)
- 1817 Valentine Gill and his young son Edward Hall Gill (1806-1868) emigrate from Ireland to New York, where the elder Gill will join the engineer corps of the Erie Canal and his son will become one of the second generation of American civil engineers. (AmrcnCnls)
- 1817 John Gulick & Sons establish Common Stock Line of stages over the Trenton & New Brunswick Turnpike. (Lane)
- 1817 The old line via Trenton and New Brunswick uses the *Philadelphia* on the Delaware and the *Olive Branch* on the Raritan; the old line between Philadelphia and Baltimore via New Castle uses the *Delaware* and *Baltimore* on the Delaware and the *Chesapeake* and *Philadelphia* (??) on the Chesapeake; the new line via Wilmington and Elkton uses the *Superior* on the Delaware and the *Eagle* on the Chesapeake. (Scharf - verify)
- 1817? Boiler of Aaron Ogden's *Atalanta* explodes, killing 2 children and scalding 5 others. (Bathe - verify date, pre 7/1817)
- 1817 Pa. Improvement Act is over \$500,000. (Durrenberger)
- 1817 Solomon Allen replaces Benjamin B. Howell as Manager of the Union Canal Lottery. (AR)
- 1817 Lewis S. Coryell (1788-1865) and Joseph D. Murray (-) establish the Union Mills, a sawmill and grist mill complex using the water power of the Delaware River at Wells Falls, just below New Hope; the New Hope mill owners will play a prominent part in schemes to improve the navigation of the Delaware River above tide and get access to the timber and coal regions

of the Delaware-Lehigh headwaters. (Battle)

- 1817 Berkhard Moser and his son Jacob Moser discover coal at Greenwood adjacent to Tamaqua, Pa. (Munsell)
- 1817 Noah Brown, a New York shipbuilder, inspects the coal lands of Maj. Charles Snowden on the West Branch of the Schuylkill River west of present-day Pottsville; on return to New York, he makes a trial of the coal, and offers to buy 6,000 acres, which is refused. (Cursory Review)
- 1817 Col. Washington Lee (1786-1871), a former army officer, settles in Newport Township, Luzerne County, Pa., where he buys a tract of 1,000 acres and builds a mansion on the Susquehanna River at Nanticoke; the tract will later be the property of the PRR's Susquehanna Coal Company. (Munsell)
- 1817 A total of 935 arks and 925 rafts, the latter averaging 25,000 board feet, descend the Susquehanna River to Port Deposit. (Myers/NYHist)
- 1817 Peter A. Karthaus (1765-1840) and the Rev. Frederick W. Geissenhainer (1771-1838) build Karthaus Furnace, a charcoal-iron furnace, on Moshannon Creek at present-day Karthaus in Clearfield County, Pa.; they also build a foundry and clear the river and ship stove plates, hollow ware, etc., but the site is too remote from markets, and the partnership is dissolved in 1818; activity in the area is then limited to lumbering. (Aldrich, explorepahistory)
- 1817 Hardman Philips (1784-1854), an English immigrant, builds a forge and screw factory at Philipsburg, Pa., where he has purchased land; it is far too remote from markets. (Swank)
- 1817 Rebecca Furnace built in Blair County, Pa., by Dr. Peter Shoenberger (1781-1854), the first furnace to be built by one of the most prominent antebellum ironmasters in Pennsylvania. (Swank)
- 1817 Philadelphia merchant Jacob Ridgway purchases 80,000 acres in McKean County and 40,000 acres in Elk County; sends Jonathan Colegrove, Paul E. Scull and James L. Gillis as agents. (Leeson)
- 1817 Village of Ligonier, Pa., laid out by Gen. John Ramsey in the Ligonier Valley between Laurel Hill and Chestnut Ridge in Westmoreland County. (Albert)
- 1817 Isaac Meason is the first to use coke in the refinery at the first rolling mill built west of the Alleghenies in Fayette County, Pa. (Bowlus - verify - Warren has 1818)

- 1817 Elk & Christiana Turnpike completed between Christiana Bridge and the Maryland State line near Elkton. (Holmes)
- 1817 Frederick, Md., incorporated as a town. (Scharf - verify PL)
- 1817 Proprietors of the Susquehanna Canal sold at foreclosure to Samuel Serritt of Baltimore on suit of the Bank of Maryland for a debt of \$30,000. (Johnston)
- 1817 Second Bank of the United States establishes a branch at Pittsburgh with John Thaw as Cashier; assumes business of defunct Bank of Pittsburgh (?). (HistPitts)
- 1817 Second Bank of the United States establishes a branch in Baltimore. (17 US 316/justia.com)
- 1817 Post Office established at Hamilton, N.Y., but with the name of Olean, which then attaches to the settlement. (Ellis/Cattaraugus)
- 1817 *Washington*, built by Henry M. Shreve, runs New Orleans to Louisville in 21 days. (Flexner)
- 1817 Zoar, Ohio, settled by a community of German immigrants. (Heald)
- 1817 Steamboats first ascend the Tennessee River to Florence, Ala., 260 miles from the river's mouth; navigation above this point is blocked by Muscle Shoals. (Hunter)
- 1817 John Jacob Astor's American Fur Company establishes a trading post on Mackinac Island. (FactsStates)
- 1817 Town of Port Lawrence, now the downtown of Toledo, laid out by a group of Cincinnati businessmen; development fails in the wake of the Panic of 1819. (OhioHS)
- 1817 U.S. Surveyor General Edward Tiffin (-), who also happens to be a former Gov. of Ohio, has a surveyor named William Harris run the southern boundary of Michigan in conformity to the Ohio Constitution from the south end of Lake Michigan to the northern boundary of Maumee Bay, thus insuring that the mouth of the Maumee River is in Ohio; the Ordinance of 1787 had called for a boundary on the line of latitude of the south end of Lake Michigan, which was held to be further north than it actually is; such a line would place the mouth of the Maumee River in Michigan; the ensuing dispute is called in retrospect the "Toledo War," although there is yet no Toledo. (Dunbar)

- 1817 Settlers at Smithville (Richmond), Ind., open the Quaker Trace north to Fort Wayne
- 1817 Bostonian Thomas Handasyd Perkins (1764-1854) becomes the leading American dealer in opium to China after a new Chinese crackdown scares off smaller traders and lessens competition for purchases of Turkish opium; he and his Canton manager John Perkins Cushing devise more sophisticated smuggling techniques. (Haddad)
- 1817 Richard and Samuel Parsons, now proprietors of the Ynyscedwyn Iron Works in South Wales, hire David Thomas (1794-1882), an engineer at the Neath Abbey Iron Works, as Superintendent. (history.powys)
- 1817-18? Kentucky act incorporated 40 independent banks, which are allowed to redeem their notes in notes of the Bank of Kentucky instead of specie; all fail in the following depression. (Duke)
- Jan.1, 1818 Robert Brooke and Charles Treziyulny make report on canal from present-day Elmira to Seneca Lake; estimate cost at \$583,300; presented to the Pennsylvania House on Feb. 7; interestingly, this first state-sponsored survey in some time is to link the Susquehanna Valley with Central New York and the Great Lakes and lies entirely outside of Pennsylvania. (PaArch, HseJrnl)
- Jan. 1, 1818 Lewisburg Bridge over West Branch of Susquehanna opens; built by Reuben Fields; 5-span covered wooden arch bridge. (C&C - has ca. 1/1)
- Jan. 4, 1818 *Courier* leaves Liverpool for New York, inaugurating monthly sailings of the Black Ball Line, the first regularly scheduled trans-Atlantic packet service; *James Monroe* makes the first eastbound departure from New York on Jan. 5; among the first westbound passengers are Lewis Waln and John Large of Philadelphia; cabin fare is \$186; the line is organized by Isaac Wright & Son, Francis Thompson, Jeremiah Thompson and Benjamin Marshall (the lone non-Quaker), all textile importers and later dealers in cotton and textile manufacture; the *Courier* arrives in New York with a cargo of British manufactures 47 days later. (Albion, PADA)
- Jan. 5, 1818 Report of Cadwallader Evans, Jr., William Erwin and John Ross, Pa. commissioners to treat with N.J. on the navigation of the Delaware River, report to the Pa. Legislature. (PaArch)
- Jan. 6, 1818 Kaskaskia incorporated as a town in Illinois Territory. (PL)
- Jan. 8, 1818 Pa. pays last installment of \$10,000 to Lewisburg Bridge Company, the bridge having been completed. (PaArch)

- Jan. 8, 1818 Indiana act requires banks that refuse to pay specie on notes to be charged 6% interest. (PL)
- Jan. 9, 1818 Bank of Edwardsville incorporated in Illinois with a capital of \$300,000 by Sen. Ninian Edwards (1775-1833) and others; located near St. Louis; it fails in 1820. (Garnett, Huston)
- Jan. 9, 1818 Bank of Kaskaskia incorporated in Illinois with a capital of \$500,000; because of financial conditions, it does not go into operation. (Garnett, Huston, Rothbard)
- Jan. 9, 1818 “President & Directors of the Bank of Cairo” incorporated in Illinois by John G. Comegys (-) and associates; are also to lay out the city of Cairo on a tract of 1,800 acres at the confluence of the Ohio and Mississippi Rivers; it is to lay out 2,000 lots at Cairo; two-thirds of the income from the sales of lots is to go into the bank, and the purchasers are to deposit one-third to the credit of the Bank of Cairo in the Second Bank of the United States; it is not successfully organized until 1836; it is controlled in Kaskaskia, where its bank is to be located. (PL, Garnett, Huston, Smith)
- Jan. 12, 1818 Pittsburgh Branch of the Second Bank of the United States opens for business; Adamson Tannehill, Pres. (StdHistPitts)
- Jan. 14, 1818 Medina County, Ohio, fully organized and detached from Portage County with county seat at Medina. (Long)
- Jan. 14, 1818 Bank of Circleville incorporated in Ohio with a capital of \$300,000; no further banks are chartered for 11 years. (PL, Huntington)
- Jan. 1818 Last 1.2 miles of the Wilmington Turnpike is licensed to take tolls, completing the road from Wilmington to the Gap & Newport Turnpike near the Pennsylvania state line. (Scharf)
- Jan. 1818 Samuel Wiggins (-) of Cincinnati, who had a tavern at the failed settlement of Washington opposite St. Louis, moves to buy the remaining 2/7 interest in the Mississippi River ferry from the heirs of Capt. James Piggott. (Wallace)
- Jan. 21, 1818 Virginia House Committee on Roads & Inland Navigation reports in favor of a sluice navigation from the head of the James River Company’s works at Crow’s Ferry (Beale’s Bridge) to the mouth of Dunlop’s Creek on Jackson River (\$400,000), a turnpike thence to the Great Falls of the Kanawha (\$500,000) and the improvement of the Kanawha from the Falls to the Ohio River (\$100,000); recommends the incorporation of two new companies, one for the James River and one for the turnpike and Kanawha

River. (Dunaway)

- Jan. 21, 1818 Vigo County, Indiana, created from part of Sullivan County with county seat at Terre Haute. (Bradsby/Vigo)
- Jan. 26, 1818 Seat of Huron County, Ohio, changed from Milan to Norwalk. (Long)
- Jan. 28, 1818 The Black Ball packet *James Monroe* is forced to land her passengers at Mul Galloway in Scotland because of rough weather and damage. (Albion)
- Jan. 28, 1818 “The President, Directors & Company of the Jeffersonville Ohio Canal Company” incorporated in Indiana with a capital of \$1 million to build canal around the Falls of Ohio; eliminates the toll restrictions of the previous Ohio Canal Company act. (PL, Fatout)
- Jan. 29, 1818 Patapsco Canal Company incorporated in Maryland. (Blandi)
- Jan. 29, 1818 Ohio claims land north of the southern boundary of Michigan Territory, beginning a boundary dispute, the so-called “Toledo War.” (Long)
- Jan. 30, 1818 Lehigh Coal Mine Company leases all its property for 20 years to Josiah White, Erskine Hazard and George F.A. Hauto for one ear of corn on condition that they deliver 40,000 bu. (1,500 tons) within 7 miles of Philadelphia. (LCMCo)
- Jan. 30, 1818 Kentucky Ohio Canal Company incorporated in Kentucky to build canal around the Falls of Ohio in opposition to the Jeffersonville Ohio Canal Company in Indiana; backed by Philadelphia capital. (PL, Esarey)
- Jan. 31, 1818 N.J. House passes resolutions denying any claim to exclusive rights in the Delaware River and agreeing to unite with Pennsylvania to alter any dams that obstruct the navigation. (PaArch)
- Jan. 31, 1818 Robert Brooke and Charles Treziyulny report on surveys for a canal between the Tioga River and Seneca Lake; estimated cost \$583,300. (PaArch)
- Jan. 31, 1818 Virginia Legislature appoints commissioners to meet with those of Pennsylvania, Ohio, Kentucky and Indiana regarding the navigation of the Ohio River above the Falls at Louisville. (PaArch)
- Feb. 3, 1818 Aaron Ogden withdraws the *Atalanta* and *Sea Horse* for the winter. (NJJrnl)
- Feb. 3, 1818 Bedford & Somerset Turnpike Road Company receives letters patent. (PaArch)

- Feb. 3, 1818 Cortlandt Street steamboat ferry *York* leaves Paulus Hook with 30 passengers and 3 wagons during a severe winter storm and is nearly blown out to sea; Cornelius Vanderbilt, maneuvers his Staten Island sailing ferry *Dread* alongside and manages to take off 12 passengers and land them at Whitehall Street; the *York* is carried out of control down to the Narrows and finally reaches Manhattan at 4:00 AM next day. (Stiles, HC)
- Feb. 6, 1818 “President, Directors & Company of the Jersey Bank” incorporated in N.J. with a capital of \$100,000 by John P. Durand, et al.; is to purchase from the state the old banking house of the old Jersey Bank at Paulus Hook for \$5,000. (PL)
- Feb. 7, 1818 York & Jersey Steam-Boat Ferry Company incorporated in New Jersey by Cadwallader D. Colden, John Noble Cumming, Elisha Boudinot and John P. Durand for 12 years from May 1 with a capital of \$120,000; incorporation of the earlier “Steam Boat Ferry Company” for the Paulus Hook-Cortlandt Street run. (PL)
- Feb. 7, 1818 William Lehman and Samuel Hodgdon of Philadelphia introduce a motion in the Pennsylvania House for the Committee on Roads & Inland Navigation to bring in bill for appointment of a board of commissioners to explore for a canal and receive proposals for making ascending and descending navigations on various rivers, particularly for canals linking the Delaware River with Lake Erie by means of canals, inclined planes, turnpikes or railroads; first call for a Pennsylvania transmontane canal and a commission equal to New York's or Virginia's. (HseJrnl)
- Feb. 7, 1818 Armstrong, Indiana & Cambria Turnpike Road Company incorporated in Pa. to build between Ebensburg on “Northern Turnpike” and Kittanning. (PL)
- Feb. 8, 1818 Lewisburg Bridge Company collects first tolls; William Cameron later becomes the principal stockholder. (HistJuniata/Susq)
- Feb. 9, 1818 Steamboat *Virginia* begins operating between Baltimore and Norfolk. (BaltAm - no - see 7/1817)
- Feb. 11, 1818 New Jersey passes act to create a fund for the improvement of internal navigation based on a tax on steamboat passengers. (PL)
- Feb. 11, 1818 Maryland passes act legalizing 1817 foreclosure sale of Proprietors of Susquehanna Canal and ordering purchaser to relinquish it for resale. (PL)
- Feb. 11, 1818 Maryland passes an act, aimed at the Second Bank of the United States, requiring any bank without a state charter to use for its banknotes only state stamped paper on which there is a graduate tax up to 20% or else pay an

annual tax of \$15,000, and also establishing a \$500 fine for each violation and a \$100 reward for the person reporting each violation; the Maryland Court of Appeals rules the BUS unconstitutional, and the case is appealed to the U.S. Supreme Court. (17 US 316/justitita.com)

- Feb. 11, 1818 A stockholder faction led by Thomas Hart Benton attempts to oust the existing management of the Bank of St. Louis; when they fail to carry the election, they have Army officers forcibly seize the bank and deliver the keys to them. (Scharf)
- Feb. 14, 1818 Washington & Baltimore Canal Company incorporated in Md. (Blandi)
- Feb. 1818 Pittsburgh Branch of the Bank of Pennsylvania closed after government deposits shifted to the new branch of the Bank of the United States. (StdHistPitts)
- Feb. 16, 1818 Joseph Ketchum Edgerton (1818-1893), future Lines West official and Indiana congressman, born at Vergennes, Vt.; son of Bela Edgerton (1787-1874) and Phebe Ketchum Edgerton and a fifth generation descendant of Richard Egerton, one of the Puritan founders of Norwich, Conn.; the family later moves to Plattsburg, N.Y. (CongBio, VlyUpprMaumee)
- Feb. 20, 1818 Future Philadelphia machinist and manufacturer and partner of first PRR Pres. Samuel Vaughan Merrick, John Henry Towne (1881-1875) born at Pittsburgh, son of John and Sarah Robinson Towne. (WwasW)
- Feb. 20, 1818 After legal action, the anti-Benton faction regains possession of the Bank of St. Louis, but it remains in suspension. (Scharf)
- Feb. 21, 1818 John Stevens agrees with John R. Livingston for stage coach connection between their steamboats. (DuBois)
- Feb. 21, 1818 Virginia appoints Samuel Blackburn to view the Ohio River from Pittsburgh to Shippingport in connection with commissioners from Pennsylvania, Ohio, Indiana and Kentucky. (PL)
- Feb. 22, 1818 An observer notes that 5-600 sleds are currently employed carrying 3-400 tons per day of plaster of paris and salt from central New York to Owego on the North Branch of the Susquehanna River for shipment downstream on the spring freshets. (Mifflin)
- Feb. 23, 1818 William Lehman's motion for a Board on Internal Improvement Commissioners postponed indefinitely by Pennsylvania House Democrats. (HseJrnl)
- Feb. 25, 1818 Virginia Legislature passes a resolution calling for the Board of Public

Works to investigate the James River Company to see if its works are in compliance with its charter. (Dunaway)

- Mar. 1, 1818 Clark County, Ohio, created from parts of Champaign, Greene and Madison Counties with county seat at Springfield; Perry County created from parts of Fairfield, Muskingum and Washington Counties with county seat at Somerset. (Long)
- Mar. 3, 1818 Pittsburgh & Steubenville Turnpike Road Company incorporated in Pa. (PL)
- Mar. 6, 1818 In the House, Henry St. George Tucker (1780-1848) of Va. makes the constitutional case for federal planning and execution of internal improvements, immediately drawing the fire of states' rights advocates. (Larson)
- Mar. 7, 1818 Rep. Henry Clay (1777-1852) of Kentucky speaks in defense of federal internal improvements, noting that disintegration, not consolidation, of the Union is the greater immediate political danger. (AnnalsofCong, Larson)
- Mar. 10, 1818 Jesse Sheffer establishes a weekly stagecoach between Easton and Snow Hill, Md., via Salisbury. (BaltAm)
- Mar. 12, 1818 Waynesburg, Greencastle & Mercersburg Turnpike Road Company receives letters patent. (PaArch)
- Mar. 14, 1818 House votes on a series of resolutions regarding the federal role in internal improvements: first, holds Congress does have the right to make appropriations for national roads and canals, 89-75; second, Congress has no power to build military or post roads for defense, 84-81; third, Congress has no power to build military or post canals for defense, 83-81; fourth, Congress has no power to build roads or canals to promote commerce, 93-70; strongest support for the federal role comes from the Mid-Atlantic States and the West, and strongest opposition from Virginia, North Carolina and New England. (AnnalsofCong, Larson - 2 & 3 are the same??)
- Mar. 14, 1818 Lancaster, Elizabethtown & Middletown Turnpike Road reported completed. (PaArch)
- Mar. 1818 Ice jam destroys Theodore Burr's bridge over the Susquehanna River at McCalls Ferry; it is not rebuilt. (Lestz)
- Mar. 1818 Fulton Steamboat Company begins running the *Fulton* between New Haven and Norwich connecting with the *Connecticut* between New York and New Haven; the *Fulton* is the first steamboat to run to Norwich. (Heyl)

- Mar. 1818 As confidence in the ability of the Bank of the United States to continue specie payments wanes, Spanish silver dollars, the principal coin circulating in the U.S., begin commanding a premium; by Nov. 1818 it has reached 6%. (Rothbard)
- Mar. 19, 1818 New York declares Oil Creek to be a public highway from Ischua Creek to the house of Samuel Morgan in the Town of Friendship; also the upper Genesee River from Canaseraga Creek to the Pennsylvania state line, except for the falls at Nunda and a break in the Town of Angelica. (PL)
- Mar. 20, 1818 Lancaster, Pa., incorporated as a city. (PL)
- Mar. 20, 1818 Pa. Legislature grants the entire water power of the Lehigh River (generally deemed to be worthless and unnavigable) to Josiah White, Erskine Hazard and George F.A. Hauto on condition that they improve the navigation, first descending-only and then ascending; White's plan is to contract the channel by wing dams and possibly develop artificial freshets to enable coal to be brought to market quickly. (PL, White)
- Mar. 23, 1818 Philadelphia & Pittsburgh Transportation Company obtains a charter of incorporation from Pennsylvania; the firm fails in the wake of the Panic of 1819 unable to pay all creditors; failures of this type help turn Pennsylvanians against corporate charters and limited liability for manufacturing and trading enterprises but not for internal improvement projects. (PL)
- Mar. 23, 1818 "The President, Managers & Company for Erecting a Bridge over the Susquehanna at or near Clark's Ferry" (Clarks Ferry Bridge Company) incorporated in Pa. to build a bridge across the Susquehanna River between Dauphin and Cumberland Counties. (PL)
- Mar. 23, 1818 Pennsylvania declares Bennetts Branch of Sinnemahoning Creek a public highway. (PL)
- Mar. 26, 1818 U.S. Senate tables Sen. Philip P. Barbour's proposed constitutional amendment for federal funding of internal improvements by 22-9. (Ward, Larson)
- Apr. 1, 1818 Future manufacturer and LIRR Pres. Conrad Poppenhusen (1818-1883) born at Hamburg, Germany. (Schelgel's American Fmls of Germn Ancestry)
- Apr. 2, 1818 John James Houston (1818-1869), older brother of future PRR official Henry Howard Houston, born at Columbia, Pa. (rootsweb)
- Apr. 3, 1818 Union Canal Company of Pennsylvania Board appoints William Meredith and John Read a committee to consider the plan of the canal, whether

changes or new surveys should be made; also considers the request of Josiah White, Erskine Hazard and George F. A. Hauto to borrow William Weston's old Troughton wye level for their work on the Lehigh River. (MB)

- Apr. 4, 1818 U.S. House passes a resolution directing Secretary of War John C. Calhoun, then a nationalist and a leading proponent of economic development, to prepare a report on the subject of roads and canals, which it has just decided it has no power to construct. (Ward, Rept)
- Apr. 6, 1818 An American force led by Gen. Andrew Jackson captures St. Mark's Fort in Spanish Florida; Jackson has exceeded his very ambiguous orders regarding Spanish property. (Howe)
- Apr. 6, 1818 Two men rob the Farmers & Mechanics Bank of Pittsburgh of at least \$80,000 in notes and specie and escape downriver; the bank is forced curtail its operations. (StdHistPitts)
- Apr. 10, 1818 New York act authorizes the construction of an artificial harbor at Buffalo. (Sweet)
- Apr. 10, 1818 Having worked as an axeman the previous summer, future civil engineer John B. Jervis (1795-1885) of Rome joins the Erie Canal engineer corps as a target-man under Nathan S. Roberts surveying the location from Syracuse to Montezuma. (Jervis/FitzSimons)
- Apr. 14, 1818 Congress appropriates \$52,984 to meet arrearages on the National Road, plus a further appropriation of \$260,000. (CongGlobe)
- Apr. 14, 1818 Act of Congress orders the Army and Navy to take charge of a coast survey begun under Treasury Dept. auspices in 1816. (topos.org)
- Apr. 1818 Josiah White and Erskine Hazard borrow William Weston's old Troughton Wye Level from Benjamin R. Morgan of the Union Canal Company and leave for the Lehigh River, which they will begin leveling, working downward from Stoddartsville on the crossing of the Wilkes-Barre Turnpike; they also take levels for a road from the Summit Hill coal mine to the Lehigh River. (White)
- Apr. 15, 1818 West Point Foundry Association incorporated in N.Y. by James Renwick (1792-1863), Henry Brevoort, et al., with a capital of \$100,000; previously an unincorporated association (Stokes); established at Cold Spring, N.Y., across the Hudson from West Point by Gouverneur Kemble (1786-1875); serves as main U.S. manufacturer of artillery and ordnance and later a pioneer builder of locomotives. (DuLong)

- Apr. 15, 1818 Town of Aurora, N.Y., created from a portion of the Town of Willink. (HPSmith)
- Apr. 1818 Pressure from creditors forces Aaron Ogden to sell the *Sea Horse*, ending his ability to meet the Amboy stagecoaches; Thomas Gibbons soon expands his service to Amboy and New Brunswick. (AsWeWere - not in Stiles)
- Apr. 18, 1818 Illinois Enabling Act adds all of Wisconsin and Minnesota to Michigan Territory; Illinois is to be admitted as a state; 5% of the net from federal land sales is to be used to fund public improvements, two-fifths by Congress on roads leading to the state and three-fifths on public education, including a college or university. (EAH, Searight).
- Apr. 20, 1818 Tariff Act of 1818 extends 25% duty on cottons and woolens to 1826 instead of 1819, aimed particularly at cheap cotton cloth from India that competes with the new U.S. textile factories; also increases the tariff on bar iron to meet competition from Britain, Sweden and Russia. (EAH, Rothbard, Ratner)
- Apr. 21, 1818 New York act authorizes borrowing \$1 million for the state canals. (Sweet)
- Apr. 21, 1818 New York act bans unincorporated banks of issue, effective Aug. 1; Jacob Barker's Exchange Bank is given a 3-year extension; banks refusing to make specie payments are to be charged 10% interest on money issued as notes; the Legislature has defeated an amendment by State Senator Martin Van Buren that would exempt notes already in circulation. (PL, Rothbard)
- Apr. 21, 1818 "The President, Directors & Company of the Franklin Bank of the City of New-York" incorporated in N.Y. as the incorporation of a prior association of Noah Brown, Robert Bogardus and Sylvanus Miller; capitalized at \$500,000. (PL)
- Apr. 23, 1818 York & Gettysburg Turnpike Road Company receives letters patent. (PaArch)
- Apr. 27, 1818 Returning to the Lehigh River from Wilkes-Barre, Isaac A. Chapman learns that Josiah White, Erskine Hazard and George F. A. Hauto are at the tavern at Leighton and meets with them in the evening to discuss the Lehigh navigation. (Mathews/Hngrfrd)
- Apr. 27, 1818 Future bridge builder and railroad official Amasa Stone, Jr. (1818-1883), born at Charlton, near Worcester, Mass. (Paskoff ed)
- Apr. 29, 1818 Gen. Andrew Jackson executes two British subjects, trader Alexander Arbuthnot and soldier of fortune Robert Ambrister, for supposedly aiding the Seminoles after a summary trial without counsel or appeal. (Howe)

- Spring 1818 About 3,000 emigrants embark at Olean, N.Y., down the Allegheny and Ohio Rivers on the spring freshets. (Flick)
- Spring 1818 Zalmon Wildman and Isaac Mills, who own the tract 75-25, lay out the present plat of Sandusky City, Ohio. (Peeke)
- May 2, 1818 Schuylkill Navigation Company resolves to sell 6,000 new shares to raise money. (MB)
- May 4, 1818 Overnight, a gale has blown all the arks and rafts that have descended the Susquehanna River from their anchorage near North Point across Chesapeake Bay to Swan Point or Turkey Point. (Mifflin)
- May 5, 1818 Benjamin Parke holds the first sale of lots in Bloomington, Ind. (Esarey)
- May 8, 1818 Thomas S. Jesup (1788-1860) is named Quartermaster-General of the Army as part of the reorganization of the Army staff bureaus undertaken by Secretary of War John C. Calhoun; Jesup serves until his death and creates a highly professional organization that manages a sophisticated purchasing and distribution system; however, although it is headquartered in Philadelphia, its personnel are scattered in far-flung frontier posts and Native American agencies, and its economic impact will be relatively invisible and of little consequence in settled areas until the Civil War. (MWilson, DAB)
- May 14, 1818 Schuylkill Navigation Company appoints a committee to rent the Manayunk water power on the best possible terms. (MB)
- May 1818 Jacob Barker's Bank of Washington & Warren is bankrupt. (Seavoy)
- May 1818 First stagecoach operates between Cincinnati and Dayton. (Drury)
- May 20, 1818 Express company pioneer and railroad promoter William George Fargo (1818-1881) born at Pompey, N.Y., of a Connecticut Yankee family. (NCAB)
- May 24, 1818 Future banker and New York & New England Railroad Pres. William Tennant Hart (1818-1896) born at Bristol, R.I. (BostonianSoc)
- May 27, 1818 Pres. John Watson reports to the Union Canal Company of Pennsylvania Board on the state of the old Schuylkill & Susquehanna Canal. (MB)
- May 28, 1818 *Walk-in-the-Water*, first steamboat on upper Great Lakes, launched at Black Rock near Buffalo by Lake Erie Steamboat Company; the engine is built by Robert McQueen in New York City and carried to Black Rock by wagon.

(Mills, Morrison, Heyl)

- May 28, 1818 Gen. Andrew Jackson forces the surrender of Fort Barrancas at Pensacola and deports the Spanish governor and garrison, taking control of West Florida; most of it is later returned. (Howe)
- May 29, 1818 Seneca chief Cornplanter sells his tract of land at the mouth of Oil Creek (now the east side of Oil City) to William Connely of Venango County and William Kinnear of Centre County for \$2,121. (Babcock)
- June 3, 1818 Union Canal Company of Pennsylvania contracts with Solomon Allen for the 6th class lottery of \$528,000. (MB)
- June 4, 1818 Commonwealth of Pa pays the last installment of its \$50,000 subscription to the Schuylkill Navigation Company. (PaArch)
- June 8, 1818 New York terminus of the Hoboken ferry switched from Vesey Street to Barclay Street, where it remains until 1967. (Morrison)
- June 14, 1818 First loaded boat from Schenectady passes the locks on the Seneca River at Seneca Falls built by the Seneca Lock Navigation Company, incorporated on Apr. 6, 1813. (Sweet, Whitford)
- June 16, 1818 Pennsylvania pays \$4,000 on its subscription to 300 shares of the Cayuga & Susquehanna Turnpike Company in N.Y., 20 miles or more of the road having been completed. (PaArch)
- June 26, 1818 Thomas Gibbons engages Cornelius Vanderbilt by formal contract to captain the *Stoudinger*, which has been rebuilt over the winter, and then its successor now a-building, to run between New York and Rising Sun Landing at Elizabethtown Point for the 1818 season; Vanderbilt is to have \$60 per month plus half profits from the ship's bar. (Lane, Stiles)
- July 2, 1818 Secretary of War John C. Calhoun places the Topographical Engineers in the newly-created Topographical Bureau of the Corps of Engineers under the Chief of Engineers. (topogs.org, Hill)
- July 4, 1818 Steamboat *United States* launched at Baltimore for Baltimore-Frenchtown-Philadelphia service on the Baltimore Union Line. (NilesReg, Burgess)
- July 8, 1818 Plain City, Ohio, platted. (HistMadCo)
- July 10, 1818 Bank of the United States orders a curtailment of credit and a movement of specie reserves from the western and southern branches to the Northeast in order to repay the Louisiana Purchase debt, whose foreign holders have to be paid in specie; the contraction precipitates the Panic of 1819. (Starnes,

Govan, Rothbard)

- July 11, 1818 Steamboat *Pennsylvania* with Evans high-pressure engine, begins operating between Philadelphia and Bordentown paired with the *Aetna*. (Bathe)
- July 13, 1818 William Meredith and John Read report to the Union Canal Company of Pennsylvania Board that Pres. Joseph Watson should visit the old Schuylkill & Susquehanna Canal with a skilled engineer and make a new survey. (MB)
- July 1818 Blairsville, Pa., laid out by James Campbell and Andrew Brown; named for John Blair of Huntingdon, Pres. of the Huntingdon, Cambria & Indiana Turnpike Road Company. (HistIndCo)
- July 18, 1818 Books opened in Easton, Md., for subscriptions to build a steamboat to run between Easton and Baltimore via Annapolis. (BaltAm)
- July 20, 1818 Bank of the United States orders a contraction of \$5 million at Philadelphia, Baltimore, Richmond and Norfolk in an attempt to stem the flow of specie to the South and West; orders the Cincinnati Branch to collect its balances due from the Cincinnati banks; the total contraction to Apr. 1, 1819 is \$6.5 million; the Bank also owes Baring Bros. and other banks \$1.5 million, which debt it proceeds to draw down. (Catterall, Haskell, WSmith)
- July 20, 1818 Seat of Bond County, Illinois Territory, changed from Hill's Fort to Perryville. (Long)
- July 1818 Thomas Moore (1760-1822) named Principal Engineer of Virginia Board of Public Works, replacing Loammi Baldwin, resigned to return to Boston. (VaBPW)
- Summer 1818 Thomas Gibbons builds the larger 145-ton steamboat *Bellona* for New York-New Brunswick service. (Lane)
- Summer 1818 Good harvests in Europe after two years of poor harvests cut the demand for American foodstuffs; farmers, particularly in the wheat growing areas of the Middle Atlantic States have enjoyed windfall profits during the wars, often not realizing that they were an aberration, and have borrowed heavily to expand their land holdings and improvements and are now badly in debt and threatened with foreclosure sales; prices of cotton and tobacco fall 50% by end of 1819. (Howe, WSmith - Clapham has 1818 wheat imports to UK 1,107,000 quarters vs 772,000 in 1817 - two bad harvest years)
- Summer 1818 Total obligations of the Second Bank of the United States and its 18 branches exceed its reserves ten times over. (Larson)
- Summer 1818 *General Jackson* is the first steamboat to ascend the Cumberland River to

Nashville, Tenn. (Hunter)

- Summer 1818 The 40 independent banks of Kentucky flood the state with bank notes with no backing. (Duke)
- Aug. 1, 1818 Order of Chief of Engineers Gen. Joseph G. Swift establishes the Topographical Bureau under Maj. Isaac Roberdeau at Washington. (topogs.org)
- Aug. 1, 1818 First mail coach leaves Cumberland, Md., operates over National Road to Wheeling; the road is entirely completed as far as Summerfield on the Youghiogheny River, with completed sections thence to Uniontown and between Washington and Wheeling; regular coaches are soon put on from Frederick, Md., to Wheeling; cost is \$13,000 a mile. (HistBdfdSsetFltn, RyW, StdHistPitts, Crumrine, Raitz)
- Aug. 1, 1818 Meeting held in Exchange Coffee House in Washington for purpose of promoting the formation of a steamboat line between Washington and Norfolk. (NatIntlgncr)
- Aug. 3, 1818 First installment of \$5,000 paid to commissioners Lewis S. Coryell (1788-1865), John Kirkbride and John Shouse for clearing the Delaware River between Trenton and Foul Rift. (PaArch)
- Aug. 4, 1818 Baltimore steamboat *Surprise*, owned by Mayor George Stiles, is damaged by fire. (NilesReg)
- Aug. 5, 1818 First Great Western Mail coach arrives at Brownsville, Pa., from Washington via the National Road; runs three times a week. (NilesReg)
- Aug. 10, 1818 Josiah White, Erskine Hazard and George F. A. Hauto deed their water rights in the Lehigh River to the Lehigh Navigation Company, a common law joint stock company of 20 subscribers. (NhamptCoDeeds)
- Aug 10, 1818 Last portion of Greensburg & Pittsburgh Turnpike Road (U.S. Route 30) completed and licensed to take tolls. (PaArch)
- Aug. 10, 1818 Randolph County, Indiana, created from part of Wayne County with county seat at Winchester. (Long)
- Aug. 15, 1818 Seat of Johnson County, Illinois Territory, changed from Lanesville to Vienna. (Long)
- Aug. 1818 Price index for U.S. export staples peaks at 169; falls to 158 in Nov. (Rothbard)

- Aug. 18, 1818 Josiah White, Erskine Hazard and George F. A. Hauto begin constructing wing dams on the Lehigh River at Lausanne a now-vanished settlement at the mouth of Nesquehoning Creek; they and their men work from a floating camp made of 4 linked scows. (White)
- Aug. 23, 1818 *Walk-in-the-Water* leaves Black Rock on its first trip to Detroit. (Heyl, Mills)
- Aug. 26, 1818 *Walk-in-the-Water* arrives at Detroit, having made stops at Dunkirk, Erie, Cleveland and Sandusky; it is the first steamboat to navigate the upper Great Lakes. (Heyl)
- Aug. 26, 1818 Convention meeting in Kaskaskia adopts the first Constitution for the State of Illinois; prohibits the existence of any but legally-chartered banks with the option of a state-owned bank. (Thorpe, Garnett)
- ca. Aug. 1818 Rapid price deflation occurs in West.
- Aug. 28, 1818 Bank of the United States forbids branches from redeeming any notes but their own, except for payments to the United States; note issue is restricted by \$3 million; the Bank attempts to curtail its former policy of indiscriminate loans to the South and West. (Catterall, Wilburn, DAdams)
- Sep. 1, 1818 Secretary of War John C. Calhoun approves Maj. Stephen H. Long's plan to explore the far west and southwest in a small steamboat, the *Western Engineer*. (Hill)
- Sep. 1, 1818 Residents of Richmond, Ind., vote to incorporate as a town under the general law. (waynet.org)
- Sep. 7, 1818 At the Treaty of St. Mary's, the Wyandot, Seneca, Shawnee and Ottawa cede most of their remaining reservations in Ohio; the so-called "New Purchase" removes Indians from south of the Wabash. (IndLndCessions, Esarey)
- Sep. 11, 1818 Robert Brooke and Joshua Scott meet at Lebanon to explore for sources of water to feed the summit level of the Union Canal. (AR)
- Sep. 1818 Huntingdon, Cambria & Indiana Turnpike Road is completed except for 40 miles between Huntingdon and the Big Conemaugh. (Lytle)
- Sep. 19, 1818 Democratic-Republican Shadrack Bond (1773-1832) is elected the first Gov. of Illinois. (Sobel)
- Sep. 20, 1818 At the Treaty of St. Mary's, the Wyandot cede their 5,000-acre reservation at Brownstown, Michigan. (IndLndCessions)

- Sep. 24, 1818 Virginia Attorney-General brings *quo warranto* proceedings against the James River Company that their charter should be forfeit for failing to provide year-round navigation for boats drawing one foot. (Dunaway)
- Sep. 25, 1818 Treaty of Edwardsville; Peoria, Kaskaskia and Cahokia cede their claims to all land south and east of the Illinois and Kankakee Rivers. (IndLndCessions)
- Sep. 29, 1818 *Cleveland Register* promotes the idea of a 10-mile canal to join the headwaters of the Cuyahoga River to those of the Tuscarawas. (AnnalsofCleve)
- Oct. 1, 1818 Andrew Mellon (1785-1856), his wife Rebecca Wauchob Mellon (1789-1868) and only child Thomas Mellon (1813-1908), founder of the Mellon family fortune, arrive in Baltimore from their home in Camp Hill, County Tyrone, via Canada; they travel to Westmoreland County, Pa., by Conestoga wagon to settle near Andrew's father, Archibald, who emigrated in 1816; the Mellons are farmers of the middling sort, neither rich nor poor, and effortlessly fit into the Scots-Irish society of western Pennsylvania, although they are hard pressed in the coming Panic of 1819. (Cannandine)
- Oct. 2, 1818 At the Treaty of St. Mary's, the Potawatomi cede a strip of land north of the Wabash River between the Tippecanoe and Vermillion Rivers. (IndLndCessions)
- Oct. 5, 1818 Connecticut adopts its first post-Colonial constitution, with the new provision that the government recognize no established church; disestablishes the Congregational Church. (Thorpe)
- Oct. 6, 1818 At the Treaty of St. Mary's, the Miami cede their last lands in western Ohio between the St. Mary's River and the 1795 Treaty of Greenville line, except for several small reservations; also all their land in central Indiana (the New Purchase) amounting to 5,800 square miles, being all the land south of the Wabash, Maumee and St. Mary's Rivers, reserving a large square tract centered on their town at the site of present-day Kokomo. (IndLndCessions, Long)
- Oct. 8, 1818 Robert Brooke and Joshua Scott report to the Union Canal Company of Pennsylvania on the water supplies at the summit level near Lebanon; note the problems with porous limestone soil; estimate local sources can produce 95 locks full per day. (AR)
- Oct. 1818 Bank of the United States has contracted its loans by \$7 million since Oct. 1817; it cannot meet a government call for \$2 million in specie for payment on the Louisiana Purchase; Pres. William Jones manages the contraction in

a clumsy way, calling in the debts of the state banks, which in turn forces them to contract and/or suspend specie payments. (Scharf, Howe)

- Oct. 10, 1818 Baltimore banker Alexander Brown (1764-1834) sends his son John A. Brown (1788-1872) to Philadelphia to establish the Philadelphia branch of the Brown family's linen importing business, John A. Brown & Co., later Brown Brothers & Co.; done to keep those clients of the Baltimore house who find it easier to make purchases in Philadelphia; the linen business is gradually transferred to Philadelphia, which has superior shipping connections with Britain. (Scharf, Brown)
- Oct. 12, 1818 Future transportation entrepreneur and Lines West VP William Thaw (1818-1889) born at Pittsburgh, son of banker John Thaw (1779-1866). (Memoir)
- Oct. 13, 1818 Ethan Allen Brown (1776-1852), another Connecticut Yankee, is elected Gov. of Ohio. (Sobel)
- Oct. 1818 Cornelius Vanderbilt begins running the *Bellona* to New York. (Stiles)
- Oct. 1818 Bridge over the Allegheny River opens at St. Clair Street, Pittsburgh. (StdHistPitts)
- Oct. 1818 The price of cotton at American ports peaks at 32.5 cents per pound, then begins collapsing; the great expansion of cotton production on new lands in the Southwest has outrun the ability of British and Northern mills to process it. (Howe)
- Oct. 1818 Gurdon Saltonstall Hubbard (-), a young employee of John Jacob Astor's American Fur Company, makes his first visit to the site of Chicago, where he will become a leading businessman; the company establishes a station with Jean Baptiste Beaubien as resident agent. (CHTaylor)
- Oct. 17, 1818 Pres. Joseph Watson reports to the Union Canal Company of Pennsylvania Board that he has visited the old Schuylkill & Susquehanna Canal with Robert Brooke and Joshua Scott, engineers; they are really only surveyors. (MB, Calhoun)
- Oct. 19, 1818 Josiah White, Erskine Hazard and George F. A. Hauto organize the Lehigh Coal Company, a common law joint stock company of 9 subscribers to which they then transfer their lease of the Lehigh Coal Mine Company property and other real estate in return for exclusive management. (NhamptCoDeeds)
- Oct. 19, 1818 C. Pierce and W.T. King establish first regular Philadelphia-Savannah packet line with schooner *Eagle*. (PADA)

- Oct. 20, 1818 Last portion of Middletown & Harrisburg Turnpike Road Company completed and licensed to take tolls as far as Mulberry Street in Harrisburg; extended to northern line of Harrisburg borough in 1824. (PaArch)
- Oct. 20, 1818 Anglo-American Convention signed in London fixing the boundary between the Louisiana Purchase and Canada at 49° N and agreeing to joint occupation of the Oregon Country (present Oregon, Washington and British Columbia) for 10 years, guaranteeing American frontage on the Pacific Ocean. (Howe)
- Oct. 21, 1818 Aaron Ogden secures an injunction against Thomas Gibbons's operations of the steamboats *Stoudinger* and *Bellona* in New York waters from New York Court of Chancery; Gibbons and Vanderbilt defy the injunction by a variety of subterfuges, including secret closets built into the ship in which to hide from process servers. (AsWeWere, Lane)
- Oct. 21, 1818 Schuylkill Navigation Company Board reports that the Flat Rock (Manayunk) Canal is nearly ready for the Governor's inspection; Josiah White's dam and lock at the Falls of Schuylkill are unsatisfactory. (MB)
- Oct. 22, 1818 At the request of the Legislature, the Union Canal Company of Pennsylvania forwards a statement of its condition. (MB)
- Oct. 22, 1818 Middletown & Harrisburg Turnpike Road Company licensed to take tolls between Middletown and Harrisburg. (PaArch)
- Oct. 26, 1818 Michilimackinac County, Mich., created from part of Wayne County with seat at Mackinac. (Long)
- Oct. 30, 1818 Pittsburgh & Steubenville Turnpike Road Company receives letters patent. (PaArch)
- Oct. 30, 1818 Board of the Bank of the United States again orders a contraction, especially by the Baltimore and Richmond Branches, that have been tardy in following the earlier order; the Cincinnati Branch is advised to extend no more credit to state banks until the balances already due are paid; as a result, three Cincinnati banks suspend specie payments on Nov. 5. (WSmith)
- Oct. 31, 1818 John Stevens writes to Pres. Monroe and Secretary of War William H. Crawford promoting railroads as links between eastern and western waters; asks for a \$10,000 loan from the Bank of the United States to organize the New Jersey Railroad and build one mile as a test; to be followed by government investment and a BUS loan to build whole line, then a line from Washington to Wheeling. (DuBois)

- Fall 1818 George Weems (1784-1853) and his brother Gustavus Weems (b. 1779) buy the steamboat *Surprise* from George Stiles for \$20,000, partly with notes drawn on the Union Bank of Maryland. (Holly)
- Fall 1818 Farmers' Bank of Indiana at Madison suspends specie payments and winds up its affairs by 1820. (Rothbard)
- Nov. 1, 1818 William McDonald & Son's Baltimore Union Line places the new steamboat *United States* in service on the Baltimore leg, replacing the *Chesapeake*; paired with the *Philadelphia*, with the *Delaware*, Capt. Whilldin, and *Baltimore*, Capt. Jenkins, on the Delaware River; \$6 through fare; the rival Elkton Line of Briscoe & Partridge is driven out of business by the end of the season. (BaltAm)
- Nov. 5, 1818 The three Cincinnati banks suspend specie payments; other Ohio banks soon follow. (Huntington)
- Nov. 7, 1818 Schuylkill Navigation Company contracts with Ariel Cooley to manage the construction of the improvements between Spring Mill and present Port Clinton. (MB)
- Nov. 7, 1818 Union Canal Company of Pennsylvania Board authorizes investing \$7,000 in 6% Federal government bonds. (MB)
- Nov. 11, 1818 First sale of lots at Blairsville, Pa. (HistIndCo)
- Nov. 12, 1818 Frustrated at being sidelined and envious of his nominal assistant Gen. Simon Bernard, Gen. Joseph G. Swift resigns from the Army; he becomes Surveyor of the Port of New York where he engages in business ventures with local entrepreneurs and is drawn into speculative schemes; he is succeeded by William Keith Armistead (1785-1845); Col. William McRee resigns a year later, leaving Col. Joseph G. Totten, who eventually becomes Chief Engineer and America's expert on fortifications. (DAB, Hill, wiki)
- Nov. 1818 Philadelphia Watering Committee employs Ariel Cooley of Chicopee, Mass., to examine the Schuylkill River at Fairmount for a water power to lift water to the reservoir at Fairmount. (Blake)
- Nov. 16, 1818 In his annual message, Pres. Monroe ignores the growing panic conditions. (presidency.ucsb.edu, Rothbard)
- Nov. 20, 1818 Bank of the State of Kentucky suspends. (Catterall - or "Bank of Kentucky"?)
- Nov. 21, 1818 Bridge over the Monongahela River at Smithfield Street, Pittsburgh, opens;

state owns \$40,000 of the stock. (StdHistPitts)

- Nov. 23, 1818 Future Pennsylvania bituminous coal operator Richard B. Wigton (1818-1895) born. (findagrave)
- Nov. 26, 1818 Robbstown & Mount Pleasant Turnpike Road Company receives letters patent. (PaArch)
- Nov. 30, 1818 Congress appoints a committee chaired by Rep. John C. Spencer of New York, to investigate the operations of the Second Bank of the United States and determine if it has violated its charter. (DAdams, WSmith)
- Dec. 3, 1818 In his annual message, Pennsylvania Gov. William Findlay makes the first gubernatorial appeal for a statewide system of internal improvements since the 1790s; includes links between the Delaware and Susquehanna, the Susquehanna and the Allegheny, the Juniata and Conemaugh, the Allegheny and Lake Erie, and a canal between the Susquehanna and Potomac via Conococheague Creek; notes that the state can't afford construction but suggests a small appropriation for surveys; also suggests a fund to buy up the stock of private canal and turnpike companies for the state. (PaArch)
- Dec. 3, 1818 Illinois enters the Union as the 21st state with state capital at Kaskaskia; surviving portions of Indiana Territory and Illinois Territory ceded to Michigan Territory; the northern boundary was originally set as the southernmost point on Lake Michigan; Illinois representatives succeed in persuading a majority of other states to move the border 51 miles to the north at the expense of Michigan Territory, thereby obtaining lake frontage and the site of the future city of Chicago; otherwise, Illinois would have had a Southern orientation focused on the Mississippi River. (Thorpe, Long)
- Dec. 4, 1818 William Lehman and John Purdon, Federalists of Philadelphia, again introduce a motion in Pennsylvania House calling for the Committee on Roads & Inland Navigation to report a bill creating a Board of Internal Improvement Commissioners. (HseJrnl)
- Dec. 6, 1818 Steamboat *Maid of Orleans*, with machinery by Daniel Large, leaves Philadelphia under sail for New Orleans. (Heyl)
- Dec. 7, 1818 Thomas Gibbons secretly buys the right to operate his steamboats from ex-Gov. and U.S. Vice Pres. Daniel D. Tompkins, a fellow Republican, who has a grant from the Livingstons to operate his steamboat *Nautilus* between New York and Staten Island; Gibbons plans to transfer his passengers to and from the *Nautilus* in mid-stream upon entering New York waters. (CncrningStmbts, Lane)
- Dec. 7, 1818 In his last annual message, Ohio Gov. Thomas Worthington calls for a state

canal between Lake Erie and the Ohio River. (McClelland)

- Dec. 7, 1818 Future transportation company proprietor William Findley Leech (1818-1869) born in Mercer County, Pa.; second son of David Leech (1791-1858) and Rhoda Findley Leech (1790-1852). (AmBio)
- Dec. 8, 1818 Union Canal Company of Pennsylvania Board appoints a committee to draft an appeal to the Legislature for financial aid, and another to explore the possibility of using the old Delaware & Schuylkill Canal to sell water to the City of Philadelphia and District of Northern Liberties. (MB)
- Dec. 12, 1818 On second reading, William Lehman's motion is amended to have the Committee on Roads & Inland Navigation merely "enquire into the expediency" of acting, rather than acting. (HseJrnl)
- Dec. 14, 1818 Incoming Ohio Gov. Ethan Allen Brown (1776-1852) calls for state internal improvements in his inaugural address. (McClelland)
- Dec. 1818 Stay and minimal appraisal bills proposed in the Pennsylvania Legislature to protect debtors. (Rothbard)
- Dec. 1818 Ohio Gov. Thomas Worthington proposes a state bank because of the shortage of money and depreciation of bank notes, but nothing is done. (Rothbard)
- Dec. 1818 Nathaniel Simonds establishes the first stagecoach line west of the Mississippi, running from St. Louis to St. Charles on the Missouri River. (Holmes/Rohrbach)
- Dec. 16, 1818 South Carolina passes a \$1 million omnibus internal improvement act for river clearings and bypass canals, plus a State Road from Charleston to Saluda Mountain via Columbia; to be under the supervision of Maj. John Wilson (1789-1833), state Civil & Military Engineer. (PL, Kapsch)
- Dec. 18, 1818 Peter A. Karthaus and Frederick W. Geissenhainer dissolve their coal mining and iron-making partnership; the area of Clearfield County is too remote from market. (Swank - see 1828 for questionable note)
- Dec. 21, 1818 Schuylkill Navigation Company makes a final settlement with Lewis Wernwag for the section of improvements above present-day Schuylkill Haven. (MB)
- Dec. 21, 1817 Indiana act surrenders the 2,500 shares in the Farmers & Mechanics Bank. (PL)
- Dec. 22, 1818 Ohio Senate reports bill to create a private company to build canal from

- Lake Erie to the Ohio River; Gov. Brown wants a state canal; further action delayed by Panic of 1819. (McClelland)
- Dec. 24, 1818 Last portion of Stoystown & Greensburg Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 28, 1818 Indiana passes an act for the relief of debtors staying collection for one year unless creditors are willing to take state bank notes at par. (PL)
- Dec. 31, 1818 The price of cotton at American ports has fallen to 24 cents a pound and continues to fall to 14 cents. (Howe)
- 1818 Economic expansion peaks; value of all exports reaches \$93 million, exports of domestic products \$74 million, agricultural exports to \$63 million; trade deficit rises from \$11.6 million in 1817 to \$28.5 million. (Rothbard)
- 1818 The number of U.S. banks has increased from 246 in 1816 to 392. (Rothbard)
- 1818 New York auction sales total \$14 million out of a U.S. total of \$30 million, up from \$5 million before the war; half of New York auction sales are of European dry goods. (Rothbard)
- 1818 Canvass White discovers water-proof hydraulic cement in Madison County, for use on the Erie Canal. (Sweet, Shaw)
- 1818 Pioneer New York ferryboat *Jersey* scrapped and replaced by *New Jersey*; hull timber used for a stable on Greene Street, Jersey City. (HC)
- 1818 Daniel Dod dissolves his partnership with Aaron Ogden, keeping the steam engine factory. (DAB)
- 1818 Joseph Lyon & Sons of New York take over operation of the northern leg of stages formerly operated by John Noble Cumming as the Citizen's Line; run from Jersey City and Elizabethtown and from Washington on the South River to Bordentown. (Lane)
- 1818 William T. Stockton (-) of Philadelphia, proprietor of Philadelphia-Baltimore stages and a former partner of John Noble Cumming, establishes the Columbian Post Chaise Line over the turnpike between Bordentown and South Amboy; connects with Livingston's *Swift* and *Olive Branch* on the Raritan and with *Pennsylvania* at Bordentown. (Lane)
- 1818 Chester Bailey purchases the government mail stage operation running between Jersey City and Baltimore and operates it as a regular mail

contractor with Thomas Ward. (Holmes/Rohrbach)

- 1818 Samuel Mifflin (1776-1829) writes an anonymous pamphlet, *Observations on the Importance of Improving the Navigation of the River Schuylkill, for the Purpose of Connecting it with the Susquehanna, and through that River Extending our Communication to the Genesee Lakes and the Ohio*; holds that the Susquehanna south of Sunbury is not suitable for ascending navigation and that a turnpike from Mill Creek (Port Carbon) at the head of the Schuylkill to Berwick on the North Branch will draw trade to Philadelphia; it is worth noting that the Genesee Country is still perceived as “The West” and of equal importance to the link to Pittsburgh. (Mifflin)
- 1818 Steamboat *Maryland* begins first service between Baltimore and Talbot County. (Scharf - verify)
- 1818 Wilmington & Great Valley Turnpike completed from Wilmington to the Pennsylvania state line (or Exton??). (Scharf)
- 1818 Susquehanna Bridge & Bank Company opens covered toll bridge across the river between a point above Port Deposit and Rock Run; built by Theodore Burr. (Johnston)
- 1818 Lancaster, Elizabethtown & Middletown Turnpike and Middletown & Harrisburg Turnpike complete chain of turnpikes between Lancaster and Harrisburg.
- 1818 Huntingdon, Cambria & Indiana Turnpike Road built through Blairs Gap, on a route close to that of the later Allegheny Portage Railroad. (PaArch)
- 1818 John Stevens publishes *Hints on the Expediency of a Rail Road from Philadelphia to Pittsburgh*. (Watkins, PRRColExpo)
- 1818 James Reeside begins the first regular mail stagecoach line between Baltimore and Wheeling. (Holmes/Rohrbach)
- 1818 Twice-weekly mail route established between Philadelphia and Erie via Meadville and Pittsburgh. (HistCrawfrdCo)
- 1818 Amos Line, formerly a surveyor for the Pennsylvania Population Company, relocates from Plainfield, N.J., to the site of Linesville, Pa., the first permanent settler at that point. (HistCrawfrdCo)
- 1818 Samuel Breck (1771-1862), a Pennsylvania State Senator, publishes *Sketch of Internal Improvements already made by Pennsylvania* urging construction of a canal between Philadelphia and Pittsburgh to meet competition of New York and Baltimore. (Breck)

- 1818 Over 3,000 emigrants embark on the Allegheny River at Olean Point; the pattern is to travel across New York State during the winter snow cover using sleds, and then wait for the spring freshet when the ice breaks up; in less than a decade, the route will be superseded by the Erie Canal, and southwestern New York will become a backwater. (Ellis/Cattaraugus)
- 1818 A company of Elisha Jenkins, Isaiah Townsend, John Townsend, DeWitt Clinton, et al., lays out the village of Dunkirk, N.Y., on Lake Erie. (Young/Chautauqua)
- 1818? Thomas Pim Cope (1768-1854), a Philadelphia merchant and later one of founders of the PRR, inaugurates first regular monthly packet line between Philadelphia and Liverpool. (Albion has 1821!! and by 1822); in contrast to New York, Philadelphia sustains only this single line. (NO - PADA has run one ship to Liverpool, not a packet line!)
- 1818 Enoch W. Clark (1802-1856), descendant of an old Massachusetts family and future founder of a Philadelphia investment banking dynasty, becomes a clerk in the Philadelphia office of S. & M. Allen, lottery ticket and exchange brokers; among other things, Solomon Allen manages the Union Canal lottery in Pennsylvania. (Larson)
- 1818 Thomas Moore makes a more comprehensive survey of the James-Kanawha route for the Virginia Board of Public Works; estimate is \$191,421 for sluice navigation and \$1,512,826 for canal and slackwater. (Dunaway)
- 1818 Elihu S. Bunker extends his New York-New London steamboat service further east to Norwich. (Dunbaugh)
- 1818 Roland Curtin (1764?-1850) builds Eagle Furnace near his Eagle Forge, about 5 miles from Bellefonte, Pa.; the Eagle Iron Works survives until 1922 by cultivating a niche market for charcoal iron and is now an historic site (Swank, explorepahistory.com)
- 1818 Joshua Malin (1782-1849), formerly of the Delaware County Rolling Mill and Valley Forge, and William Robinson, Jr. (1785-1868) establish a rolling and slitting mill in Pittsburgh (Union Rolling Mill Company); powered by two 120 HP engines built by the Pittsburgh Steam Engine Company, (also established by Robinson and Malin - or Luther Stephens, George Evans and Mahlon Rodgers - SHP has both). (Swank, StdHistPitts)
- 1818 Necho Allen is living at Mount Carbon, Pa., where he is operating a sawmill. (Munsell)
- 1818 By this time, over 3,000 emigrants per year embark on the Allegheny River

at Olean, N.Y., most coming overland from Canandaigua; thousands of barrels of Onandaga salt are sent to Cincinnati via Olean.
(Ellis/CattaraugusCo)

- 1818 Seneca Chief Cornplanter (-) sells his reservation, which includes the future site of Oil City, for \$2,121. (Babcock)
- 1818 First full stagecoach service established between Erie and Cleveland by John Metcalf, Aaron Harmon and Edwin Harmon. (Holmes/Rohrbach, Trumbull/Mahoning)
- 1818 Port Lawrence Company is unable to make the second installment for the purchase of its land at the foot of the Maumee Rapids (now part of Toledo), and the lands are repossessed. (Waggoner)
- 1818 Bank of Hamilton (Ohio) suspends; it eventually reopens in 1835. (Bartlow)
- 1818 *General Pike* begins the first regular steamboat service between Louisville, Cincinnati and Maysville. (Hunter)
- 1818 Anson G. Phelps (1781-1853) and Elisha Peck (1798-1863) from Hartford found the metal-importing firm of Phelps & Peck in New York; Peck becomes agent in Liverpool; they ship cotton to England and imports tin plate, sheet copper and brass wire, which they distribute through the U.S. (Burrows/Wallace)
- 1818 Kentucky charters 46 banks which flood the Old Northwest with paper money. (Huntington)
- 1818 White Sulphur Springs established as a resort in the Alleghany Mountains of what is now West Virginia; it soon becomes popular with the upper classes of the South and to a lesser extent the Middle States, as a refuge from the heat and diseases of the Tidewater summers; it will later be an important source of PRR tourist traffic with through sleeping cars via the Chesapeake & Ohio Railway into the 1960s. (Dunaway)
- 1818 William Neil (1788-1870), soon to be one of the city's most active entrepreneurs, arrives in Columbus, Ohio, from Urbana, where he joins Joseph Vance in an unsuccessful trading venture to New Orleans; he later returns to Columbus to be cashier of the Franklin Bank of Columbus; he soon buys the state line between Columbus and Granville; by 1822, William Neil & Co. are proprietors of mail stages between Zanesville and Columbus. (Lee/Columbus, Taylor, Marvin)
- 1818 Elisha Mills begins the first recorded meat-packing business in Cincinnati, which soon becomes the leader in pork production, known as "Porkopolis"

of the West.” (Pate)

- 1818 Michigan Gov. Lewis Cass has John A. Fulton run a new survey of his southern boundary in accordance with the terms of the Ordinance of 1787, thus placing the mouth of the Maumee River in Michigan; the dispute over what late becomes known as the “Toledo Strip” remains quiet until Michigan applies for statehood in 1833. (Dunbar)
- 1818 Indiana Gov. Jonathan Jennings urges using the 3% of public land sold that is allotted to the State as a fund for internal improvements. (Larson)
- 1818 Christopher Harrison is appointed first agent to dispense the 3% of federal land sales devoted to opening state roads in Indiana; roads are only cleared of timber for a width of 100 feet and in the early years are little more than bridle paths. (Esarey)
- 1818 Richmond, Ind., incorporated as a town. (waynet.org)
- 1818 Adjoining villages of Smithville and Coxborough, Ind., consolidated and incorporated as the town of Richmond.
- 1818 Chauncey Rose (1794-1877), a Connecticut Yankee, arrives in Terre Haute, Ind.; he soon moves to Parke County, but returns to Terre Haute in 1824, where he becomes one of the leading and wealthiest citizens. (Bradsby/Vigo)
- 1818 Heirs of Fulton and Livingston drop all attempts to defend their monopoly grant from Louisiana, opening western rivers to unlimited steam navigation.
- 1818 William Stackpole and Ruggles Whiting, owners of the Pittsburgh Rolling Mill, commence the construction of Bear Creek Furnace, the first in Armstrong County, Pa.; located near present Parker City on the north side of Bear Creek about 0.75 mile from its mouth; it is relatively unsuccessful, passing through a series of owners until being shut down in 1840. (Swank, Smith/Armstrong)
- 1818 Tramroad with wooden rails built at Bear Creek Furnace, Armstrong County, Pa. (Swank - see 1819)
- 1818 Government land office opened in Detroit. (Dunbar)
- 1818 U.S. builds road from Detroit via Monroe to the rapids of the Maumee River above present-day Toledo.
- Jan. 1, 1819 Fayette County, Indiana, created from parts of Franklin and Wayne Counties and non-county areas with county seat at Connersville; Owen

County created from parts of Daviess and Sullivan Counties with county seat at Lancaster. (Long)

- Jan. 4, 1819 An attempt by the South Carolina stockholders of the Second Bank of the United States to replace Pres. William Jones with Langdon Cheves fails; however, Cheves is elected to the Board along with other directors hostile to Jones. (McMaster, Govan, DAdams)
- Jan. 6, 1819 House Ways & Means Committee Chairman Samuel Smith (1752-1839) calls to take up the issue of military spending, particularly Secretary of War Calhoun's program of using Army funds to build roads on the frontier; Henry Clay hopes to get this budget line out in the open and force Pres. Monroe to recognize it and sign it or have all appropriations stopped. (Larson)
- Jan. 8, 1819 Gov. Ethan Allen Brown of Ohio in annual message calls for canal between Lake Erie and Ohio River. (See 12/14/18)
- Jan. 8, 1819 Gov. Ethan Allen Brown of Ohio in his annual message recommends against any measures to increase the money supply and states that there must be a further contraction of bank notes, not an expansion; Brown maintains his position against all banks and paper credit. (Rothbard)
- Jan. 12, 1819 In Pennsylvania House, William Lehman, from the Committee on Roads & Inland Navigation, reports a bill calling for the appointment of a Board of Internal Improvement Commissioners and pledging state funds for internal improvements. (HseJrnl)
- Jan. 12, 1819 Stephen Girard urges dissident stockholders of the Second Bank of the United States to petition Congress to repeal the proportional voting provision that limits any stockholder to voting 30 shares, and failing that, divide their holdings as the Baltimoreans have done and fight them with their own weapon. (DAdams)
- Jan. 13, 1819 Pittsburgh & New Alexandria Turnpike Road Company receives letters patent. (PaArch)
- Jan. 14, 1819 Secretary of War John C. Calhoun issues *Report on Roads & Canals* (dated Jan. 7); urges a federally-funded chain of canals to provide protected intracoastal navigation along the east coast to eliminate the dangers of naval blockade such as had occurred during the War of 1812; proposes direct federal involvement through the use of the Army Engineer Corps and building roads on the frontiers; actions blocked by the Panic of 1819. (Ward, NASP)
- Jan. 15, 1819 Supplement to the charter of the Jersey Bank makes a free gift of the

banking house at Paulus Hook and drops the requirement that the directors be residents of New Jersey. (PL)

- Jan. 15, 1819 Union Canal Company of Pennsylvania petitions the Legislature for a \$500,000 subscription, which fails of passage. (AR)
- Jan. 1819 Josiah White advertises that Lehigh coal can be seen burning at his home at 172 Arch Street, and the Lehigh Coal Company will take orders for not less than one ton delivered between Apr. 1 and Dec. 1 at \$8.50 a ton. (Scharf)
- Jan. 1819 Delaware State House of Representatives defeats a bill for stay of execution and minimal appraisals to protect debtors. (Rothbard)
- Jan. 1819 State bank proposed in the Ohio Legislature. (Rothbard)
- Jan. 16, 1819 House Committee reports on possible charter violations by the Second Bank of the United States; finds several instances of speculation and insider manipulation by certain directors and illegal dividends, but says the problem can be dealt with by the Treasury Dept. and the stockholders; the report causes the stock to fall below par. (AnnalsofCong, Catterall, DAdams)
- Jan. 19, 1819 Last portion of Bedford & Stoystown Turnpike Road completed and licensed to take tolls. (PaArch)
- Jan. 20, 1819 Speaker of the House Henry Clay (1777-1852) makes a long speech denouncing Gen. Andrew Jackson's actions in Florida and raising the specter of Bonapartism, a military threat to Republican institutions; however, all motions critical of Jackson are defeated, and Jackson develops an undying hatred for Clay, and then for Calhoun, when his secret opposition is revealed many years later. (Howe)
- Jan. 25, 1819 James C. Fisher named Pres. *pro tem* of the Bank of the United States, replacing William Jones, resigned on Jan. 21 over charges of mismanagement and other scandals; Jones's resignation causes the stock price to stop falling and begin to increase. (Catterall, McMaster)
- Jan. 25, 1819 Schuylkill Navigation Company agrees for the Philadelphia Watering Committee to construct a dam at Fairmount for its new water works, the city to pay for construction and maintenance in return for the water power. (MB)
- Jan. 25, 1819 Ohio act authorizes building a state road from Piqua to Wapakoneta. (PL)
- Jan. 26, 1819 Pennsylvania & New Jersey Communication Company incorporated in N.J. to build a bridge from Bridge Street, Camden, to Windmill Island with a

ferry to South Street, Philadelphia; backed by wealthy Philadelphians but not carried out; the leading proponent on the New Jersey side is Edward Sharp of Camden, who lays out Bridge Street with an extra width to serve the proposed bridge; as a result, it is occupied by the Camden & Amboy Railroad in the early 1830s. (PL, Boyer, Scharf)

- Jan. 28, 1819 Kentucky imposes a tax of \$60,000 a year on each branch of the Bank of the United States within the state. (Catterall)
- Jan. 29, 1819 Union Canal Company of Pennsylvania officers and members of a committee of the Legislature view the unfinished work executed under William Weston near Lebanon in the 1790s; find the 3 miles of prism on the summit level, 5 locks and 4 miles leading to the Tulpehocken in good condition; most of the bridges, which were substantial arches, have either fallen down or had much of their stonework plundered by local farmers. (AR)
- Jan. 29, 1819 Legislature authorizes Union Canal Company of Pennsylvania to issue \$500,000 in new stock without a state subscription; there are no offers to subscribe to this new stock. (AR - get date of act from Beitel)
- Jan. 29, 1819 Nicholas Biddle appointed a government director of the Bank of the United States. (Govan)
- Jan. 29, 1819 Harrisburg & Pittsburgh Northern Route Mail Stage begins running once a week via Huntingdon, Blairs Gap, Armagh and New Salem. (StdHistPitts)
- Feb. 1, 1819 Floyd County, Indiana, created from parts of Clark and Harrison Counties with county seat at New Albany. (Long)
- Feb. 2, 1819 Led by Chief Justice John Marshall, U.S. Supreme Court rules in the Dartmouth College Case that corporate charters fall under the sanctity of contracts clause of the Constitution and may not be unilaterally abrogated by state legislatures. (EAH)
- Feb. 2, 1819 Committee of the Delaware Legislature rejects a plan of relief for debtors, despite pleas from the industrialized parts of New Castle County. (Rothbard)
- Feb. 3, 1819 Schuylkill Navigation Company Board hears a report on the development and rental of the Flat Rock (Manayunk) water power; the land facing the canal is to be divided into lots 50 feet wide with water power rights, both to be rented from the Navigation Company. (MB)
- Feb. 4, 1819 Hagerstown & Boonsborough Turnpike Road Company incorporated in Md. to build from Hagerstown to the Conococheague at the terminus of the

- Cumberland Turnpike Road. (PL)
- Feb. 5, 1819 Cincinnati incorporated as a city. (PL)
- Feb. 5, 1819 Ohio act bans the issue of bank notes due at a future date and bank notes under \$1 after July 4, 1819. (PL)
- Feb. 8, 1819 Ohio law orders the taxing of all banks not chartered by the State; aimed at the Second Bank of the United States, which it holds is operating its two branches at Cincinnati and Chillicothe contrary to state law; imposes an annual tax of \$50,000 on each branch and orders the State Auditor to collect the tax on Sep. 15, either by voluntary draft or direct seizure of the Bank's assets; a \$500 fine is to be imposed on anyone exchanging bank notes at less than par value. (PL, 22 US 738/justitia.com)
- Feb. 8, 1819 Ohio enacts a compulsory par law prohibiting the buying or selling of state bank notes below their par value in specie; it is unenforceable and repealed at the next session. (PL, Rothbard)
- Feb. 8, 1819 Ohio act requires the Scioto River and Tuscarawas River to be made navigable by building locks and chutes at all dams within 10 months. (PL)
- Feb. 9, 1819 Rep. James Johnson of Virginia (1795?-1825) offers a resolution to repeal the charter of the Second Bank of the United States. (Malone/JER 7:1)
- Feb. 10, 1819 Frank Work (1819-1911) a future figure in the development of the New York Central system, born at Chillicothe, Ohio; he comes to New York at age 18 to work in the dry goods business; there he meets and becomes the protégé of Commodore Cornelius Vanderbilt through their mutual interest in fast horses. (NYT)
- Feb. 10, 1819 Maryland act prohibits obstructing the navigation of streams in Worcester and Somerset Counties. (PL)
- Feb. 11, 1819 N.J. act creates a fund for internal improvement of internal navigation by a tax on steamboat passengers of 2 cents per mile in state waters, effective Mar. 1; the tax is to be collected by steamboat captains who can deduct 5% as commission; the act rejects the recommendations of an 1818 report calling for a fund backed by a tax on bank stock and other revenue that would yield about \$12,000 annually. (PL, Cranmer)
- Feb. 12, 1819 New Jersey grants John Stevens, Robert L. Stevens and James A. Stevens, proprietors of steamboat *Philadelphia* authority to remove obstructions in Delaware River three miles below Trenton, creating channel 60 feet wide and 4 feet deep, along with exclusive right to transport passengers by steamboat over this section. (PL)

- Feb. 13, 1819 Rep. James Tallmadge (1778-1853) of New York proposes an amendment to the Missouri statehood bill calling for a ban on the further introduction of slaves, and freeing the children of slaves already there at age 25, a process similar to New York's own gradual emancipation law; after several days of heated debate, the House passes the Tallmadge Amendment on a solid block of Northern votes; the amendment is rejected by the Senate, but the vote shows that the Free States will soon have the numbers to dictate national policy if aroused and united, confirming the Southern states' rights advocates worst fears. (Larson)
- Feb. 15, 1819 Congress passes the military appropriation bill with a specific \$10,000 line for building and repairing military roads. (Annals of Cong, Larson)
- Feb. 1819 Samuel Sterrett reconveys the Susquehanna Canal to the Proprietors of the Susquehanna Canal, so it can be resold for benefit of the creditors. (Johnston)
- Feb. 1819 Maryland enacts a compulsory par law requiring debts to be payable in state bank notes at par. (Rothbard - verify PL)
- Feb. 1819 Bill incorporating a company to make a canal between the waters of Lake Erie and the Ohio River defeated in the Ohio Senate (ClvIndRegstr)
- Feb. 1819 Cotton prices begin falling at Liverpool; American prices soon begin a slide from 32 cents to 14 cents, causing many business failures. (Larson)
- Feb.? 1819 Baltimore house of Smith & Buchanan, of which Rep. Samuel Smith is a partner, fails, revealing its dishonest dealings with the Baltimore Branch of the Second Bank of the United States. (Larson - see 5/1819)
- Feb. 17, 1819 Md. resolution calls for investigation to get terms for the state to acquire the Cumberland Turnpike Road. (PL)
- Feb. 17, 1819 Maryland act prohibits the officers of banks from buying and selling the notes of state banks for less than par and from buying and selling specie for more than the standard price in an attempt to stem the loss of specie to the North; it is easily evaded. (PL, Bryan, Rothbard)
- Feb. 18, 1819 N.J. act suspends the implementation of the tax on steamboat passengers until Nov. 1, 1819, under pressure from steamboat operators. (PL, Cranmer)
- Feb. 19, 1819 Bank of the United States orders its Baltimore Branch to provide a specific account of all its loans made on stock security. (Catterall)
- Feb. 22, 1819 Secretary of State John Quincy Adams signs the Adams-Onis

Transcontinental Treaty of Washington with Spain; Spain sells all Florida to the U.S., recognizes the Louisiana Purchase, and fixes the southern boundary of the U.S. at the Sabine, Red and Arkansas Rivers and then by 42° N to the Pacific, i.e., the boundary between present California and Oregon; the U.S. gives up its claim on east Texas and assumes about \$5 million in American citizens' claims against Spain arising out of the Napoleonic Wars; the treaty is ratified on Feb. 22, 1821. (Thorpe, Howe)

- Feb. 25, 1819 U.S. House rejects a motion by James Johnson (1795?-1825), Old Republican of Virginia, to repeal the charter of the Second Bank of the United States, 121-30, despite proof of official malfeasance. (Larson)
- Feb. 25, 1819 Pittsburgh & Butler Turnpike Road Company, Butler & Mercer Turnpike Road Company incorporated in Pa. by dividing the Pittsburgh, Butler & Mercer Turnpike Road Company of 1817 into two companies. (PL)
- Feb. 25, 1819 Philadelphia Saving Fund Society, the city's first savings bank (the term "bank" is not used to differentiate it from banks of note issue), is incorporated in Pa. (PL, Scharf)
- Feb. 26, 1819 Citizens of New Brunswick petition against John R. Livingston's steamboat monopoly at that place. (Stiles)
- Feb. 26, 1819 New York act permits the Bank of America to reduce its capital from \$4 million to \$2 million because of hard times. (PL)
- Feb. 26, 1819 Schuylkill Navigation Company Board resolves to charge tolls only on actual downstream loads this season; the ascending toll to be half the descending, except on coal, which is to pay a flat 25 cents per ton. (MB)
- Mar. 1, 1819 Briscoe & Partridge sell their Elkton Line steamboats *New Jersey* and *Eagle* at auction and go out of business; the *New Jersey* is purchased by William McDonald's rival Baltimore Union Line; the *Eagle* is sold to Capt. George Weems, who operates it temporarily to Queenstown and points on the Chester River. (BaltAm, Burgess, Holly)
- Mar. 1, 1819 U.S. House resolution requests Secretary of the Treasury William H. Crawford to prepare a report on the state of the Bank of the United States and other chartered banks. (BaltAm)
- Mar. 2, 1819 Illinois grants Samuel Wiggins (-) of Cincinnati special rights to operate a ferry across the Mississippi from points opposite St. Louis with a local monopoly of one mile of river front; ferries are to be operated by steam or animal power; Wiggins acquires a mile of waterfront in what is now East St. Louis. (PL, Church, Jackson)

- Mar. 3, 1819 Congress appropriates \$250,000 for existing claims and contracts on the National Road, plus a further \$285,000 to complete it to Wheeling. (StatutesatLarge)
- Mar. 3, 1819 Pres. Monroe signs a act accepting the cession of East and West Florida and establishing a temporary government. (Thorpe)
- Mar. 3, 1819 Congress passes an act ending the legal tender status of foreign gold coins, although Spanish and French silver coins continue to circulate; the law hurts the Southwest and the port of New Orleans, the major point for the importation of foreign gold. (Rothbard)
- Mar. 3, 1819 Bank of St. Louis reopens in the hope of being able to collect its debts and pay its claims. (Scharf)
- Mar. 4, 1819 Pa. Gov. William Findlay issues a license for the Schuylkill Navigation Company to take tolls at 8 locks above Reading and 7 locks below Reading. (PaArch)
- Mar. 4, 1819 Alexander County, Illinois, created from non-county area in the southernmost corner of Illinois with county seat at the house of William Alexander. (Long)
- Mar. 5, 1819 Pennsylvania House, on motion of Richard Coulter of Westmoreland and James Patterson, Jr., of Lancaster, votes 56-33 to postpone William Lehman's internal improvement bill indefinitely; this ends the attempt to form a New York style Board of Commissioners for the next five years, during which Pennsylvania falls further and further behind; Lehman continues to press for internal improvements, but the focus shifts to grab-bag bills in which each section is given something in return for its votes; this policy gives Pennsylvania a better-than-average system of roads and turnpikes and primitive river clearings, but prevents the concentration of capital for expensive projects like canals. (HseJrnl)
- Mar. 6, 1819 Langdon Cheves (1776-1857) of South Carolina is elected Pres. of the Second Bank of the United States and begins a conservative policy; Cheves refuses to accept notes of the banks of Indiana, Illinois and Tennessee because they will not permit branches of the BUS in their states or have state banknotes accepted at the Land Office; Cheves, who has no banking experience, orders the interior branches to cease issuing notes and forward \$350,000 in specie and two-thirds of their government deposits to the East. (Hammond, EAH, Larson, Esarey, Govan)
- Mar. 6, 1819 In *McCulloch v. Maryland*, Chief Justice John Marshall rules that Second Bank of the United States is constitutional, and state laws to tax or regulate it are null and void, vastly restricting the scope of the Tenth Amendment

reserving powers to the states to encompass only the merely local; Maryland had slapped a \$15,000 tax on the Baltimore Branch; the ruling and change of management combine to create a steady increase in the price of Bank stock; however, the decision ignores the political outrage against the Bank engendered by the Panic and the banking scandals in Baltimore. (EAH, DAdams, Howe, Larson)

- Mar. 6, 1819 Steamboat *Maid of Orleans* returns to New Orleans from Natchez with her first cargo of cotton. (Heyl)
- Mar. 8, 1819 Aaron Ogden now sides with John R. Livingston and bars Thomas Gibbons' *Bellona* from his Elizabethtown Point dock. (Decree of Kent)
- Mar. 10, 1819 Virginia act orders the Board of Public Works to survey the Monongahela River and its branches and subscribe to two-fifths of the stock of the Monongalia Navigation Company. (PL)
- Mar. 11, 1819 Schuylkill Navigation Company has received licenses to take tolls at 8 locks on the section above Reading and on 7 locks below; adopts a revised toll schedule. (MB)
- Mar. 12, 1819 Sag Harbor, N.Y., incorporated as a village in the Town of Southampton. (French)
- Mar. 13, 1819 New York Legislature rejects a "stay law" that would allow debtors to postpone settlement of their debts. (Rothbard)
- 1819 Indiana passes two acts for debt relief; one increases the amount of personal property exempt from execution sales; one stays executions for one year unless the creditor agrees to accept notes of the State Bank of Indiana at par. (Rothbard)
- Mar. 16, 1819 Philadelphia & Great Bend Turnpike Road Company incorporated in Pa. to build from the 30th milestone on the Easton & Wilkes-Barre Turnpike, crossing the Lackawanna Valley at the future site of Scranton, to an intersection with the Coshecton & Great Bend Turnpike in Susquehanna County. (PL)
- Mar. 16, 1819 William Marks establishes a stagecoach line between Baltimore and Frederick. (BaltAm)
- Mar. 22, 1819 After complaints, the Schuylkill Navigation Company reduces the toll on coal and stone to 20 cents. (MB)
- Mar. 22, 1819 "President, Directors and Company of the State Bank of Illinois" incorporated at Kaskaskia and the later capital of Vandalia with a capital of

\$4 million of which \$2 million is to be owned by the state; is to have 10 branches; 10% of the stock must be paid for in specie or specie-par bank notes, although the first installment may also be paid in land warrants; could not even raise the \$15,000 in specie to begin operations, and it is superseded by a new banking act in 1821. (PL, Rothbard, HistFayetteCo)

- Mar. 22, 1819 Clark County, Illinois, created from part of Crawford County with county seat at the house of Charles Neely. (Long)
- Mar. 25, 1819 New York act fixes the maximum amount to be borrowed for the state canals at \$600,000 per year. (Sweet)
- Mar. 23, 1819 Pennsylvania Senate hears a petition from John Stevens on the subject of railways. (PRRColExpo)
- Mar. 25, 1819 Illinois act appoints commissioners to lay out a territorial road between Kaskaskia and Golconda. (PL)
- Mar. 25, 1819 Illinois act authorizes raising \$10,000 by lottery to improve the Big Wabash River. (PL)
- Mar. 25, 1819 Post office established at Upper Squankum, N.J., later Farmingdale. (Ellis)
- Mar. 26, 1819 Pennsylvania act authorizes a new subscription to the Union Canal Company of Pennsylvania. (MB - get terms from PL)
- Mar. 26, 1819 "The Bank for Savings Bank in the City of New York" incorporated by William Bayard, Cadwallader D. Colden, Philip Hone, Henry Eckford, et al. with a capital of \$500,000; supported by Gov. DeWitt Clinton as a means of providing a secure place for ordinary people to accumulate small savings; it invests heavily in state Erie Canal bonds. (PL, Howe)
- Mar. 26, 1819 Rome, N.Y., incorporated as a village. (French)
- Mar. 27, 1819 Pa. Act calls for surveys for a canal and slackwater navigation linking the Schuylkill and Susquehanna Rivers via French Creek, Conestoga Creek and Chickies Creek. (PaArch)
- Mar. 27, 1819 Charter of Armstrong, Indiana & Cambria Turnpike Road Company repealed and replaced by Indiana & Ebensburg Turnpike Road Company and Armstrong & Indiana Turnpike Road Company incorporated to build Ebensburg-Indiana and Indiana-Kittanning, Pa. (PL)
- Mar. 27, 1891 Pittsburgh & Uniontown Turnpike Road Company incorporated in Pa. (PL)
- Mar. 29, 1819 Pennsylvania guarantees 6% dividend to purchasers of new Union Canal

Company stock; Union Canal lottery proceeds are pledged to pay the 6% dividend; must begin work within three years or face revocation of charter. (PL)

- Mar. 29, 1819 Pa. act divides the Northumberland & Anderson's Creek Turnpike Road Company of 1812 into five companies: Northumberland & Youngmanstown Turnpike Road Company; Youngmanstown & Aaronsburg Turnpike Road Company; Aaronsburg & Bellefonte Turnpike Road Company; Bellefonte & Philipsburg Turnpike Road Company; Philipsburg & Susquehanna Turnpike Road Company; to make a complete line from Northumberland to the mouth of Anderson's Creek (Curwensville). (PL)
- Mar. 29, 1819 Pennsylvania act forfeits the charter of any bank created under the 1814 Omnibus Bank Act that refuses to redeem its notes in specie after Aug. 1819; also imposes individual liability on bank directors. (PL, Rothbard)
- Mar. 29, 1819 Illinois Territory passes a general road law, providing for the appointment of county supervisors. (PL)
- Mar. 29, 1819 Steamboat service begins between Washington and Norfolk. (Bryan)
- Mar. 30, 1819 Schuylkill Navigation Company engages Thomas Oakes (1777-1823) as Superintendent at \$2,000 per year. (MB)
- Mar. 30, 1819 Editor Thomas Ritchie (1778-1854) of the Richmond *Enquirer* publishes the first in a series of essays by "Amphicyton," thought to be Judge William Brockenbrough (1775-1852), and other states' rights Old Republicans, attacking the doctrines propounded by John Marshall in *McCulloch v. Maryland*. (Larson)
- Mar. 30, 1819 Illinois act calls for moving the capital to another point (Vandalia) on the Kaskaskia River. (PL)
- Apr. 1, 1819 William McDonald & Son's Baltimore Union Line returns the *New Jersey* to the morning line via Elkton, but with the Delaware River stage connection made via New Castle; the *United States* and *Philadelphia* maintain the old Union Line service via Frenchtown. (BaltAm)
- Apr. 2, 1819 N.Y. act authorizes rebuilding a state road from Angelica to Olean, the old road having been rendered almost impassable by heavy traffic. (Ellis/Cattaraugus)
- Apr. 3, 1819 John R. Livingston begins running steamboats *Olive Branch* and *Swift* to Staten Island opposite Elizabethtown Point with barge connection to stages in New Jersey. (NJJrnl)

- Apr. 3, 1819 Schuylkill Navigation Company authorizes laying out a town, Manayunk, on the Flat Rock Canal; Manayunk is the first large-scale water power to be created in Philadelphia and is an important manufacturing town long before its absorption into the city. (MB)
- Apr. 3, 1819 Monongahela Navigation Company receives letters patent. (PaArch)
- Mar. 3, 1819 Congress establishes land offices at Piqua and Delaware, Ohio, and Brookville and Terre Haute, Ind. (StatutesatLarge)
- Apr. 4, 1819 R. Graham and Joseph Philips report on a survey for a canal between the Chicago River and Illinois River; a deep cut sufficient for water from the Chicago River to flow through the Valparaiso Moraine directly into the Illinois River. (Putnam)
- Apr. 5, 1819 New York Legislature defeats a bill the value of lands and houses attached for debts be fixed by three disinterested parties, one each appointed by the debtor, creditor and the court. (Rothbard)
- Apr. 7, 1819 New York act authorizes construction of Eastern and Western Divisions of Erie Canal. (Whitford)
- Apr. 7, 1819 New York act authorizes the construction of a artificial harbor at Buffalo, which is pushing to be the terminus of the Erie Canal; financed by a loan to local residents of \$12,000. (Sweet, Chazanof)
- Apr. 7, 1819 Ocean Steam Ship Company incorporated in New York by Cadwallader D. Colden, Henry Eckford, Preserved Fish, David Dunham, Stephen Whitney, Robert Bogardus, et al., with a capital of \$500,000, but does not go into operation. (PL, Albion)
- Apr. 8, 1819 Philadelphia City Councils approve the design of the Fairmount Water Works. (Gibson)
- Apr. 10, 1819 Capt. John Towers signs the first lease for water power from the pool of the Schuylkill Navigation Company's Flat Rock Dam at what will become Manayunk. (Scharf)
- Apr. 11, 1819 Fire set by a disgruntled apprentice destroys Oliver Evans's Mars Works in Philadelphia; Evans is already dying of a pulmonary infection at the home of his second wife's father in New York City. (Bathe)
- Apr. 12, 1819 New York appoints DeWitt Clinton, Simeon DeWitt, Martin Van Buren, et al., commissioners to formulate a plan for improving the navigation of the Hudson River below tide at Albany. (PL)

- Apr. 12, 1819 Demand liabilities of the Second Bank of the United States exceed its specie on hand by \$100,000; the Bank still owes Baring Bros. \$900,000. (Haskell)
- Apr. 13, 1819 New York act accepts gift of Holland Land Company of 100,632 acres in Cattaraugus County to help finance Erie Canal. (Whitford)
- Apr. 13, 1819 New York resolution orders the survey of the Oswego River to Three River Point and the Seneca River to Lake Onondaga. (Sweet)
- Apr. 15, 1819 Inventor Oliver Evans (1755-1819) dies at New York; head workman Mark Stackhouse then takes over the operation of Evans's Pittsburgh steam engine foundry as the Columbia Steam Engine Company; the Mars Works is not rebuilt. (Bathe, Ferguson, Pursell)
- Apr. 15, 1819 John Stevens issues a proposal to build the New Jersey Railroad for \$250,000 and lease its operation at 6%-12% per year. (DuBois)
- Apr.? 1819 Thomas Gibbons, operating the *Bellona*, forms a partnership with the Stevens brothers operating the ___ on the Delaware River and with Robert Letson operating the stagecoaches between New Brunswick and Trenton to operate as the Union Line; runs in competition with John R. Livingston's *Olive Branch*; the steamboat leg to New Brunswick takes 4:30 and is usually marked by a race between the rival boats. (Stiles - maybe Feb)
- Apr. 1819 Water level in the Ohio River at Pittsburgh falls and ends steamboat navigation; the fall rise does not appear, and the river does not reopen until the first week in Feb. 1820. (Hunter/Ohio)
- Apr. 19, 1819 Cornerstone of the new Bank of the United States laid on the south side of Chestnut Street between 4th & 5th Streets; built by William Strickland following an original design by Benjamin Henry Latrobe; Nicholas Biddle has insisted that the building be built in the Greek style, and the winning design is loosely based on the Parthenon. (DAB, PhilaAIA)
- Apr. 19, 1819 Work begins on the new Fairmount Waterworks at Philadelphia under the direction of Ariel Cooley. (Blake)
- Apr. 19, 1819 Steamboat *Roanoke* begins operating between Baltimore and Norfolk. (BaltAm)
- Apr. 19, 1819 Last U.S. Army frontier garrison in Indiana withdrawn from Fort Wayne. (Esarey)
- Apr. 24, 1819 John R. Livingston secures an injunction against the *Bellona* operating in

- New York waters in opposition to his New Brunswick line. (Stiles)
- May 1, 1819 *Maid of Orleans* arrives at St. Louis from New Orleans, the first steamboat to ascend the Mississippi River to that point. (Heyl)
- May 3, 1819 New York Chancellor James Kent (1763-1847) issues an injunction barring Thomas Gibbons from running to Jersey City under New York State claim to all water up to low tide mark on New Jersey shore; however, there is no such historic claim to waters of Kill von Kull or Arthur Kill. (Decree of Kent)
- May 3, 1819 Ground broken for the Jeffersonville Ohio Canal Company; only a mile of shallow ditch is completed. (BaltAm, Fatout)
- May 6, 1819 Seat of Clark County, Illinois, changed from the house of Charles Neely to Aurora. (Long)
- May 8, 1819 Rumors circulate after Saturday closing that seven New York banks have failed, including Jacob Barker's private Exchange Bank and Bank of Washington & Warren. (BaltAm - check for Barker's PAM)
- May 10, 1819 Bank runs occur in New York against Jacob Barker's banks and others. (BaltAm)
- May 12, 1819 Future stagecoach and railroad promoter Robert Elkin Neil (1819-1899) born; son of Ohio stagecoach king William Neil (1788-1870) and Hannah Schwing Neil (1794-1868). (GreenlawnCemetery, Taylor)
- May 13, 1819 Thomas Gibbons makes an agreement with Daniel D. Tompkins to transfer his passengers to and from Tompkins' *Nautilus* to be able to cross New York waters. (Stiles)
- May 15, 1819 Superintendent David Shriver calls for bids for building the portion of the National Road between Uniontown and Washington, Pa. (Crumrine)
- May 15, 1819 Steamboat *United States* launched at Jeffersonville, Ind., 700 tons burden, touted as the largest on the Ohio River. (Esarey)
- May 1819 Richmond and Norfolk Branches of the Bank of the United States refuse to accept the notes of the Virginia state banks except for the payments of debts. (Starnes)
- May 17, 1819 Union Canal Company of Pennsylvania opens books for new subscription; remain open for ten days without subscribers, so turn to lottery. (PaArch)
- May 18, 1819 Pa. pays John Grove the last installment of \$1,500 for clearing the

Susquehanna River between Columbia and Northumberland. (PaArch)

- May 19, 1819 Union Canal Company of Pennsylvania Board grants permission to the Schuylkill Navigation Company to use its property at or below Pawling's Mill near Norristown rather than having to build on the other side of the river; however, it refuses to give up its water power rights. (MB)
- May 20, 1819 Franklin Bank of Alexandria fails. (BaltAm)
- May 21, 1819 Langdon Cheves fires James W. M'Culloh (-1836) as Cashier of the Baltimore Branch of the Bank of the United States and replaces him with John White; M'Culloh and James A. Buchanan, Pres. of the Baltimore Branch and George Williams have appropriated \$4.5 million in bank stock and \$1.4 million in unsecured loans to finance speculations in BUS stock; Buchanan is also forced to resign. (BaltAm, Dilts, Shalhope)
- May 24, 1819 *Savannah*, under Capt. Moses Rogers, the first steamboat to cross the Atlantic, leaves Savannah for Liverpool; engine built by Daniel Dod. (Morrison, DAB)
- May 25, 1819 Thomas Gibbons' steamboat *Bellona* begins transferring passengers to Tompkins' *Nautilus* at the mouth of the Kill von Kull in order to avoid seizure. (NJJrnl)
- May 28, 1819 Baltimore Branch of the Bank of the United States has made a call upon the City Bank which it cannot meet; City Bank of Baltimore closes at 1:00 PM after a run, and its notes are offered at 75% discount;. (BaltAm, Bryan)
- May 29, 1819 City Bank of Baltimore announces that James Sterrett has resigned as Cashier after being found speculating in Bank of the United States stock and is replaced by Robert Barry; the bank will continue to cash notes under \$5 and will remain open for cashing notes; the news produces a run on the City Bank and the Mechanics Bank by small depositors. (BaltAm, Catterall)
- May 31, 1819 City Bank of Baltimore fails as a result of its speculation in Bank of the United States stock; in the following panic, about 100 businesses fail, including Buchanan & Smith, composed of James A. Buchanan, Pres. of the Baltimore branch of BUS, and his cousin Samuel Smith (1752-1839). (BaltAm, Catterall)
- May 31, 1819 William Marks extends his Baltimore-Frederick stagecoaches to Winchester, Va., running three times a week. (BaltAm)
- June 2, 1819 Steamboat *Maryland* makes a demonstration run from Baltimore to Annapolis, running in 3:30. (BaltAm)

- June 3, 1819 Schuylkill Navigation Company grants the City of Philadelphia the right to build a dam at Fairmount to feed the city's water works; it is to be of the same elevation as Josiah White's old dam at the Falls of Schuylkill and back water up to that point; the city is to build an outlet lock for the canal, and the Navigation Company is to have navigation rights past the dam. (SN agreemnts)
- June 5, 1819 Schuylkill Navigation Company orders Robert Brooke to survey between Norristown and Phoenixville. (MB)
- June 7, 1819 Steamboat *Maryland* begins regular trips between Baltimore and Easton, via Annapolis, running westbound Mondays and Thursdays and eastbound on Wednesdays and Saturdays; the *Maryland* is operated by the new Maryland Steamboat Company, formed by a group of men at Easton and headed by local banker Nicholas Hammond; it drives George Weems off the Chester River. (BaltAm, Emory, Holly)
- June 7, 1819 New Boards elected for the City Bank of Baltimore and the Mechanics Bank. (BaltAm)
- June 10, 1819 Jonathan Pinney of Carlisle, Pa., elected Cashier of the City Bank of Baltimore. (BaltAm)
- June 12, 1819 James Gilbert begins operating a stagecoach between Baltimore and Havre-de-Grace, connecting with the ferry to Port Deposit, Sundays and Thursdays. (BaltAm)
- June 15, 1819 John Gulick (1758-1828) and partners quarrel with former partner Robert Letson over use of name "Union Line"; Letson had started a rival line of stages to run between *Philadelphia* at Bristol and Gibbons's *Bellona* at New Brunswick; Gulick connected the *Philadelphia* at Trenton with John R. Livingston's *Olive Branch* at New Brunswick; eventually, Gulick was forced to adopt name of "New Union Line." (Lane)
- June 1819 Dissatisfied with having to spilt his earnings with Tompkins, Thomas Gibbons decides to operate to New York in defiance of Livingston's injunction; Vanderbilt devises various ways to hide from process servers. (Lane - see above)
- June 1819 Price index of U.S. export staples has fallen to 77, down from a high of 169 in Aug. 1818. (Rothbard)
- June 1819 With peace has come a worldwide glut of staples ; the price of cotton has fallen from 33 cents a pound in January to 16½ cents per pound. (Rezneck)
- June 1819 Baltimore Exchange opens. (Scharf)

- June 18, 1819 City Bank of Baltimore announces that it will accept notes on deposit and pay 6% interest on deposits with interest-bearing certificates. (BaltAm)
- June 20, 1819 *Savannah*, under Capt. Moses Rogers, the first steamboat to cross the Atlantic, arrives in Liverpool after 27-day crossing from Savannah: relies on sail most of the way and is not a commercial success. (Morrison)
- June 21, 1819 Governor of the Proprietors of the Susquehanna Canal in Maryland responds to Pennsylvania complaints that its wing dam obstructs navigation; notes extends only a short distance into river and have built an ark channel along the east bank; dam is underwater when river is high and river is not navigable when water is low. (PaArch)
- June 22, 1819 Pa. Gov. William Findlay appoints Robert Brooke (1770-1821) of Philadelphia and Joshua Scott of Lancaster to survey for a canal and slackwater navigation between the Schuylkill and Susquehanna Rivers via French Creek, Conestoga Creek and Chickies Creek; they do not begin work for lack of sufficient funds. (PaArch)
- June 25, 1819 Runs on the Mechanics Bank in New York City, following the failure of Jacob Barker's Exchange Bank; several upstate banks also fail. (BaltAm)
- June 26, 1819 *Niles Register* reports that \$800,000 in specie has been withdrawn from Ohio by the Bank of the United States and sent to Philadelphia over the last year; the result is sharp deflation in the Midwest, leaving farmers with nothing to pay their debts to the East. (Huntington)
- June 29, 1819 Jacob Barker writes a public letter stating that he has gone to Sandy Hill and examined the books of the Bank of Washington & Warren and found it sound; promises to redeem his notes drawn on the Exchange Bank when the notes of the Bank of Washington & Warren are paid. (BaltAm)
- Summer 1819 Thomas Moore and Isaac Briggs resurvey the James-Kanawha route, this time including a full canal between Richmond and Covington. (Dunaway)
- Summer 1819 Union Bank of Maryland survives the banking scandals by electing Thomas Ellicott, a merchant of known probity, as Pres. (Shalhope)
- Summer 1819 Bank of St. Louis fails. (Rothbard)
- July 1, 1819 Summer steamboat service between Philadelphia and Cape May begins with *Vesta* making two trips per week, stopping at Chester, New Castle and Port Penn; Baltimore passengers can board at New Castle. (BaltAm)
- July 2, 1819 What becomes known as Peel's Act receives the royal assent, calling for the gradual resumption of specie payments by May 1, 1823. (Clapham)

- July 3, 1819 Jacob Ridgway, Turner Camac, Samuel Mifflin, Thomas Biddle and Cadwalader Evans, Jr., commissioners appointed by the state to raise a new subscription of \$500,000 to the Union Canal Company of Pennsylvania, report no success and recommend the company continue with the lotteries to avoid delaying work. (MB)
- July 3, 1819 Monongahela Navigation Company receives letters patent. (PaArch)
- July 7, 1819 George Weems (1784-1853) begins operating the steamboat *Surprise* from Baltimore to Patuxent River landings and Herring Bay after sporadic service to the Miles and Chester Rivers; its rotary engine is subject to frequent failures. (Holly)
- July 12, 1819 Bank of St. Louis finally closes after being unable to settle its affairs, leaving the Territory without chartered banking facilities. (Scharf)
- July 13, 1819 Bellefonte & Philipsburg Turnpike Road Company receives letters patent. (PaArch)
- July 1819 Bank of Washington (Pa.), one of the banks created by the 1814 Omnibus Bank Act, fails; its affairs are not completely liquidated until 1834. (Crumrine)
- July 1819 The Panic falls heavily on Virginia's ruling Republican oligarchs; ex-Gov. Wilson Cary Nicholas (1761-1820) is bankrupted and forced to resign as head of the Richmond Branch of the Second Bank of the United States; Thomas Jefferson loses \$20,000 and remains debt-ridden for the rest of his life; William Cabell loses \$60,000; Philip Norborne Nicholas (1775?-1849) loses \$8,000. (Malone/JER 7:1)
- July 1819 Unfinished portion of the National Road between Uniontown and Washington, Pa., placed under contract. (BaltAm)
- July 1819 Vandalia, Ill., laid out by William C. Greenup, Beal Greenup and John McCullom as the new state capital. (HistFayetteCo)
- July 20, 1819 Farmers & Mechanics Bank of Pittsburgh announces that because of its losses in the robbery of Apr. 6, 1818, it is forced to retire its notes and go out of business; it is not completely liquidated until 1825. (StdHistPitts)
- July 26, 1819 Schuylkill Navigation Company orders Josiah White to raise his dam at the Falls, as boats are being grounded. (MB)
- July 27, 1819 Pittsburgh & Butler Turnpike Road Company receives letters patent. (PaArch)

- July 30, 1819 At the Treaty of Edwardsville, Kickapoo cede lands south and east of the Illinois and Kaskaskia Rivers. (IndLndCessions)
- Aug. 2, 1819 Potomac Company requests that Thomas Moore report on its works to support its request for state funds. (Kapsch)
- Aug. 2, 1819 Commissioners of Pennsylvania, Ohio, and Virginia on the navigation of the Ohio River meet at Pittsburgh; the commissioner from Kentucky is not notified of his appointment in time to attend. (PaArch)
- Aug. 1819 An investigating committee in Philadelphia reports that in 30 industries, employment has fallen from 9,672 in 1816 to 2,137; weekly wages have fallen from \$58,000 to \$12,000. (Rezneck - check Niles 8/7. 9/4)
- Aug. 1819 Cumberland Turnpike Road completed from Concocheague Creek to top of Sideling Hill. (RdBldgMd - also says 1816??)
- Aug. 1819 D. H. Blaine and James Kincaid advertise a tri-weekly "New Accommodation Line" of stages between Pittsburgh and Washington, Pa., where they connect with the mail stages on the National Road (Crumrine)
- Aug. 1819 Luther Stephens, George Evans and Mahlon Rogers dissolve the Pittsburgh Steam Engine Company. (StdHistPitts)
- Aug. 1819 After two bad years, the British grain harvest is good. (Clapham)
- Aug. 16, 1819 Manchester Yeomanry, a mounted militia unit of the gentry, rides down a peaceful protest meeting of 60,000 at St. Peters Fields outside the city; protesters were demanding electoral reform and repeal of the Corn Laws, which are believed to keep the price of food artificially high; 9 men and 2 women are killed and 600 injured in what becomes known as the "Peterloo Massacre"; Britain suffers a decade of intermittent class conflict and social unrest, which impairs its ability to invest abroad. (Black, Mercer)
- Aug. 17, 1819 *Maid of Orleans* leaves New Orleans on its first trip to Louisville. (Heyl)
- Aug. 25, 1819 Future detective agency founder Allan Pinkerton (1819-1884) born in Glasgow, Scotland. (WwasW)
- Aug. 30, 1817 At the Treaty of Fort Harrison, the Kickapoo surrender all claims to land along the Vermillion River in Indiana and south of the Kankakee and Illinois Rivers in Illinois. (IndLndCessions)
- Sep. 1, 1819 Future PRR Superintendent Samuel D. Young (1819-1866) born. (billiongraves)

- Sep. 4, 1819 Philipsburg & Susquehanna Turnpike Road Company receives letters patent. (PaArch)
- Sep. 4, 1819 Yellow fever epidemic begins in New York lasting through Oct. 22; many flee, and the business district on Wall Street is nearly deserted. (DeForest)
- Sep. 6, 1819 First sale of lots at Vandalia, Ill., laid out on the Kaskaskia River. (Burtschi)
- Sep. 13, 1819 *Savannah* arrives at Kronstadt, Russia, near St. Petersburg, the easternmost point on its transatlantic voyage. (Morrison)
- Sep. 14, 1819 Future PRR lawyer Theodore Cuyler (1819-1876) born at Poughkeepsie, N.Y., the son of Cornelius C. Cuyler, a Presbyterian minister, and Eleanor DeGraff Cuyler; at age 15, his father is called to the Second Presbyterian Church in Philadelphia. (NCAB)
- Sep. 14, 1819 Ohio court orders State Auditor Ralph Osborn to attach \$100,000 from the Second Bank of the United States as the state tax under the new law. (22 US 738/justitia.com)
- Sep. 15, 1819 Second Bank of the United States serves State Auditor Ralph Osborn with an injunction from the U.S. Circuit Court to desist from taxing its two branches in Ohio. (22 US 738/justitia.com)
- Sep.? 1819 Thomas Gibbons sues Aaron Ogden in the New York Court of Chancery, challenging his steamboat monopoly grant on constitutional grounds, thus beginning the landmark case of *Gibbons v. Ogden*. (Lane)
- Sep. 1819 Association for the Promotion of Internal Improvements of New York authorizes its secretary to report on practicability of canal between the Delaware and Raritan Rivers. (Scharf)
- Sep. 17, 1819 Future Pennsylvania geologist J. Peter Lesley (1819-1903) born at Philadelphia, the son of Peter Lesley (1793-1855), a skilled carpenter, and his first wife Elizabeth Oswald Allen Lesley (1793-1832); the “J.” is a flourish and does not stand for anything; he is named “Peter” after his father; Lesley flirts with the idea of becoming a Presbyterian minister, but later becomes a Unitarian; in his youth, he pursues the new pure science of geology with something approaching religious zeal; he later acts as a geological consultant to the PRR and other mining and manufacturing companies and is first Secretary of the American Iron Association in the 1850s; all of the Lesleys are abolitionists. (ancestry.com, DAB, Knowles)
- Sep. 20, 1819 An Ohio state agent forcibly removes \$120,000 in specie and notes from the Second Bank of the United States in Chillicothe; Osborn later returns the extra \$20,000; \$2,000 is paid to the agents as a fee, leaving \$98,000 in the

state's hands; the BUS sues in federal court for its return, and gets a favorable order from the U.S. Supreme Court on Mar. 19, 1824 covering the additional \$2,000; it nonetheless prudently closes its Ohio branches in Cincinnati and Chilcothe. (22 US 738/justia.com, OhioHistCentrl, wiki, Howe)

- Sep. 22, 1819 Last installment of \$5,000 paid to Pennsylvania commissioners Lewis S. Coryell, John Kirkbride and John Shouse for clearing the Delaware River between Trenton and Foul Rift. (PaArch)
- Sep. 24, 1819 At Treaty of Saginaw, Chippewas cede 6 million acres of central and northeastern Michigan, including the area on both sides of Saginaw Bay, south to the Kalamazoo River. (IndLndCessions)
- Sep. 30, 1819 Pennsylvania subscribes \$30,000 to the first, unsuccessful, Monongahela Navigation Company. (PaArch)
- Oct. 1, 1819 Warren County, Pa., fully organized with county seat at Warren. (Long)
- Oct. 6, 1819 New York Chancellor James Kent finds for Ogden in the first phase of *Gibbons v. Ogden*, holding that a Federal coasting license only imparts an American character to a vessel and conveys no operating rights. (Lane, Decree of Kent)
- Oct. 9, 1819 Future railroad entrepreneur Thomas H. Dudley (1819-1893) born in Burlington County, N.J. (RyW)
- Oct. 1819 Samuel Norton (1780-) leads the first party of settlers from present Susquehanna County, Pa., to the site of Bucyrus, Ohio. (Perrin/CrwfrdCo)
- Oct. 20?, 1819 Investigation of the City Bank of Baltimore reveals assets of \$760,310 versus debts of \$340,310; about half the value of the bank's capital has been lost. (NilesReg)
- Oct. 22, 1819 First canal packet boat, *Chief Engineer* designed by engineer Canvass White (1790-1834), passes from Rome to Utica opening the first section of the Erie Canal; the side-cut from the Erie Canal to the Salina salt works near Syracuse also opens. (Sweet, Whitford)
- Oct. 27, 1819 Last portion of Downingtown, Ephrata & Harrisburg Turnpike Road (U.S. Route 322) completed and licensed to take tolls; completes an alternate route to Harrisburg running north of Lancaster; sometimes called the "Horseshoe Pike." (PaArch, Durrenberger)
- Oct. 27, 1819 Henry Bradley Plant (1819-1899), future head of the Southern Express Company and founder of the Plant System of southeastern railroads, born at

Branford, Conn., of an old Yankee family. (AmScsflMen)

- Fall 1819 Employment in 30 of 60 branches of manufactures in Philadelphia has fallen to 2,100, down from 9,700 in 1815; industrial unemployment in the cities and of seamen and dock laborers in the ports is a prominent feature of the depression; unlike farmers, they cannot live by barter or subsistence. (Rothbard)
- Nov. 2, 1819 Ohio River commissioners report; favor a canal around the Great Falls on the Kentucky side, located by Loammi Baldwin, as much cheaper than one on the Indiana side; this report, followed by the financial depression, is sufficient to kill the Jeffersonville Ohio Canal Company project. (PaArch, Fatout)
- Summer 1819 Commissioners appointed by Pennsylvania, Virginia, Ohio and Kentucky examine Ohio River above Louisville to suggest navigation improvements; no further action taken by states.
- Nov. 7, 1819 Thomas Jefferson puts forward a “Plan for Reducing the Circulating Medium” calling for banks to recall and redeem all their banknotes in specie in five annual installments and that no government, whether state or federal should have the power to create a bank. (Rothbard)
- Nov. 20, 1819 Commissioners to view the five miles of the Susquehanna & Waterford Turnpike Road between the Susquehanna River and Andersons Creek report that it does not meet the requirements of the law, being surfaced only with clay in sections. (PaArch)
- Nov. 24, 1819 First portion of the Champlain Canal opens between Fort Edward on the Hudson River and Lake Champlain; party of dignitaries passes from Fort Edward to Whitehall, returning next day. (Sweet, ClevIndRegstr)
- Nov. 29, 1819 Convention of the Friends of National Industry, organized by Mathew Carey of Philadelphia, meets in New York with delegates from the principal manufacturing states to push for a higher tariff as a remedy for the depression. (Rothbard)
- Nov. 30, 1819 Schuylkill Navigation Company is struggling with problems of bad workmanship from all its contractors. (MB)
- Nov. 30, 1819 *Savannah* returns to Savannah, Ga., completing the first transatlantic voyage by a steamship; the experiment is not a success, and the *Savannah* returns to New York, where its engine is removed and sold to James P. Allaire; the ship then runs as a sailing packet between New York and Savannah. (Morrison)

- Dec. 7, 1819 In his annual message, Pres. Monroe takes note of the derangement of the currency and depression in manufacturing, but claims conditions are improving. (Rothbard)
- Dec. 8, 1819 New York Chancellor Kent rules that Thomas Gibbons's and Daniel D. Tompkins's combination is illegal and bars Gibbons's boats from the Kill von Kull and Arthur Kill. (Decree of Kent)
- Dec. 10, 1819 In his annual message, Pennsylvania Gov. Findlay again recommends the creation of a board to make canal and road surveys and state subscriptions to turnpike companies. (PaArch)
- Dec. 13, 1819 Thomas Gibbons writes to Daniel Webster (1782-1852) asking him to prepare an appeal to the U.S. Supreme Court. (Lane, Stiles)
- Dec.? 1819 At the opening of the Legislature, DeWitt Clinton ignores the Republican caucus's choice for Speaker of the Assembly and elects his own choice with Federalist help; Martin Van Buren, leader of the caucus, breaks with Clinton; the *Albany Argus* supports Van Buren and becomes the official organ of what is soon called the Albany Regency; the Regency soon gets control of the Council of Appointment and then the Canal Board. (Seavoy)
- Dec. 16, 1819 Schuylkill Navigation Company orders arbitration of John Thomson's claim for payment for surveying of the Schuylkill River on the grounds that the work was inaccurate and not according to instructions. (MB)
- Dec. 17, 1819 In Pennsylvania House, Abraham Baily and Joshua Hunt of Chester County, introduce motion of Committee on Roads & Inland Navigation to bring in bill for canal surveys between the Schuylkill and Susquehanna Rivers via the Great Valley and Lancaster. (HseJrnl)
- Dec. 17, 1819 Simon Bolivar (1783-1830) proclaims an independent Republic of Colombia; most of Latin America throws off colonial rule by Spain; British investment soon flows into the new Latin American republics, formerly closed by Spanish imperial policy, as an alternative to the U.S.; New York merchants, in particular, also begin a growing trade with Ibero-America; Spain opens Cuba and Puerto Rico to free trade to prevent their independence, and New Yorkers secure a dominant possession to replace their ouster from British Jamaica. (, Wallace/Burrows)
- Dec. 18, 1819 After holding out for a lower rate, the Union Canal Company of Pennsylvania Board contracts with Solomon Allen to conduct the \$200,000 7th class lottery at 6%; residents of Northern Liberties petition the company to complete the Delaware & Schuylkill Canal. (MB)
- Dec. 18, 1819 South Carolina abolishes the post of Civil & Military Engineer held by Maj.

John Wilson and replaces it with a Board of Public Works consisting of Wilson, Joel R. Poinsett, former Gov. David R. Williams (1776-1830), William R. Davie (?-1820) and Thomas Baker. (PL, Kapsch)

- Dec. 24, 1819 Last portion of York & Gettysburg Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 27, 1819 Schuylkill Navigation Company approves the canal and lock laid out by the Watering Committee on the west bank of the Schuylkill at Fairmount Dam. (MB)
- 1819 The total value of U.S. exports has fallen to \$70 million from \$93 million in 1818; domestic exports fall from \$74 million to \$51 million; of this drop, \$20 million is accounted for by cotton and \$7 million by wheat; however, it is only a price drop, and the volume of exports continues to increase; the value of imports falls from \$122 million in 1818 to \$87 million in 1819. (Rothbard)
- 1819 The wages of unskilled turnpike workers in Pennsylvania falls from 75 cents a day in 1818 to 12 cents in 1819; wages for skilled labor remain steady at \$1 a day. (Rothbard)
- 1819 The price of wheat in Maryland has fallen to \$1.20 per bu., down from \$2.50 per bu. in 1817; by 1821 it is under 75 cents; the resulting depression is especially severe on the Eastern Shore of Maryland, lasting until about 1840; land values collapse; population declines as people move to the cities and to the West; other industries such as shipbuilding also decline. (Preston)
- 1819 Land prices in Pennsylvania have fallen from \$150 an acre in 1815 to only \$35 an acre. (Rezneck)
- 1819 Canvass White and Valentine Gill, Assistant, explore routes for the Erie Canal between the Seneca and Genesee Rivers. (Sweet)
- 1819 Capt. Joseph Miller lays out Miller's Basin, later the village of Newark, N.Y., on the Erie Canal in the Town of Arcadia. (villageofnewark.com)
- 1819 The failure of Aaron Ogden and the *Savannah* force Daniel Dod into making an assignment for the benefit of his creditors; with the help of friends, he manages to repurchase all his tools and set up shop in New York in 1820. (DAB)
- 1819 Late in year, John Gulick & Sons join William T. Stockton's Columbian Post Chaise Line; offer service on Trenton-New Brunswick as well as Bordentown-South Amboy route. (Lane)

- 1819 Robert Letson splits with other partners in Union Line of stages, taking Union Line names; runs from Thomas Gibbons's steamboats at New Brunswick to Bristol; old partners continue as New Union Line, running between Trenton and New Brunswick in connection with John R. Livingston's steamboats. (Lane - verify)
- 1819 John Stevens addresses second pamphlet, *Further Hints on the Expediency of a Railroad from Philadelphia to Pittsburgh* to the Pa. Legislature. (PRRColExpo, Watkins)
- 1819 Daniel Large, Samuel Humphreys and William Jones begin construction of another steamboat at Philadelphia, which is not finished. (Pursell)
- 1819 Hother Hagé (1800-1872), future civil engineer, arrives in the U.S. from Denmark and settles in Clearfield County, Pa., on a tract bought for him by his father. (BioDauphin)
- 1819 Josiah White and Joseph Gillingham deed their water power rights at the Falls of Schuylkill to the City of Philadelphia. (SN agreemnts)
- 1819 Widowed Wilkes-Barre carpenter Abiel Abbott (1790-1838) loses his shop and tools in a fire; he then goes to Mauch Chunk, where he had built coal arks for Charles Miner and Jacob Cist during the War of 1812, and offers his services to White, Hazard & Hauto; he will become Superintendent of the Lehigh Coal & Navigation Company. (Harvey)
- 1819 Baltimore Union Line renews contracts to pay the New Castle & Frenchtown Turnpike Company a flat 6% on its stock in lieu of regular tolls. (Holmes)
- 1819 Hagerstown & Conococheague Turnpike Road completed from Hagerstown to the Conococheague including a stone arch bridge connecting with the Cumberland Turnpike Road. (RdBldgMd)
- 1819 Potomac Company ceases active operations, having expended over \$700,000 and accumulated a \$170,000 debt.
- 1819 Robert Garrett (1783-1857) founds the Baltimore mercantile house of Robert Garrett & Co., trading in western goods. (Williams)
- 1819 About 4,500 tons of merchandise freight are sent by wagon from Philadelphia to Pittsburgh annually at a cost of over \$80 per ton. (VaBPW)
- 1819 Stage coaches now run from Baltimore to Pittsburgh and Wheeling via Hagerstown and the National Road. (Scharf)

- 1819 Pennsylvania act authorizes commissioners to lay out a state road from Milesburg via Karthaus to the Clarion River near the mouth of Little Toby Creek in Jefferson County. (HistClarionCo)
- 1819 Olean Road laid out through present Clarion County. (HistClarionCo)
- 1819 Union Rolling Mill, the first full puddling and rolling mill in Pittsburgh, built in Kensington by Baldwin, Robinson, McNickle & Beltzhoover on the Monongahela River; two engines of 100 HP built by the Columbian Steam Engine Company. (Swank - SHP has Joshua Malin in co.)
- 1819 Mark Stackhouse, Mahlon Rodgers and Oliver Evans, Jr., establish the Columbian Steam Engine Company in Pittsburgh. (StdHistPitts)
- 1819 With the failure of Stackpole & Whiting, the uncompleted Bear Creek Furnace in Armstrong County passes into the hands of Baldwin, Robinson, McNickle & Beltzhoover of Pittsburgh; Thomas Lewis completes the furnace as the first in the U.S. to attempt to use coke for smelting with a steam-blast; the blast is too weak and it chills after 2 or 3 tons have been made; the furnace is then converted to charcoal. (Swank, explorepahistory)
- 1819 Village of Lawrenceburg, later part of Parker City, built near Bear Creek Furnace in Armstrong County. (Smith/Armstrong)
- 1819 Thomas S. Clarke (1801-1867) joins the forwarding house of Knox & McKee at Wheeling, doing business over the National Road and down the Ohio River. (StdHstPitts)
- 1819 Ashtabula & Trumbull Turnpike Road completed between Ashtabula and Wellsville on the Ohio River. (Trumbull/Mahoning - verify in PL)
- 1819 Philip Zinn, a native of York County, Pa., begins carrying the mail in stage coaches between Columbus and Delaware, Ohio; the first stage coach service at Columbus. (Lee/Columbus - Holmes/Rohrbach says from Chillicothe to Columbus)
- 1819 Philip Zinn possibly starts operating a mail stage between Lancaster, Ohio, and Columbus. (Holmes/Rohrbach)
- 1819 *General Pike*, first steam packet on western rivers, begins operating between Louisville, Cincinnati and Maysville on the Ohio River. (Morrison)
- 1819 The first steamboat on the Kanawha River, the *Robert Thompson*, ascends as far as Red House. (Dunaway)
- 1819 Thomas G. Amsden from Ontario County, N.Y., and Frederick A. Chapman

purchase land at York Cross Roads in Huron County, Ohio, which becomes known as Amsden's Corners and later Bellevue. (cityofbellevue.com)

- 1819 The Detroit garrison completes a military road from Detroit to the Falls of the Maumee (Toledo), the road built during the war having disintegrated; it is still poorly located and built. (Dunbar)
- 1819 Quakers from the area of Richmond, Ind., open a road from Winchester, Ind., to intersect the Wayne Trace leading to Fort Wayne. (HistAdams&WellsCos)
- 1819 Samuel Hanna (1797-1866) arrives in Fort Wayne from Dayton to establish a trading post with his brother-in-law James Barnett. (Poinsatte)
- 1819 First stagecoach lines in Illinois are established between St. Louis and Edwardsville and between St. Louis and Kaskaskia. (Holmes/Rohrbach)
- 1819 Maj. Stephen H. Long begins an expedition to the Rocky Mountains, from which his name is bestowed upon Long's Peak; Long's reports become the foundation for the notion of the "Great American Desert," that the country west of the 100th meridian is too dry for agriculture. (topogs.org)
- 1819 Samuel Russell (-) arrives in Canton as the representative of a Providence, R.I., company; Russell & Co. will be the dominant American China house of the second quarter of the 19th century. (Haddad)
- 1819 John McAdam (1756-1836), the British road expert, publishes "A Practical Essay on the Scientific Repair and Preservation of Roads" in which he sets out the method of building stone surfaced roads that come to be called "macadam" or "macadamized"; a true macadam road consists of a well-drained flat foundation layer on top of which are rolled four successive layers of small broken stone bound by water to make a hard surface; only the most important and highly-traveled American turnpikes can afford a macadamized road. (DNB, Hunter)