

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

By Christopher T. Baer

1820 to 1824

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All data subject to correction and change

- Jan. 1, 1820 Spanish soldiers being assembled at Cadiz to suppress the South American revolutions mutiny under the leadership of Col. Rafael del Riego y Nuñez (1784-1823) and demand reforms and the restoration of the liberal Constitution of 1812; the revolt spreads across the northern part of Spain. (wiki)
- Jan. 3, 1820 Fire destroys the palatial home of Joseph Bonaparte at Bordentown, N.J.; he replaces it with a smaller but still magnificent brick residence. (BordHS)
- Jan. 3, 1820 Pa. Gov. William Findlay appoints commissioners to inspect the last portion of the Chambersburg & Bedford Turnpike Road. (PaArch)
- Jan. 6, 1820 Ohio Canal Company of Kentucky solicits a subscription of 500 shares from the Commonwealth of Pennsylvania. (PaArch)
- Jan. 7, 1820 David S. Bates (1777-1839) reports on the survey of the Oswego Canal in New York. (Sweet)
- Jan. 8, 1820 Virginia directs Thomas Moore, Principal Engineer of Board of Public Works, to survey a route to the Ohio River via the Potomac. (Ward)
- Jan. 11, 1820 Indiana act appoints 10 commissioners to locate a permanent state capital. (PL)
- Jan. 1820 Gen. Joseph G. Swift, in company with Prof. Hassler and Mr. Loss, a mineralogist and surveyor, examines the Charles Snowden coal lands on the West Branch of the Schuylkill west of Pottsville, noting the superior quality of the coal for use at New York City. (Cursory Review)
- Jan. 1820 Indiana passes a minimum appraisal law. (Rothbard)

- Jan. 1820 Ohio repeals its law banning the buying or selling of state bank notes below par. (Rothbard - verify PL)
- Jan. 17, 1820 Indiana act declares major streams to be public highways, including the White River to its forks and the west fork up to the Delaware towns. (PL, Esarey, Dunn)
- Jan. 18, 1820 Indiana act provides that bankruptcy sales be at two-thirds of appraisal value or else a one-year stay of execution. (Rothbard)
- Jan. 20, 1820 New York reduces the number of Canal Commissioners to three. (Sweet)
- Jan. 20, 1820 Delaware New Purchase County and Wabash New Purchase County, Indiana, created from the non-county area; not fully organized. (Long)
- Jan. 22, 1820 Indiana act authorizes a state subscription for 200 shares of the Jeffersonville Ohio Canal Company. (PL)
- Jan. 24, 1820 New York commissioners report sets the damages to condemn the property of the Western Inland Lock Navigation Company at \$151,820. (Sweet)
- Jan. 24, 1820 Resolution introduced in the N.J. Assembly in favor of a canal between the Raritan and Delaware Rivers, especially now when prices are low, capital dormant and unemployment or underemployment high. (Cranmer)
- Jan. 24, 1820 Peter Cooper receives a patent for towing canal boats with an endless chain worked the water falling from one level to the other; he builds a one-mile test line along the East River running north from 8th Street, which he demonstrates for Gov. DeWitt Clinton. (Nevins)
- Jan. 25, 1820 Virginia Board of Public Works presents the reports of Thomas Moore and Isaac Briggs on the James-Kanawha route to the Legislature; estimate, including a full canal between Richmond and Covington put at \$1.9 million, which is a gross underestimate; the BPW recommends that the state purchase the old James River Company and do the work as a state project. (Dunaway)
- Jan. 26, 1820 William Lehman, from Pennsylvania House Committee on Roads & Inland Navigation, reports an "Act for the Improvement of the State," an omnibus bill granting money to turnpike companies and for river clearings; in introductory speech, Lehman calls completion of the Union Canal the first object of the program; bill gives canal part of Philadelphia auction duties for 20 years and calls for state subscription of \$50,000; Lehman argues that construction of public works will cut unemployment. (HseJrnl)

- Jan. 26, 1820 Josiah White, Erskine Hazard and George F. A. Hauto secure the patent to a 54-acre tract at the mouth of Mauch Chunk Creek that has been warranted to William Bell on June 28, 1774; it is purchased in order to secure a river terminus for the road from the coal mine and becomes the town of Mauch Chunk, a company town and the base of its operations; Dr. Thomas C. James, the owner of the Lausanne Tract at the mouth of Nesquehoning Creek further upstream, where there is more flat land, had demanded too much for it. (Mathews/Hngfrfd)
- Jan. 28, 1820 Pennsylvania House Committee on Domestic Manufactures chaired by William J. Duane reports on causes of and remedies for the depression; blames on excessive chartering of banks in 1814 and inflationary issue of bank notes; rejects moratorium on foreclosures and establishment of a land bank; suggests lobbying Congress for high tariff to keep out British dumping of goods and state borrowing to complete turnpikes and other improvements now suspended; support for the report is strongest in Philadelphia, Bucks and Chester Counties; the House is divided, with those advocating a land bank voting to suppress printing the report by 49-40. (Rothbard,)
- Jan. 28, 1820 Land of the Associates of the Jersey Company is incorporated as the "City of Jersey," consisting of the land at Paulus Hook east of Warren Street; however, the new government is ineffectual, as the Associates continue to own most of the property and are bound to pay the annuity on Van Vorst's perpetual mortgage; the whole venture has been unprofitable for the Associates, and without police powers, Paulus Hook is lawless and unattractive to would-be purchasers. (McLean, GnlglHistof Hud& Berg, Shaw)
- Jan. 29, 1820 Special Pennsylvania Senate committee headed by Condy Raguet (1784-1842) reports on unprecedented economic distress; suggests a land office to lend paper money to indebted farmers and manufacturers on landed security; also severe restrictions on banks, including barring loans to bank directors, bank directors holding public office, issuing notes under \$5, or banks holding stocks and government bonds. (HseJrnl, Rothbard)
- Jan. 29, 1820 George III (1738-1820), permanently insane for the last decade, dies at Windsor Castle; the Prince Regent (1762-1830), who has ruled since 1811, becomes King George IV. (WwasW)
- Feb. 1, 1820 Rep. Henry Jarrett of Northampton County presents his own minority report rebutting the Duane Report and advocating a \$1 million state loan office. (Rothbard)
- Feb. 1, 1820 Canvass White receives a patent on making waterproof cement; White sets up a business with his brother Hugh White at Chittenango, selling cement to

the Erie and other canals. (Shaw)

- Feb. 1, 1820 Scott County, Indiana, created from parts of Clark, Jackson, Jefferson, Jennings and Washington Counties with county seat at Lexington. (Long)
- Feb. 5, 1820 Fall River Manufacturing Company incorporated in Mass. by Jonathan Borden, Dexter Wheeler, David Anthony and Abraham Bowen; Fall River is ideally sited to receive raw cotton and ship finished goods by sea and becomes the great textile center of southern Massachusetts and an important consumer of Pennsylvania coal. (PL)
- Feb. 5, 1820 Minimum appraisal law that would prevent properties from being sold for debt at less than 75% of their court-appraised value is defeated in the Virginia House of Delegates. (Rothbard)
- Feb. 9, 1820 Pa. House sends the Improvement Bill back to committee to make it more comprehensive. (HseJrnl)
- Feb. 9, 1820 Maryland act requires the banks to pay in specie or forfeit their charters; creditors of banks may demand 6% annual interest on amounts owed them and not redeemed in specie. (PL)
- Feb. 10, 1820 Kentucky act repeals the charters of the 40 independent banks, which have failed to redeem their notes. (Duke)
- Feb. 11, 1820 Delaware passes a compulsory par law requiring the payment of debts in bank notes at par. (PL, Rothbard)
- Feb. 12, 1820 Maryland passes a stay law allowing bankrupts to extend the payments of their debts in installments through Nov. 21, 1821, to avoid sheriff's sales. (PL)
- Feb. 12, 1820 Seat of Owen County, Indiana, changed from Lancaster to Spencer. (Long)
- Feb. 1820 Erie Canal Navigation Company organized at Rome to operate packets on the middle section of the Erie Canal; Comfort Taylor of Whitesboro is Pres.; its *Chief Engineer* and *Montezuma* are the first packets on the canal. (Shaw)
- Feb. 17, 1820 Virginia act authorizes the state to buy the James River Company charter in return for guaranteeing the stockholders a 12% dividend until 1832 and 15% thereafter; the *quo warranto* proceedings against the company are dropped; James River Company agrees to build a canal up to the mouth of Dunlap's Creek (Covington) and a road across the mountains to the Great Falls of the Kanawha. (PL, Dunaway)

- Feb. 18, 1820 Ohio act attempts to enforce resumption by the banks. (Huntington)
- Feb. 20, 1820 Ohio act opens the whole Maumee Valley to settlement and provides for the creation of counties from the land purchased from the Indians in 1817. (Perrin/CrwfrdCo)
- Feb. 22, 1820 Pennsylvania Committee on Roads & Inland Navigation reports a revised Improvement Bill. (HseJrnl)
- Feb. 23, 1820 Ohio appoints three commissioners to employ an engineer to locate a canal between the Ohio River and Lake Erie near the Maumee Rapids or Sandusky Bay, providing Congress donates federal lands along the route to finance the project; these terms are not accepted, and the project is aborted.
- Feb. 24, 1820 Secretary of the Treasury William H. Crawford issues his Report on the Currency; rejects the idea of a permanent national inconvertible paper currency; he notes that while falling prices are good for the export market, they also depress the price of all non-exportable goods and discourage investment in productive enterprises; Crawford says that the best scheme would be for the Treasury to issue circulating notes in exchange for specie or U.S. government bonds; the notes would be redeemable in government bonds, not specie, and only national currency would be received in payment for government debts, taxes, etc.; the low rate of interest on government bonds would act as a brake on excessive expansions or contractions of the money supply or excessive rise or fall in interest rates; however, Crawford rejects his own scheme, because governments can always be tempted into overissues of paper money and because money will flow from the West and South to the East, no matter what the medium, bringing no help to the hardest hit areas; Crawford therefore recommends letting the contraction continue to the point at which banks can resume specie payments, thus angering both hard money advocates and inflationists; to achieve this contraction, he calls for superfluous banks to be eliminated and banks to be confined to the principal cities of each state. (Rothbard)
- Feb. 25, 1820 New Jersey passes retaliatory law barring steamboats operated by persons using New York Court of Chancery to obstruct navigation by New Jersey residents from using New Jersey landings or navigating in New Jersey waters under penalty of triple damages. (PL)
- Feb. 25, 1820 Massachusetts surrenders its claim to Maine so that it can be admitted as a free state to balance Missouri. (Thorpe)
- Mar. 2, 1820 New Jersey, Delaware & Raritan Canal Company incorporated in New Jersey; capitalized at \$800,000; charter specifies a canal nine feet deep and 56 feet wide based on the 1816 survey, which proves too expensive; the state reserves the right to purchase the canal after 50 years, and dividends

over 15% are to be split with the state; the state must secure the approval of Pennsylvania on use of water from the Delaware River, which is not forthcoming; the act also imposes proportional voting upon stockholders, giving small stockholders proportionally more votes, to prevent domination by New York and Philadelphia investors, a constant fear in rural New Jersey in this period; the incorporators named in the act are Samuel Breck and William J. Duane of Philadelphia, Nathaniel Prime and Joseph G. Swift of New York City, John Rutherford and William S. Pennington of Newark, John N. Simpson and Thomas Hill of New Brunswick, and Garret D. Wall and Israel Taylor of Trenton. (PL, Cranmer)

- Mar. 3, 1820 Missouri Compromise brokered by Henry Clay arranges to admit Missouri as a slave state and Maine as a free state to maintain sectional parity in the Senate; slavery is banned in the Louisiana Purchase territory north of 36°30'. (EAH)
- Mar. 3, 1820 Harrisburg, Carlisle & Chambersburg Turnpike Road completed and receives license to take tolls. (PaArch)
- Mar. 4, 1820 Commissioners of Owen County, Ind., order the town of Spencer laid out. (Blanchard)
- Mar. 4, 1820 Samuel Wiggins of Cincinnati purchases the 2/7 interest in the Mississippi River ferry at St. Louis from James and Zachius Piggott for \$2,000. (Scharf, Wallace)
- Mar. 6, 1820 Kensington District of the Northern Liberties incorporated in Philadelphia County. (Scharf)
- Mar. 6, 1820 Seat of Scott County, Indiana, fixed at Lexington. (Long)
- Mar. 8, 1820 William Lehman, from the Pennsylvania House Committee on Roads & Inland Navigation, reports a bill calling for a canal survey between the Schuylkill and Susquehanna via the Great Valley and Lancaster; bill is tabled and not taken up. (HseJrnl)
- Mar. 9, 1820 King Ferdinand VII of Spain restores the liberal Constitution of 1812; Ferdinand becomes a virtual prisoner of the Cortes (Parliament); the Spanish Inquisition is abolished. (wiki)
- Mar. 10, 1820 North River Steam-Boat Company incorporated in N.Y. by Robert R. Livingston, John Townsend, Henry Eckford, Joseph Rodman Drake, William James and Cadwallader D. Colden, with a capital of \$600,000. (PL)
- Mar. 11, 1820 Pennsylvania House passes the Improvement Bill by vote of 65-28.

(HseJrnl)

- Mar. 15, 1820 Maine admitted to the Union as a free state. (WwasW)
- Mar. 1820? Pa. House defeats the loan office bill by a tie vote; the bill has been backed by the supporters of the Improvement Bill. (Rothbard)
- Mar. 1820 Steamboat *Maryland* begins operating between Baltimore and Chestertown via Queenstown. (Emory)
- Mar. 18, 1820 Cornelius Vanderbilt buys the steamboat *Stoudinger* aka the *Mouse* from Thomas Gibbons for \$1,500 and resells it at a profit. (Stiles)
- Mar. 20, 1820 John Rutherford, a partisan of the New Jersey, Delaware & Raritan Canal, complains to House member William Griffith that the act of incorporation does not prevent the company from building a narrower canal for local uses, nor is there a provision for basing tolls on the value of the goods being shipped; Rutherford wants a wide canal build as part of a federal system with federal money; as it is, the authorized capital is entirely insufficient, and there is not enough water available to fill such a large canal. (Cranmer)
- Mar. 22, 1820 Pennsylvania legislative resolution calls for an investigation of the Camden Bank's operations in Philadelphia and that of all other banks not holding Pennsylvania charters. (PL)
- Mar. 23, 1820 First lots in the village of Greenport, in the Town of Southold on the North Fork of Long Island, are sold at auction; the name Greenport is not adopted until 1834. (Bayles/Suffolk)
- Mar. 24, 1820 New York act authorizes the City Bank of New York to reduce its capital from \$2 million to \$1.25 million because of hard times. (PL)
- Mar. 27, 1820 Pennsylvania Senate votes 16-12 to postpone the Improvement Bill, killing it for the session (SenJrnl); earmarked \$663,500 for roads and rivers with \$50,000 for Union Canal.
- Mar. 28, 1820 Pennsylvania Senate votes 14-13 not to extend the session two days to Mar. 30 to vote on the Improvement Bill, despite pleas from House. (SenJrnl)
- Mar. 28, 1820 Pennsylvania act incorporates the Conestoga Slack-Water Navigation Company, authorizing James Hopkins (1760-1834), who had built an unsuccessful canal around the Conewago Falls at Falmouth on the east bank of the Susquehanna, to build slackwater dams and locks on Conestoga Creek up to Lancaster; he abandons the attempt after building one lock. (PL, Ellis/Evans)

- Mar. 28, 1820 Pennsylvania act calls for removal of part of wing dam built by James Hopkins to feed his canal on the east side of the Susquehanna River at Conewago Falls; Hopkins's canal was improperly located and useless in low water. (PL, PaHJ 1826/7)
- Mar. 28, 1820 Pennsylvania passes an act for the relief of debtors requiring that bankrupt property must be sold for two-thirds of its assessed valuation or the debt is to be stayed for one year. (PL, Rothbard)
- Mar. 30, 1820 Last portion of Chambersburg & Bedford Turnpike Road (U.S. Route 30) completed and licensed to take tolls. (PaArch)
- Mar. 30, 1820 New York act drops the tax of \$1 per trip on steamboat voyages and replaces it with a flat tax of \$5,000 per year on the North River Steamboat Company. (Sweet)
- Apr. 1, 1820 Town of Hornellsville, N.Y., created from part of the Town of Canisteo. (French)
- Apr. 1, 1820 Allen County, Ohio, created from non-county area, not fully organized; Crawford, Hardin, Marion and Hancock Counties created from part of Delaware County, not fully organized; Van Wert County created from part of Darke County, not fully organized; Sandusky County created from non-county area with county seat at Crogansville; Seneca County created from non-county area but not fully organized; Union County created from parts of Delaware, Franklin, Logan and Madison Counties with county seat at Milford; Wood County created from non-county area with seat at Maumee City. (Long)
- Apr. 4, 1820 New York act authorizes the Mohawk Bank, the Bank of Albany and the Farmers & Mechanics Bank of Albany to reduce their capital. (PL)
- Apr. 5, 1820 Steamboat *Eagle* of the defunct Briscoe & Partridge Elkton Line is formally transferred to George Weems, James Harwood and Jeremiah Perry. (Holly)
- Apr. 8, 1820 Future Pres. of the Central Railroad Company of New Jersey (CNJ) and noted art collector John Taylor Johnston (1820-1893) born at New York; son of Scottish immigrant merchant John Johnston (1781-1851). (RyW)
- Apr. 10, 1820 Edward Sharp lays out an addition to Camden, N.J., south of the original plat, including Federal Street and Bridge Avenue; the latter is 100 feet wide and is to lead to Sharp's proposed bridge to Windmill Island; instead, it is later occupied by the Camden & Amboy Railroad to reach the river. (Prowell)
- Apr. 12, 1820 New York appropriation act specifies that one quarter be spent on the

- Champlain Canal and the rest divided equally between the Eastern and Western Division of the Erie Canal. (Shaw)
- Apr. 13, 1820 New York act allows commissioners to establish rules for operation, maintenance and protection of the state canals. (PL, Sweet)
- Apr. 14, 1820 Congress appropriates \$5,000 for a survey of the Ohio and Mississippi Rivers from Louisville to New Orleans. (Hill)
- Apr. 15, 1820 James Foyles advertises what is probably the first stagecoach line in Indiana, running between Louisville and Vincennes twice a week taking three days each way; it follows the Buffalo Trace or Vincennes Road, the oldest in the state. (Esarey, Holmes/Rohrbach)
- Apr. 1820 Capt. John Campbell begins running the *Norfolk* between Baltimore and Norfolk once a week. (Brown)
- Apr. 1820 Samuel Wiggins and his competitor John Day each establish teamboat ferry service across the Mississippi River at St. Louis. (Crisman/Cohn)
- Apr. 1820 The premium on Spanish silver dollars vs. banknotes has dropped to zero. (Rothbard)
- Apr. 18, 1820 Spencer Roane (1762-1822), Chief Justice of Virginia and representative of the Virginia oligarchs' hard money, anti-bank, states' rights views, calls for abolishing all state bank charters and replacing them with a federally-chartered "independent bank" in each state, with its stock held one-fifth by the federal government, one-fifth by the state government and three-fifths by citizens of the particular state and required to maintain specie payments; this would end the present Bank of the United States with its multi-state branching powers and ability to influence state economies from Philadelphia. (Rothbard)
- Apr. 21, 1820 First canal boat leaves Rochester for Utica via the Erie Canal. (minor/eaglesbyte)
- Apr. 21, 1820 Lehigh Coal Company and Lehigh Navigation Company consolidated; \$20,000 additional stock issued, of which three-fifths is taken by Josiah White and Erskine Hazard. (Mathews/Hngrfrd)
- Apr. 24, 1820 Books for New Jersey, Delaware & Raritan Canal Company opened at Merchants Coffee House in Philadelphia. (Scharf)
- Apr. 24, 1820 Anti-Clintonians carry the New York state elections, but DeWitt Clinton is reelected Gov. by a 1,457-vote margin, defeating former Gov. Daniel D. Tompkins largely on the strength of the Canal counties and the Irish; by

now, the Anti-Clintonians are the regular Democratic-Republican Party. (JHammond)

- Apr. 24, 1820 Land Act of 1820 abolishes four-year credits that had fueled western land speculation but cuts price from \$1.64 an acre to \$1.25 and minimum purchases from 160 to 80 acres; cash requirement benefits speculators and absentee owners. (EAH)
- Apr. 26, 1820 In a speech on the tariff, Rep. Henry Clay outlines what will become his “American System” of fostering sectional specialization and interdependence, noting that domestic manufactures (substituting for imports) and a home market protected by a tariff are essential for economic independence, whereas depending on staple exports to foreign markets fosters economic subservience. (Larson)
- Apr. 27, 1820 New York State Court of Errors & Appeals upholds Aaron Ogden in the Steamboat Case. (DAB)
- May 3, 1820 Senate postpones the Baldwin Tariff Bill, which has passed the House, 90-69, to the next session by 22-21; the bill, drafted by Rep. Henry Baldwin (1780-1844) an iron manufacturer of Pittsburgh, would have increased the tariff on cottons and woolens from 25% to 33% and raised the tariff on other manufactured goods; the bill is supported in the Middle Atlantic States and opposed in the South and Southwest, with New England and the Midwest divides; support for tariff increases decline after 1821 as the depression lifts. (Annals of Cong, Rothbard)
- May 4, 1820 Act of Congress extends the charters of all specie-paying banks in the District of Columbia to June 1, 1822. (Statutes at Large)
- May 8, 1820 New Jersey Chancellor Isaac H. Williamson issues an injunction against John R. Livingston landing the *Olive Branch* in New Jersey under the new New Jersey law. (As We Were)
- May 10, 1820 Injunction served on *Olive Branch* at New Brunswick; after a week of fines, Livingston stops running. (Gibbs Ogden)
- May 15, 1820 Act of Congress directs Pres. James Monroe to appoint three commissioners to explore for extending the National Road from Wheeling to the Mississippi River between St. Louis and the mouth of the Illinois River and appropriates \$100,000; commissioners are David Shriver, William McRee and Abner Lacock. (Statutes at Large, Raitz)
- May 15, 1820 Congress bans the further importation of slaves. (W was W)
- May 1820 Navigation begins on 96 miles of Middle Division of Erie Canal. (Whitford)

- May 18, 1820 Peter Collins (1792-1875), an Irish immigrant and future railroad contractor and father of railroad contractors, is married to Sarah Meloy in what is now Cambria County, Pa., by Father Demetrius Augustine Gallitzin at Loretto. (Storey)
- May 19, 1820 Union Canal Company of Pennsylvania contracts with Solomon Allen for running the 8th class lottery for \$475,000 at 6%. (MB)
- May 23, 1820 Atlantic Coast Line founder William Thompson Walters (1820-1894) born at Liverpool, Pa., in the Juniata Valley; son of merchant and banker Henry Walters and Jane Thompson Walters. (Scharf)
- May 23, 1820 James Buchanan Eads (1820-1887), future builder of the first Mississippi River bridge at St. Louis, born at Lawrenceburgh, Ind.; second cousin of future Pres. James Buchanan. (NYT obit, Jackson)
- May 25, 1820 An exploring expedition organized by Michigan Gov. Lewis Cass and Secretary of War John C. Calhoun leaves Detroit in three large canoes; Capt. David Bates Douglass is geographer and Henry R. Schoolcraft geologist; at this time, Michigan includes all of Wisconsin and parts of Minnesota; at first, the expedition finds the Native Americans sullen and still looking to the British across the border in Canada; Cass crows them into accepting American hegemony; the expedition scouts the south shore of Lake Superior, both shores of Lake Michigan and searches for the head of the Mississippi River; Schoolcraft discovers many signs of copper and iron ore in northern Michigan; Schoolcraft later become Indian agent at the Soo, marries a half-Indian wife, and devotes much of his life to the scientific study of Native American anthropology, history and culture. (Dunbar)
- June 1, 1820 Baltimore Exchange opens on Gay Street; designed by Benjamin H. Latrobe. (Scharf, Hamlin)
- June 2, 1820 New Jersey Legislative committee headed by former Federalist Joseph Hopkinson rejects any plans for the relief of debtors. (Rothbard)
- June 7, 1820 Commissioners appointed by the State of Indiana to select a new site for a state capital report that they have selected a site on the White River near the geographic center of the state; they have exaggerated notions about the navigability of the White River. (PL, Esarey)
- June 13, 1820 Thomas Gibbons begins running *Bellona* to stage connection at Hackensack River Bridge to avoid operating in New York waters. (NJJrnl)
- June 13, 1820 Bill for stays of execution and loans to debtors defeated in the New Jersey General Assembly, 26-10. (Rothbard)

- June 1820 Pioneer steamboat *Walk-in-the-Water* makes a trip from Detroit to Mackinac Island, where it lands some passengers and a detachment of U.S. soldiers, becoming the first steamboat on Lake Huron. (Heyl)
- June 16, 1820 At a Treaty of Sault Ste. Marie, the Chippewa cede 16 square miles at St. Mary's Falls. (IndLndCessions)
- July 1, 1820 First tolls collected on the Erie Canal; a total of \$5,244 collected in 1820. (Sweet)
- July 4, 1820 Branch of Erie Canal opens between Syracuse and Salina on Lake Onondaga, creating improved access to market for the Onondaga salt industry. (Whitford - see 1819)
- July 4, 1820 Completion of the Erie Canal celebrated at Syracuse. (Shaw)
- July 1820 Period of distress on New York money market. (Wyckoff)
- July 1820 Federal government removes its deposits from the Bank of Vincennes (State Bank of Indiana). (Rothbard)
- July 17, 1820 William Hood, foreman at Robert McQueen & Company's foundry at New York City, writes a testimonial that he has run four heats with anthracite coal from Charles Snowden's lands in Schuylkill County, and it is a superior fuel to coke; Hood has explored the part of the tract 1.5 miles from the Centre Turnpike during the spring, noting at least 14 veins and opening test pits; a second endorsement comes from John P. Groshon, Pres. of the Brewers' Society of New York. (Cursory Review)
- July 20, 1820 Schuylkill Navigation Company and the City of Philadelphia agree to raise the height of the Fairmount Dam 18 inches above the crest of Josiah White's old dam at the Falls of Schuylkill. (SN Agreement)
- July 24, 1820 Yellow fever reappears in Philadelphia in a more malignant form; there are 103 cases and 67 deaths before it abates on Sep. 30. (Scharf)
- July 26, 1820 Future railroad executive and engineer John G. Stevens (1820-1886) born at ___; son of James Alexander Stevens (1790-1873) and Maria Fowler Stevens (1789-1870); nephew of Robert L. Stevens and Edwin A. Stevens. (findagrave, Gen&MemHistofNJ)
- Aug. 1, 1820 Thomas Moore reports on the Potomac Company; says it will take \$20,000 to repair the company's works vs. \$1.1 million for a full canal. (VaBPW, Kapsch)

- Aug. 7, 1820 Indiana state elections turn on the bank issue; the voters turn out many pro-bank legislators and elect those committed to compelling the State Bank to redeem its notes in specie. (Rothbard)
- Aug. 1820 Parts of the “Glade Road Turnpike” (Somerset & Mount Pleasant Turnpike Company) between Bedford and Somerset open; 5 miles on the Allegheny Mountain end and 7 miles at the Laurel Hill end with 14 miles along a dry ridge in between. (HistBdfdSsetFltn)
- Aug. 1820 Gen. John Tipton and Luke Bonesteel buy the site of Columbus, Ind. (HistBarthCo)
- Aug. 1820 Pioneer steamboat *Walk-in-the-Water* makes a second trip to Mackinac Island and on to Green Bay, becoming the first steamboat to operate on Lake Michigan. (Heyl)
- Aug. 21, 1820 *Olive Branch* resumes running to Rising Sun Landing in Elizabethtown for about a month. (NJJrnl)
- Aug. 24, 1820 Pa. Gov. William Findlay appoints commissioners to view the balance of the New Alexandria & Conemaugh Turnpike Road Company. (PaArch)
- Aug. 28, 1820 Andrew Blair Frazee (1820-1904), future Superintendent of the PRR’s Camden ferries, born at New Brunswick, N.J.; son of Henry Frazee, the son of a French immigrant, and Jane Fisher Frazee. (Prowell)
- Sep. 1, 1820 Perry County, Pa., created from the northern part of Cumberland County with county seat at Landisburg. (Long)
- Sep. 3, 1820 Civil engineer and architect Benjamin H. Latrobe (1764-1820) dies of yellow fever at New Orleans, where he had been designing the water works. (DAB)
- Sep. 1820 Washington & Baltimore Turnpike Road opens between Baltimore and Washington; reduces the travel time from 12-15 hours to 5-7 hours. (Bryan, RdBldgMd)
- Sep. 16, 1820 Baltimore banks agree not to issue or receive notes less than \$5 nor receive any notes but each other's. (Vexler)
- Sep. 23, 1820 Baltimore Chamber of Commerce organized at the Baltimore Exchange. (Scharf)
- Sep. 28, 1820 Future Northern Central Railway and LIRR official Alfred R. Fiske (1820-1886) born at Charlestown, Mass.; son of Samuel Fisk and Ardelia Fiske; he becomes a machinist and helps construct textile mills across New

England and Pennsylvania before turning to railroad work in 1853.
(Freemasonry in Northumberland & Snyder Counties)

- Sep. 30, 1820 New Jersey Chancellor Isaac H. Williamson issues injunction against Aaron Ogden operating a steamboat under a license prejudicial to New Jersey. (AsWeWere)
- Oct. 2, 1820 New York State completes the purchase of the property of the Western Inland Lock Navigation Company for \$91,616 paid to the stockholders and becomes the owner of \$60,204 of its stock. (Whitford, Sweet - Sweet has both 10/2 and 10/20?)
- Oct. 3, 1820 Robert Montgomery Livingston, son of John R. Livingston, writes to Aaron Ogden urging that they combine against Thomas Gibbons. (Stiles)
- Oct. 3, 1820 "Old School" Republican Joseph Hiester (1752-1832), a wealthy farmer of Reading, defeats "New School" William Findlay for Governor by a narrow margin; Hiester undermines his administration from the start by stating he will serve only one term and be non-partisan in the matter of appointments; Hiester favors internal improvements, but his administration is soon stalemated by Democrats in the Assembly; James Buchanan is elected to Congress as a Federalist. (PaGov, PaArch - Klein says "ex-Federalist")
- Oct. 3, 1820 Henry Howard Houston (1820-1895), future PRR officer and entrepreneur, born at Wrightsville, Pa.; son of Samuel Nelson Houston (1791-1878), a friend of future Senator and Pres. James Buchanan, and great-grandson of John Wright of Wrightsville; at 14, he enters the mercantile house of John S. Futhey at Wrightsville. (Ellis/Evans, Contosta)
- Oct. 4, 1820 Nathaniel L'Hommedieu McCready (1820-1887), future founder of the Old Dominion Steamship Company and Pres. of several Delmarva railroads, born at New York City. (AmScssflMen)
- Oct. 1820 New York Chancellor James Kent (1763-1847) refuses to grant further injunctions against either Gibbons or Ogden; they have a total of three boats in the field, and only John R. Livingston has been forced to withdraw. (NJJrnl)
- Oct. 1820 Last Delawares leave Indiana and move west of the Mississippi River. (Esarey)
- Oct. 23, 1820 John Birkinshaw (1811-1867) of the Bedlington Iron Works in Northumberland, U.K., patents an improved method of rolling wrought iron edge ("T") rails; can be rolled in 15-foot lengths; previous options were limited to shorter, brittle cast iron edge rails or wrought iron bar rails on wooden stringers; the Birkinshaw rail is fish-bellied and is supported and

joined at its ends by fitting into cast-iron “chairs”; the Birkinshaw is the British standard until the development of the Clarence rail, in which the upper and lower surfaces are parallel. (Marshall, Rolt, Swank)

- Fall 1820 Part of the Eastern Division of the Erie Canal opens through Utica to a point 8 miles east of town; Canvass White, Resident Engineer. (Sweet)
- Fall 1820 Slackwater portion of the Champlain Canal opens between Fort Edward and Fort Miller. (Sweet)
- Nov. 1, 1820 Commissioners report on the westernmost five miles of the Susquehanna & Waterford Turnpike Road near Waterford, noting that the materials do not meet the charter requirements. (PaArch)
- Nov. 2, 1820 Gov. William Findlay grants the Emmitsburg & McConnellsburg Turnpike Road Company a license to take tolls on their road from the Maryland state line and Waynesburg. (PaArch)
- Nov. 7, 1820 First stagecoach from Bellefonte to Erie passes through Meadville; runs via the Susquehanna & Waterford and Erie & Waterford Turnpikes. (HistCrawfrdCo)
- Nov. 9, 1820 Huntingdon, Indiana & Conemaugh Turnpike Road Company receives a license to take tolls on the finished portion between the town of Alexandria and the crossing of the Big Conemaugh River. (PaArch)
- Nov. 21, 1820 Joseph S. Lewis (1778-1836) elected Manager & Treasurer of the Union Canal Company of Pennsylvania, replacing George Simpson, resigned. (MB)
- Nov. 24, 1820 Schuylkill Navigation Company offers a premium of \$200 to the first person to operate a steamboat or teamboat as far as Norristown at least twice a week next season. (MB)
- Nov. 24, 1820 Pioneer transatlantic canal engineer James Brindley (1745-1820) dies at Wilmington, Del. (Kapsch)
- Dec. 4, 1820 John Stevens proposes a railroad from Philadelphia to Pittsburgh and offers to build a quarter-mile demonstration railroad on Market Street. (Rubin, Stevens papers)
- Dec. 4, 1820 Vandalia replaces Kaskaskia as the capital of Illinois with first sitting of the legislature. (Smith)
- Dec. 6, 1820 Pres. James Monroe is reelected without opposition, garnering all but one electoral vote; the nationwide depression is such a novel phenomenon that

no blame attaches to the national administration for the first and only time in American history. (Howe)

- Dec. 7, 1820 In his annual message, outgoing Gov. William Findlay again calls for a Board of Commissioners to collect information on internal improvements; notes that Pennsylvania's turnpike mileage has increased from 980 miles on Dec. 1, 1818 to 1,320 miles at an average cost of \$5,000 per mile. (PaArch)
- Dec. 13, 1820 Indiana & Ebensburg Turnpike Road Company receives letters patent. (PaArch)
- Dec. 1820 Reacting to severe budget cuts for the Army, Secretary of War John C. Calhoun proposes a permanent staff, based on the 1806 Prussian military reforms, that will maintain a core of trained officers who can organize recruits in times of war; the Army is to be organized with chiefs of staff in Washington reporting directly to the Secretary of War. (McDougall)
- Dec. 1820 National Road finally completed between Cumberland, Md., and Wheeling, Va.; cost is about \$2.8 million or \$21,303 per mile; as a free road built with federal money, it creates severe competition to the Philadelphia-Pittsburgh turnpikes, which have been built by state and private funds and must charge a toll; however, without a toll to fund maintenance, the National Road begins deteriorating within 5 years, particularly in the mountain sections where the surface is soft sandstone, and requires constant appropriations. (HistBdfdSsetFltn, CongGlobe, StdHistPitts, Crumrine)
- Dec. 1820 Bird & Deming establish the first weekly stagecoach line between Buffalo and Erie. (HistErieCo)
- Dec. 16, 1820 Steamboat *William Penn* catches fire between New York and Perth Amboy; beached and burned to the water's edge. (PADA)
- Dec. 21, 1820 Philadelphia & Great Bend Turnpike Road Company receives letters patent. (PaArch)
- Dec. 27, 1820 Thomas Moore of Virginia and Isaac Briggs of Maryland make first report on Potomac survey; favors continuous canal from Georgetown to Cumberland estimated to cost \$1.1 million; extension to the Youghiogheny and Ohio Rivers is feasible; first concrete plan to build a canal over the Allegheny Mountains. (VaBPW, Ward)
- Dec. 28, 1820 George P. McCulloch (-) convenes a meeting of Morris County, N.J., farmers at Morristown for the purposes of forming an agricultural society in an effort to combat decline and loss of markets caused by the Erie Canal; out of this meeting will grow the project for the Morris Canal across the state through the Highlands; anecdotal history states that while fishing at

Great Pond (now Lake Hopatcong), McCulloch comes to believe that the Pond can serve as the summit reservoir of such a canal. (Cranmer)

- 1820 Population of New York City is 123,706. (Trager)
- 1820 Ohio is now fourth-ranked among the states in population, after New York, Pennsylvania and Virginia. (Howe)
- 1820 Cincinnati, at 9,642, surpasses Pittsburgh, at 7,248, in population; is now the largest city west of the Alleghenies except New Orleans and is the 14th largest city in the U.S. (Census, FactsStates)
- 1820 Union Race Course opens in what will later be Woodhaven, Queens, near the route of future Brooklyn & Jamaica Railroad. (Trager)
- 1820 Pioneer Livingston steamboat *Rariton* scrapped. (Heyl)
- 1820 Columbian Coach & Steam Boat Line organized; acquires the *Aetna* and *Pennsylvania* along with the *Olive Branch*; stage portion is Bordentown-South Amboy; *Pennsylvania* is moved to New York. (Bathe)
- 1820 Old Union Line established by Thomas Gibbons' *Bellona* running between Staten Island, connecting with the *Nautilus* from New York, and New Brunswick, with the Stevens's *Philadelphia* on the Delaware River; breaks the old connection between Livingston and Stevens; the Livingstons' *Olive Branch* runs in connection with the *Etna* and *Pennsylvania* on the Delaware as the Columbian Steamboat Line. (Morrison - verify)
- 1820 Gulicks' Common Stock Line of stages across New Jersey dissolved. (Lane)
- 1820 Benjamin Reeves surrenders Cooper Street-Market Street ferry at Camden to Ebenezer Toole (1784?-1851) and moves to Philadelphia. (Boyer)
- 1820 Benjamin Reeves places the steamboat *Franklin* on the Federal Street Ferry at Camden. (Prowell - verify)
- 1820 Union Canal Company of Pennsylvania again petitions Legislature for a 25-year guarantee of 6% dividend on \$800,000; defeated. (AR)
- 1820 Lehigh Coal & Navigation Company makes its first regular shipments of coal to Philadelphia in arks, via its descending navigation and the natural navigation of the Delaware River, 365 tons for the year; it is sold at \$8.40 per ton with some difficulty, a combination of the high price and the lack of proper grates and stoves in which to burn it. (Mathews/Hngrfrd)
- 1820 1,370 arks with 11,000 tons of coal and 41,718 tons of merchandise, 300

keel boats with 500,000 bu. of wheat and 1,638 rafts with 25 million board feet of lumber arrive in Baltimore from the Susquehanna River. (EEBrown)

- 1820 "Camelback" covered bridge opens across the Susquehanna River at Market Street, Harrisburg; built by Theodore Burr for the Harrisburg Bridge Company. (Shank - Gibson has Oct. 1816?)
- 1820 Col. Washington Lee (1786-1871) opens a mine on land he has just purchased in Hanover Township in the Wyoming Valley and sends several hundred tons of anthracite coal to Baltimore, where it sells for \$8 a ton. (Harvey)
- 1820 Large scale lumbering begins on the headwaters of the West Branch of the Susquehanna River in Clearfield County. (Aldrich)
- 1820 Lumbering and rafting begins on the headwaters of Oil Creek, Pa. (HistCrawfrdCo)
- 1820 William Colgate (-) begins the manufacture of starch and soap in the Paulus Hook section of Jersey City; it will grow into a major industrial site switched by the PRR with rubber-tired tractors for street running. (colgate.com)
- 1820 Phineas Davis (1800-1835) and Israel Gartner establish the York Foundry in York, Pa. (Gibson)
- 1820 Between 30 and 40 teams are employed carrying flour from York Haven to Baltimore over the turnpike. (Gibson)
- 1820 Chambersburg & Bedford Turnpike completes last link in so-called "Southern Turnpike" between Philadelphia and Pittsburgh (now U.S. 30); increases average speed of stage coaches west of Chambersburg from 2 MPH to 4-5 MPH.
- 1820 Harrisburg, Carlisle & Chambersburg Turnpike opens, linking Harrisburg with "Southern Turnpike" to Pittsburgh.
- 1820 First regular stagecoaches begin running to Blairsville, Pa., over the Huntingdon, Cambria & Indiana Turnpike. (HistIndCo)
- 1820 Baltimore ranks first in U.S. flour exports with 577,000 barrels, followed by Philadelphia with 400,000 barrels and New York with 267,000 barrels.
- 1820 Robert Mills (1781-1855), an engineer and architect who has worked under Benjamin Henry Latrobe, writes *A Treatise on Inland Navigation* at Baltimore while idled by the effects of the depression; he urges Baltimore

to open canal communication with both the Susquehanna and Potomac Rivers to meet the trade rivalry of other cities; branches from Conewago Falls on the Susquehanna and Harpers Ferry on the Potomac would unite east of Emmitsburg and continue to Baltimore. (Kapsch)

- 1820 Virginia Board of Public Works surveys the Monongahela River from Clarksburg to the Pennsylvania state line; finds the river is used for lumber only; it is too expensive to ship grain, which instead is fed to cattle, which are then driven to distant markets on foot. (VaBPW)
- 1820 Daily mail route established between Albany and Buffalo; new mail line established between Buffalo and Olean. (HPSmith)
- 1820 Stagecoach line established between Pittsburgh and Steubenville, Ohio.
- 1820 First stagecoach lines established between Cleveland and Columbus and between Cleveland and Norwalk, Ohio. (EncycofCivlnd)
- 1820 Alfred Kelley's Commercial Bank of Lake Erie at Cleveland fails; later revived in 1832. (Avery)
- 1820 William Steele of Cincinnati engages engineer Samuel Forrer (1793-1874) to ascertain the elevations between the heads of the Sandusky and Scioto River watersheds and Lake Erie for the best route for a canal. (Lee/Columbus)
- 1820 G. C. Harrington begins the first irregular mail stagecoach service between Zanesville and Columbus via Newark. (Holmes/Rohrbach)
- 1820 Stagecoach line established between Columbus and Mount Vernon, Ohio. (JRLytle)
- 1820 *Velocipede* begins the first regular steamboat service between Louisville and Pittsburgh. (Hunter)
- 1820 The *Albert Donnally* is the first steamboat to ascend the Kanawha River as far as Charleston. (Dunaway)
- 1820 Future PRR Pres. Samuel Vaughan Merrick (1801-1870) leaves his uncle John Vaughan's wine business in Philadelphia and forms the partnership of Merrick & Agnew with John Agnew, manufacturing fire engines. (DAB)
- 1820 John Wharton and Clement Cornell Biddle (1784-1855) leave the firm of Biddle, Wharton & Brothers, which is continued by Thomas Biddle (1776-1857) and John G. Biddle (1793-); the firm begins active trading in canal and turnpike stocks, including the Susquehanna & Lehigh Turnpike, the

Downingtown, Ephrata & Harrisburg Turnpike, the Sandy & Beaver Canal Company, and the Philadelphia, Dover & Norfolk Steam Boat & Transportation Company. (HWest)

- 1820 Richard F. Loper (1800-1880), future operator of a line of propeller steamboats on the Delaware & Raritan Canal, serves as second mate under his friend Nathan Brown Palmer (1799-1871) in a two-year voyage of discovery to the Antarctic in the sloop *Hero*; they discover the Antarctic Archipelago and the Palmer Peninsula. (LibCong)
- 1820 Coal mining begins on a small scale at Athens, Ohio. (Miller)
- 1820 Francis Compaet, Alexis Coquillard and Benjamin Kercheval establish a trading post for the American Fur Company at Fort Wayne. (Poinsatte)
- 1820 Pierre Freischutz Navarre (-1864) of the American Fur Company establishes a trading post on the South Bend of the St. Joseph River in Indiana; originally known as St. Joseph's. (HistStJosCo, wiki)
- 1820 Lewis Cass (1782-1866), Gov. of Michigan Territory, leads an expedition around the south shore of Lake Superior to present-day Duluth, then up the St. Louis River and over to the Mississippi River and down to Prairie du Chien, then across to Lake Michigan by the Wisconsin-Fox River portage. (Walker)
- 1820 Thomas Gray publishes *Observations on a General Iron Rail-Way: Shewing its Great Superiority over all the Present Methods of Conveyance ...* in London and begins agitation for a railway between Manchester and Liverpool; it goes through several editions and revisions during the 1820s. (OCLC, Dilts)
- 1820 The United States passes India to become the world's largest cotton grower; cotton increases from about 36% of U.S. exports ca. 1816-1820 to 59% by 1840; the defeat of the Native Americans in what is now western Georgia, Alabama and Mississippi opens huge areas for the expansion of cotton planting and slavery. (Howe)
- 1820-21? Bank of the Commonwealth incorporated in Kentucky at the urging of the debtor interest; it is not required to redeem its notes in specie, and they are good for the payment of public debts and taxes; the notes are backed by state lands located south of the Tennessee River. (Duke - verify PL)
- Jan. 2, 1821 State Bank of Indiana (Bank of Vincennes) suspends operations and closes up its affairs by 1822. (Rothbard)
- Jan. 3, 1821 Commissioners report on the extension of the National Road from

Wheeling to St. Louis. (Lee/Columbus)

- Jan. 5, 1821 John Stevens writes to Mayor Robert Wharton of Philadelphia offering to build an experimental railroad in Market Street. (DuBois)
- Jan. 5, 1821 Indiana passes a new insolvents law and repeals the 1818 law for benefit of debtors; bankrupts must now file schedules of their assets and liabilities with the county clerk. (PL)
- Jan. 6, 1821 Indiana act requires unchartered banks to refund all loans with 6% interest. (PL)
- Jan. 6, 1821 Indiana act appoints new commissioners to lay out the town plat of the new state capital, which is named Indianapolis; the city has a circle at its center, with wide radiating avenues, at least some of the team having seen the plat of Washington, D.C. (PL, Esarey)
- Jan. 1821 Indianapolis established as the site of the future state capital; location was based on the erroneous assumption that the White River was navigable, so town remains small until the building of the National Road and, later, the first railroad in 1847. (Hetherington - or 1820?)
- Jan. 8, 1821 Indiana joint resolution calls for the Congress to move the line of the National Road so that it will pass through the new state capital of Indianapolis; the current survey passes 15 miles to the south. (PL)
- Jan. 9, 1821 Indiana joint resolution calls for Gov. Jonathan Jennings (1784-1834) to examine the condition of the banks. (PL)
- Jan.13, 1821 Last section of New Alexandria & Conemaugh Turnpike Road completed and licensed to take tolls. (PaArch)
- Jan. 1821 Stay of execution bill to protect debtors defeated in the Virginia House of Delegates. (Rothbard)
- Jan. 16, 1821 Illinois passes a stay of execution law to protect debtors. (PL, Rothbard)
- Jan. 16, 1821 Lawrence County, Illinois, created from parts of Crawford and Edwards Counties with county seat at the house of Toussaint Dubois. (Long)
- Jan. 23, 1821 Ohio authorizes a state road from Mansfield to Upper Sandusky. (PL)
- Jan. 23, 1821 Gov. Joseph Hiester grants the Schuylkill Navigation Company license to take tolls at 7 locks below Reading and 35 locks above Reading. (PaArch)
- Jan. 29, 1821 New York act authorizes the Phoenix Bank to reduce its capital from

\$700,000 to \$500,000 because of losses. (PL)

- Jan. 29, 1821 Virginia appoints commissioners to cooperate with commissioners to be appointed by Maryland on prosecuting the Potomac route to the West.
- Jan. 29, 1821 Ohio Legislature withdraws the Second Bank of the United States from the protection of all Ohio laws, including its ability to sue, execute deeds, etc., effective Sep. 1, 1821. (PL)
- Jan. 30, 1821 Illinois Council of Revision vetoes the bill to create a new State Bank of Illinois as unconstitutional. (Rothbard)
- Jan. 31, 1821 Sangamon County, Illinois, created from parts of Bond and Madison Counties with county seat at the house of John Kelly. (Long)
- Feb. 1, 1821 Schuylkill Navigation Company has received licenses to take tolls at a further 8 locks below Reading and 7 locks above. (MB)
- Feb. 2, 1821 Ohio authorizes a state road from the Urbana Road in Champaign County through Piqua and Greenville to the Indiana line; also a state road from Wapakoneta to Fort Meigs, and another from Columbus to the north line of Clinton Township in Franklin County. (PL)
- Feb. 2, 1821 Ohio Legislature passes an act concerning the state tax collected from the Second Bank of the United States. (PL)
- Feb. 5, 1821 Pennsylvania pays the remaining \$2,000 due on its subscription to 300 shares of the Cayuga & Susquehanna Turnpike Company in N.Y. (PaArch)
- Feb. 5, 1821 Butler & Mercer Turnpike Road Company receives letters patent. (PaArch)
- Feb. 5, 1821 Greene County, Indiana, created from part of Sullivan County and non-county area with county seat at Burlington. (Long)
- Feb. 6, 1821 Martin Van Buren (1782-1862) chosen as an Old Republican Senator from New York by his Bucktail faction (so named because they parade with bucks' tails in their hatbands) in a showdown with the Clintonians. (DAB, wiki)
- Feb. 6, 1821 Illinois act authorizes Samuel Wiggins to remove his ferry to lands which belong to him; Wiggins has acquired the remaining 5/7 interest in the ferry from John McKnight and Thomas Brady. (Wallace)
- Feb. 9, 1821 New York act authorizes the appointment of a fourth Canal Commissioner, but make the commissioners serve at the pleasure of the Bucktail-controlled Legislature; appropriates an additional \$1 million annually for construction

in addition to the regular \$600,000; the idea is to employ people in the aftermath of the Panic of 1819; Bucktail William C. Bouck is elected the extra canal commissioner. (Sweet, Shaw)

- Feb. 12, 1821 Schuylkill Navigation Company issues \$200,000 in new stock. (MB)
- Feb. 12, 1821 Illinois repeals the 1819 charter of the State Bank of Illinois. (PL)
- Feb. 12, 1821 Bartholomew County, Indiana, created from parts of Delaware New Purchase with county seat at an unspecified location; seat of Owen County changed from Lexington to Spencer. (Long)
- Feb. 13, 1821 Charlestown, Md., seat of Charles County, renamed Port Tobacco. (Long)
- Feb. 14, 1821 Schuylkill Navigation Company offers a first prize of \$100 for the most coal brought down to Philadelphia this season (over 2,000 bu.), with a \$50 second prize. (MB)
- Feb. 14, 1821 Fayette County, Illinois, created from parts of Bond, Clark, Crawford, Jefferson and Wayne Counties with county seat at Vandalia. (Long)
- Feb. 15, 1821 Vandalia, Ill., incorporated as a town. (Burtschi)
- Feb. 1821 Cornelius Vanderbilt travels to Washington to engage Daniel Webster (1782-1852) and Attorney-General William Wirt (1772-1834) as Thomas Gibbon's attorneys for his appeal to the U.S. Supreme Court. (Stiles)
- Feb. 1821 Bill for a State Loan Office defeated in the Maryland House of Delegates. (Rothbard)
- Feb. 1821 A new State Bank of Illinois incorporated at Vandalia over the veto of Gov. Shadrach Bond (1773-1832) with a capital of \$500,000 entirely owned by the state; may build branches at Edwardsville, Shawneetown, Palmyra and Brownsville; the only specie is \$2,000 from the State Treasury; it issues \$300,000 in notes that almost immediately depreciate and cease circulating by 1823; it is finally liquidated in 1831. (Rothbard, Dowrie, HistFayetteCo - verify PL)
- Feb. 16, 1821 New York act authorizes the Union Bank in the City of New York to reduce its capital from \$1.8 million to \$1 million. (PL)
- Feb. 17, 1821 Erie Canal engineer Canvass White receives a second U.S. patent 3,293X for waterproof hydraulic cement. (datamp.org)
- Feb. 20, 1821 Lebanon, Pa., incorporated as a borough. (PL)

- Feb. 23, 1821 Monroe County, N.Y., created from parts of Ontario and Genesee Counties with a seat at Rochesterville. (French)
- Mar. 1, 1821 Delaware imposes license fees on steamboats and stagecoaches to support Delaware College, now the University of Delaware; tax is repealed in 1822. (Holmes, PL is undated but probably 2/1)
- Mar. 2, 1821 Congress passes the Army Reduction Act, cutting the number of enlisted men in half (11,704 to 5,580) but reducing the number of officers by only one-fifth, from 680 to 540; this follows Secretary of War John C. Calhoun's plan of maintaining sufficient leadership and expertise in peacetime to permit rapid mobilization in times of war. (history.army.mil)
- Mar. 2, 1821 Act of Congress extends the charters of the Bank of Alexandria, Farmers Bank of Alexandria, Bank of Washington, Bank of the Metropolis, Patriotic Bank of Washington, Farmers & Mechanics Bank of Georgetown, Union Bank of Georgetown, and the Bank of Columbia at Georgetown until Feb. 3, 1836; the Central Bank of Georgetown & Washington is to go into liquidation, and the Bank of Potomac is to absorb the Union Bank of Alexandria. (StatutesatLarge)
- Mar. 3, 1821 Aaron Ogden resumes operating *Atalanta*. (NJJrnl)
- Mar. 7, 1821 Centre & Kishacoquillas Turnpike Road Company incorporated in Pa. to build from the Lewistown & Kishacoquillas Turnpike at Browns Mills to Bellefonte. (PL)
- Mar. 8, 1821 U.S. Supreme Court begins hearing *Gibbons v. Ogden*. (Stiles)
- Mar. 9, 1821 New York act authorizes the Canal Commissioners to improve the navigation of the Hudson River from Waterford to Troy and charge tolls. (Sweet)
- Mar. 9, 1821 Union Canal Company of Pennsylvania contracts with Solomon Allen for running the 9th class lottery for \$160,000 at 6%. (MB)
- Mar. 12, 1821 Future Williamsport & Elmira Railroad Pres. William C. Longstreth (1821-1881) born at Philadelphia.
- Mar. 1821 Eber Baker founds Marion, Ohio. (Miller)
- Mar. 20, 1821 Seat of Bartholomew County, Indiana, named Columbus. (Long)
- Mar. 21, 1821 Harrisburg & Millerstown Turnpike Road Company, Millerstown & Lewistown Turnpike Road Company, Lewistown & Huntingdon Turnpike Road Company incorporated in Pa. to build portions of "Northern

Turnpike.” (PL)

- Mar. 22, 1821 Trials of James M’Culloh, James A. Buchanan and George Williams for embezzlement against the Baltimore Branch of the Bank of the United States begin in Bel Air; they are acquitted as there are no laws designed to deal with embezzlement and because the victim is the unpopular Bank of the United States. (Shalhope)
- Mar. 23, 1821 “The President, Directors & Company of the North River Bank of the City of New-York” incorporated in N.Y. by Peter Augustus Jay, Leonard Kip and Robert Swartwout with a capital of \$500,000. (PL)
- Mar. 26, 1821 Commonwealth of Pennsylvania passes Improvement Act including state subscription to Union Canal Company and guarantee of 6% interest to Union Canal by agreeing to make up any shortfall from lottery proceeds; as passed bill cut from \$1 million to \$800,000; cut \$450,000 for Union Canal; most money actually used to pay debts incurred by turnpike companies for previous construction; first omnibus internal improvement act since 1817; act appropriates \$10,000 for Delaware River, \$2,000 for the Lackawaxen River to Dyberry Forks, \$17,900 for clearing Susquehanna River and its two main branches, \$2,000 for the Juniata to Petersburg, \$2,000 for Penn’s Creek to the Centre County line, \$380 for Muncy Creek, \$400 for Loyalsock Creek, \$400 for Lycoming Creek, \$600 for Pine Creek, \$1,000 for Bald Eagle Creek to Milesburg, \$600 for Sinnemahoning Creek and branches, \$500 for the Tioga River, \$15,000 for the Ohio River, \$5,000 for the Conemaugh and Kiskiminetas Rivers, \$5,000 for Youghiogheny River to Connellsville, \$500 for the Cowanesque River and \$4,500 for Beaver River. (PL,)
- Mar. 30, 1821 Small steamboat *Norristown*, 65 x 15, designed to navigate the Schuylkill Canal, launched at Kensington. (Nolan/Hocker)
- Apr. 1, 1821 Future railroad contractor Philip Collins (1821-1895) born at Munster, Pa.; son of Peter Collins (1792-1875), soon to be a contractor himself on the Allegheny Portage Railroad and other public works, and Sarah Meloy Collins. (Storey)
- Apr. 2, 1821 Pennsylvania act authorizes Gov. to borrow \$1 million at 5% to fund debts remaining from War of 1812; also establishes a shop tax or flat fee license on shops except auctioneers and licensed taverns. (PL, Worthington)
- Apr. 2, 1821 Pa. act broadens the auction system at Philadelphia, previously limited to a few licensed auctioneers who receive their licenses through political favoritism or bribery; a first-class license, good anywhere within two miles of the State House, can be purchased by anyone with \$2,000; licenses for the sale of horses, cattle and carriages to go for \$100 a year. (PL, Scharf)

- Apr. 2, 1821 Erie County incorporated in New York from the part of Niagara County between Tonawanda and Cattaraugus Creeks with a county seat at Buffalo; the county seat of Niagara County is moved to Lockport. (French)
- Apr. 2, 1821 Ithaca, N.Y., incorporated as a village. (PL)
- Apr. 2, 1821 Kittanning, Pa., incorporated as a borough. (PL)
- Apr. 2, 1821 Parke County, Indiana, created from parts of Vigo and Wabash New Purchase Counties with county seat at Roseville. (Long)
- Apr. 3, 1821 Commonwealth of Pennsylvania advertises for the \$1 million loan to be used for state subscriptions to internal improvement companies under the new Internal Improvement Act. (PaArch)
- Apr. 10, 1821 Seat of Sangamon County, Illinois, changed from the house of John Kelly to Springfield. (Long)
- Apr. 21, 1821 The contraction following the Panic of 1819 reaches bottom with troughs for the prices of cotton, domestic commodities at Philadelphia, agricultural commodities and industrial commodities; a slow recovery begins, although it is more prolonged in the trans-Appalachian West. (Rothbard)
- Apr. 16, 1821 Seat of Bond County, Illinois, changed from Perryville to Greenville. (Long)
- Apr. 19, 1821 Stockton & Darlington Railway incorporated in Great Britain to build from coal mines to Stockton on the River Tees; on the same day, George Stephenson and his assistant Nicholas Wood (1795-1865) meet with Quaker manufacturer and banker Edward Pease, the chief sponsor of the line, and agree to superintend construction as a locomotive railway, not a horse road. (Rolt, James)
- Apr. 26, 1821 Union Canal Company of Pennsylvania Board reports that 2,250 new shares have been subscribed under the supplement of Mar. 26, 1819, and another 250 shares by the State. (MB)
- May 1, 1821 Hoboken ferry reverts to John Cox Stevens (1785-1857) and Robert Livingston Stevens. (Morrison)
- May 1, 1821 Bank of England resumes specie payments two years ahead of schedule; prices and interest rates fall while wages remain low, sparking an industrial and building boom that peaks in 1825, along with renewed foreign investment, particularly, after 1824, in Latin America. (Clapham)

- May 2, 1821 Steamboat *Norristown* arrives at Norristown via the Schuylkill Canal; it is unable to make regular runs because of obstructions, and the Schuylkill Navigation Company rules that it arrives a day too late to qualify for the \$200 prize. (Nolan/Unger)
- May 7, 1821 Line of the Erie Canal laid out across the Montezuma Marshes. (Sweet)
- May 8, 1821 William Henry Vanderbilt (1821-1885), son of Cornelius Vanderbilt, born at Bellona Hall in New Brunswick. (RRGaz)
- May 9, 1821 Seat of Lawrence County, Illinois, changed from the house of Toussaint Dubois to Lawrenceville. (Long)
- May 14, 1821 Millerstown & Lewistown Turnpike Road Company receives letters patent. (PaArch)
- May 15, 1821 Seat of Union County, Ohio, changed from Milford to Marysville. (Long)
- May 1821 U.S. Supreme Court rejects Thomas Gibbons's appeal in *Gibbons v. Ogden* on the grounds that the N.Y. Court of Errors has not rendered a final verdict yet. (Stiles - 6 Wheaton 448)
- May 19, 1821 McKnight and Brady convey their 5/7 interest in the ferry at St. Louis to Samuel Wiggins, giving him complete ownership. (Scharf)
- May 21, 1821 Stockholders meet at the Merchants Coffee House to reorganize the Union Canal Company of Pennsylvania; Samuel Mifflin replaces Joseph Watson as Pres.; Thomas P. Roberts, Treasurer, and James C. Biddle, Secretary; new Board of 12 managers replaces the old one of 4: Samuel Breck, William Lehman, Turner Camac, George Vaux, William Boyd, William Read, Charles Graff, John C. Stocker, William W. Fisher, Jacob Gratz, Francis Gurney Smith and Jerome Keating. (MB)
- May 22, 1821 Union Canal Company of Pennsylvania Board appoints a committee to engage and engineer. (MB)
- May 24, 1821 Commonwealth of Pa. subscribes \$14,000 to the Bedford & Stoystown Turnpike Road Company. (PaArch)
- May 28, 1821 Union Canal Company of Pennsylvania Board appoints a committee on lotteries to consider the question of how to enforce the state ban on the sale out-of-state lotteries, which have interfered with the last two or three Union Canal lotteries. (MB)
- May 28, 1821 Pa. appoints Thomas Jones of Middle Paxton Township a commissioner to clear the Susquehanna River from Middletown to the mouth of the Juniata

- River, replacing Elisha Green, deceased. (PaArch)
- May 28, 1821 Lewistown & Huntingdon Turnpike Road Company receives letters patent. (PaArch)
- May 29, 1821 John R. Livingston has Cornelius Vanderbilt arrested on a warrant from the Marine Court, a small claims court, trying a new way to harass him; Vanderbilt appeals the conviction. (Stiles)
- May 29, 1821 Commonwealth of Pa. subscribes to the following turnpike road companies: Greensburg & Stoystown Turnpike Road Company, \$15,000; Harrisburg, Carlisle & Chambersburg Turnpike Road Company, \$14,500. (PaArch)
- June 7, 1821 Union Canal Company of Pennsylvania committee reports that it has searched for an engineer in New York, Massachusetts and South Carolina; Samuel Breck, who knows William Weston, has written to him in England to have him recommend the best books on canal engineering; the Board orders a survey from the west end of the old Schuylkill & Susquehanna Canal down the Quittapahilla and Swatara Creeks; Joseph H. Siddell [or Liddell?] of Northern Liberties and John Thom of Manheim are to restake the old location from William Weston's notes; Pres. Mifflin and three managers are appointed a committee to view the line. (MB)
- June 13, 1821 Committee of new managers, led by Pres. Samuel Mifflin, accompanied by Joseph H. Siddell and William Strickland, leave Philadelphia to inspect the Western Division of the Union Canal and the water available on the summit near Lebanon. (MB, AR)
- June 15, 1821 Work begins on the Erie Canal across the Montezuma Marshes; all workers are prostrated by mosquito-borne diseases in Aug. (Sweet)
- June 15, 1821 Union Canal Company of Pennsylvania committee arrives in Lebanon, where they meet surveyor John Thom; they begin inspecting the old Schuylkill & Susquehanna Canal and locks and the water of Furnace Creek; on the same day, Loammi Baldwin, Jr. (1780-1838), engineer of the Middlesex Canal, arrives in Philadelphia. (MB)
- June 15, 1821 First sale of lots at Columbus, Ind. (HistBarthCo)
- June 16, 1821 Since Jan. 1, a total of 388 arks have arrived at Port Deposit via the Susquehanna Canal and 99 via the river, exclusive of rafts; the total trade of the Susquehanna is valued between \$1.5 & \$2 million. (Myers/NYHist)
- June 17, 1821 Loammi Baldwin leaves Philadelphia for Lebanon in the company of Union Canal Company of Pennsylvania managers Samuel Breck, William Boyd and Jacob Gratz. (MB)

- June 18, 1821 Joseph Kaighn sells the ferry property at Kaighns Point, Camden, to Sarah Reeves (-1827), widow of Clement Reeves, subject to a lease to the Pennsylvania & New Jersey Steam Boat Company. (MB, Prowell)
- June 18, 1821 Schuylkill Navigation Company makes a final settlement with Ariel Cooley. (MB)
- June 18, 1821 Loammi Baldwin and the Union Canal Company of Pennsylvania managers arrive at Lebanon; Baldwin recommends either lowering the summit level or selecting a new route. (MB)
- June 20, 1821 Union Canal Company of Pennsylvania committee leaves Lebanon for Philadelphia; Pres. Samuel Mifflin, Joseph H. Siddell and John Thom begin an examination of Quittapahilla Creek. (MB)
- June 21, 1821 Union Canal Company of Pennsylvania Board orders Loammi Baldwin, Jr., to come to Philadelphia for an interview; he arrives next day. (MB)
- June 23, 1821 William T. Stockton and the Gulicks withdraw from Columbian Post Chaise Line and form the Columbian Pilot Line running between Trenton and New Brunswick. (Lane)
- June 25, 1821 Future engineer Thomas Haskins Du Puy (1821-1890) born at Philadelphia; son of John Du Puy (1789-1865) and Mary Richards Haskins (1800-1858). (SanfordHistory/tripod)
- June 27, 1821 New York Canal Commissioner Stephen Van Rensselaer publishes a report of a preliminary survey of the Albany-Schenectady portion of the Erie Canal by John Randel, Jr.; he recommends a 3.5-mile tunnel through what he believes to be yellow clay to cut 7.5 miles off the circuitous route following the Mohawk River. (Holloway)
- June 28, 1821 Samuel M. Shoemaker (1821-1884), future head of the Adams Express Company at Baltimore, born at Bayou la Fourche, La.; his mother brings him to Baltimore a few months later after his father drowns in the Mississippi River. (Scharf)
- July 2, 1821 Maryland and Virginia Commissioners meet at Georgetown to examine condition of Potomac Company; conclude it has failed to complete work and lacks means to do so. (Ward)
- July 5, 1821 Union Canal Company of Pennsylvania Board orders writing to Benjamin R. Morgan and White & Hazard to have the Troughton wye level returned. (MB)

- July 6, 1821 Newark, N.J., stagecoach czar and entrepreneur John Noble Cumming (1752-1821) dies as a result of heat stroke while inspecting his estate. (Princetonians)
- July 7, 1821 Union Canal Company of Pennsylvania Board interviews John Barentse Yates (-1836), one of the managers of the New York State lottery on ways to improve the Union Canal lotteries; their old contracts gave terms much below those of New York, whose lotteries net a 15³/₄% profit. (MB)
- July 9, 1821 U.S. Circuit Court for Ohio issues an injunction against the State taxing the Bank of the United States. (Huntington)
- July 11, 1821 Steamboat *Delaware* begins making summer trips to Cape May, N.J. (Alexander)
- July 13, 1821 Pa. appoints commissioners to clear the Susquehanna River from Northumberland to Wilkes-Barre. (PaArch)
- July 13, 1821 John Randel, Jr., defends his proposal before a meeting of Erie Canal engineers and commissioners, including James Geddes, William C. Young, William C. Bouck, Myron Holley and Canvass White; Geddes is enraged that Randel published his plan in the newspapers outside of the regular engineering corps. (Holloway)
- July 14, 1821 John Scott (1821-1889), future Pittsburgh industrialist and Pres. of the Allegheny Valley Railroad, born at Pittsburgh, the son of Thomas Scott, a banker and contractor, and Sarah Watson Scott and great-grandson of John Scott, who emigrated from Londonderry to Allegheny County. (NCAB)
- July 1821 Second Bank of the United States resumes dividend payments, paying only 1½%; dividends had been suspended by Pres. Langdon Cheves in 1819 and the rate is increased only slowly. (Haskell)
- July 17, 1821 Thomas Gibbons resumes operating *Bellona* between Elizabethtown Point and Jersey City. (NJJrnl)
- July 17, 1821 New York Canal Commissioners order Benjamin Wright to examine John Randel's direct route between Schenectady and Albany and also a route along the north bank of the Mohawk River. (Randel)
- July 23, 1821 William Strickland submits a draft of the proposed canal to the Union Canal Company of Pennsylvania Board. (MB)
- July 23, 1821 Fairmount Dam completed across the Schuylkill River; creates a slackwater pool running back to near Manayunk, which is both part of the Schuylkill Navigation Company's canal and the source of municipal water for the

Fairmount Water Works; it contains an outlet lock for the canal on the west bank and the Water Works and intakes on the east bank. (Gibson)

- July 24, 1821 Union Line advertises steamboat *Philadelphia* operating Philadelphia-Bordentown with stage connection to Gibbons's and Vanderbilt's steamer *Bellona* at New Brunswick. (may have run earlier - began in 1819 season)
- July 26, 1821 Union Canal Company of Pennsylvania Board declines to negotiate with the District of Northern Liberties to finish the Delaware & Schuylkill Canal, as by law, they are obliged to finish the Schuylkill & Susquehanna Canal first. (MB)
- July 29, 1821 Pioneer civil engineer [William] Strickland Kneass (1821-1884) born at Philadelphia; son of William Kneass, engraver at the U.S. Mint, and Mary Honeyman Kneass and younger brother of Samuel Honeyman Kneass (1806-1858). (EngrClbPhila)
- July 30, 1821 On its second trip to Norristown, the steamboat *Norristown* runs aground below Conshohocken, and further attempts at steam navigation of the canal cease for the time being. (Nolan/Unger)
- July 31, 1821 Aaron Ogden withdraws *Atalanta* under injunction from New Jersey Court of Chancery. (NJJrnl)
- July 31, 1821 Steam engine pioneer James Smallman (1763?-1821) dies. (NYDlyAdvert)
- Summer 1821 Secretary of War John C. Calhoun visits Bedford Springs, Pa., and begins talks with the so-called "Family Party" of Pennsylvania Republicans led by George Mifflin Dallas (1792-1864) and so named because most of its leaders are interrelated by descent or marriage; the Family Party includes Samuel D. Ingham (1779-1860) of New Hope, William Wilkins (1779-1865) of Pittsburgh, Richard Bache (1784-1848), Thomas Sergeant (1782-1860) and John Norvell (1789-1850) of Philadelphia and Thomas J. Rogers (1781-1851) of Easton, and is becoming the dominant faction in the state; they hope to make an alliance with Ohio and South Carolina, with Calhoun as their presidential candidate, to counter the post-1800 alliance between Virginia and New York that has given the former the White House and the latter the lion's share of patronage. (Klein)
- Aug. 1, 1821 John R. Livingston resumes running *Olive Branch*. (NJJrnl)
- Aug. 2, 1821 Steam engine and steamboat pioneer James Smallman (1763?-1821) dies at Philadelphia. (NYDlyAdvrt)
- Aug. 7, 1821 Union Canal Company of Pennsylvania Board engages Loammi Baldwin as Engineer for 15 months at \$4,500 per year, starting on Sep. 1. (MB)

- Aug. 10, 1821 Future banker and railroad promoter Jay Cooke (1821-1905) born at Sandusky, Ohio; son of lawyer and future Congressman Eleutheros Cooke (1787-1864) and Martha Carswell Cooke and descendant of Henry Cooke who emigrated to Salem, Mass. in the 1630s. (Oberholtzer)
- Aug. 10, 1821 Missouri admitted as 24th state. (FactsStates)
- Aug. 14, 1821 Benjamin Wright and John Randel, Jr., with one of the Canal Commissioners examine Randel's direct route between Schenectady and Albany; Wright admits he never examined this route before, and one of Wright's assistants tells Randel that the first mile east of Schenectady is already let, meaning the route has already been chosen. (Randel)
- Aug. 1821 Thomas Gibbons secures injunction against State Bank of Elizabethtown extending further credit to Aaron Ogden on grounds he is insolvent. (NJJrnl)
- Aug. 1821 *Fulton* arrives at Providence from New York with an excursion of 80 persons, including Secretary of State John Quincy Adams; it is the first steamboat to make the run since the *Firefly* in 1817. (Field/RI)
- Aug. 1821 Bank of Illinois at Shawneetown suspends. (Dowrie)
- Aug. 16, 1821 Benjamin Wright, James Geddes and Canvass White begin three days of examining a route for the Erie Canal along the north bank of the Mohawk River east of Schenectady. (Randel)
- Aug. 18, 1821 Union Canal Company of Pennsylvania Board authorizes Pres. Samuel Mifflin to inspect the New York canals. (MB)
- Aug. 20, 1821 Committee of New York City Council reports that Robert L. Stevens and John C. Stevens will agree to place a steamboat on the Hoboken ferry in the place of the two team-boats now operating. (Stokes)
- Aug. 23, 1821 Union Canal Company of Pennsylvania committee reports that they have rented from the Carpenters' Company a building in Carpenters' Court lately used as the U.S. loan office and moved the company's quarters out of the house of the late Pres. Charles G. Paleske; reports they have made a revised contract with Loammi Baldwin, reducing his salary to \$4,000 a year; he is to visit the New York canals on his way back from Massachusetts. (MB)
- Aug. 24, 1821 Treaty of Cordoba grants Mexico independence from Spain; ends Spanish restrictions on trade with foreigners; Mexico begins exchanging silver, livestock and beaver pelts for American cotton textiles and other manufactures, creating a robust trade. (wiki, Howe)

- Aug. 28, 1821 New York Constitutional Convention convenes, dominated by the “Bucktail” faction of the Republican Party led by Martin Van Buren; Van Buren hopes to undercut the faction led by Gov. DeWitt Clinton, who is more popular with Irish immigrants and those benefitted by the Erie Canal, by stressing the need to do away with the remaining elitist elements in the Constitution of 1777, including the Council of Appointment and the Council of Revision; Clinton had hoped to postpone the convention until after the census of 1820 produces a reapportionment favoring the growing canal counties; the convention eliminates property qualifications for white suffrage but puts a \$250 qualification on black suffrage over Clinton’s opposition; requires a two-thirds majority vote on all corporate charters; it also cuts the governor’s term to two years, shaving one year off Clinton’s existing term. (Fox, Howe, Seavoy, Thorpe)
- Aug. 29, 1821 At Treaty of Chicago, Ottawa, Chippewa and Potowatomis cede the rest of their territory comprising the southwestern part of Michigan south of the Grand River, including a sliver of northeastern Indiana lying north of the parallel of the southernmost point on Lake Michigan and west to South Bend. (IndLndCessions)
- Aug. 30, 1821 Union Canal Company of Pennsylvania Board appoints a committee to procure tools. (MB)
- Sep. 1, 1821 William Becknell, a veteran of the War of 1812, leads the first organized wagon train across the Missouri River on a trading venture to Santa Fe via Raton Pass, thus opening the Santa Fe Trail which runs from Independence, Mo., through Kansas to Brent’s Fort (built 1833) at the crossing of the Arkansas River into Mexican territory; he returns with a profit of 2,000%, inaugurating a lucrative trade in which American cloth, salt, flour and manufactures are exchanged for Mexican hides and silver. (McDougall, Howe)
- Sep. 3, 1821 Conemaugh Bridge Company receives letters patent. (PaArch)
- Sep. 5, 1821 Union Canal Company of Pennsylvania Pres. Samuel Mifflin accepts Loammi Baldwin’s invitation to visit Boston and view the Middlesex Canal and Baldwin’s dam and locks between Boston and Brookline. (MB)
- Sep. 5, 1821 Jacob Nessler McCullough (1821-1891), future Pres. of Cleveland & Pittsburgh Railroad and VP of PRR Lines West, born at Yellow Springs, Ohio. (MB)
- Sep. 5, 1821 Union Line of stages begins running from Vincennes to St. Louis, the first stagecoach route to the latter point from the East, although there are local lines to points in central Illinois; the area through which it passes is only

beginning to be settled. (Holmes/Rohrbach)

- Sep. 10, 1821 American Philosophical Society appoints a committee to develop new surveys for the Chesapeake & Delaware Canal; consists of William Strickland (1787-1854), John G. Biddle (1793-1826), Reuben Haines (1786-1831), Dr. Robert M. Patterson (1787-1854) and James Mease (1771-1846) of Pa., E.I. du Pont (1771-1834) of Del., and John Adlum (1759-1836) and Dr. DeButts of Md. (Gray)
- Sep. 10, 1821 Philipsburg & Susquehanna Turnpike Road completed from Philipsburg to the mouth of Andersons Creek and licensed to take tolls. (PaArch)
- Sep. 10, 1821 Bank of Missouri, the largest in the region, fails; precipitates the failure of the Bank of Edwardsville in Illinois, which has been badly managed; depositors, including the U.S. government, lose their money. (Dowrie, Huston)
- Sep. 11, 1821 Mathew Carey (1760-1839), Philadelphia publisher and political writer, organizes a public meeting in Philadelphia chaired by John Kintzing Kane (1795-1858) to revive the Chesapeake & Delaware Canal; appoints Committee of Five consisting of Carey, Paul Beck, Jr. (1760?-1844), Simon Gratz (1773-1839), William Lehman (1779-1829) and William Meredith (1772-1844). (Gray)
- Sep. 13, 1821 Union Canal Company of Pennsylvania appoints Loammi Baldwin, Jr., of Mass. Chief Engineer. (AR)
- Sep. 15, 1821 John W. Russell establishes first line of packets between New York and New Orleans with the sailing of *Fanny*. (NYPost, Albion)
- Sep. 15, 1821 Future Baldwin Locomotive partner Charles Thomas Parry (1821-1887) born at Philadelphia. (WwasW)
- Sep. 17, 1821 Union Canal Company of Pennsylvania Board approves a contract for the 10th class lottery to Archibald McIntyre for 3 years at 11% with the prospect of renewal. (MB)
- Sep. 18, 1821 Aaron Ogden resumes running *Atalanta* to a point on Staten Island opposite Elizabethtown. (NJJrnl)
- Sep. 20, 1821 Armstrong & Indiana Turnpike Road Company receives letters patent; state subscribes \$9,000. (PaArch)
- Sep. 25, 1821 Harrisburg & Millerstown Turnpike Road Company receives letters patent. (PaArch)

- Sep. 27, 1821 Pres. Samuel Mifflin of the Union Canal Company of Pennsylvania, returns to Philadelphia with Loammi Baldwin, having inspected the Middlesex Canal at Boston and the Erie and Champlain Canals at Fort Edward and Rome on the return trip. (AR)
- Sep. 28, 1821 John Randel, Jr., sends calculations for excavating the Erie Canal between Schenectady and Albany to Benjamin Wright suggesting that his route will be much cheaper; Wright apparently takes offense and bears a grudge against Randel. (Holloway)
- Sep. 30, 1821 Loammi Baldwin assumes the post of Chief Engineer of the Union Canal Company of Pennsylvania . (AR)
- Oct. 4, 1821 Loammi Baldwin begins new surveys of the summit level near Lebanon for the Union Canal Company of Pennsylvania. (AR)
- Oct. 8, 1821 First sale of lots at Indianapolis. (Esarey)
- Oct. 9, 1821 New School Democrats win control of Pennsylvania House, restoring gridlock on improvement questions.
- Oct. 9, 1821 Carey's Committee of Five writes to the directors of the Chesapeake & Delaware Canal urging them to resign in favor of Philadelphians, as Philadelphia will supply all the capital. (Gray)
- Oct. 15, 1821 Last section of Pittsburgh & New Alexandria Turnpike Road between New Alexandria and junction with Greensburg & Pittsburgh Turnpike Road near modern Edgewood east of Pittsburgh completed and licensed to take tolls. (PaArch)
- Oct. 1821 New York Canal Commissioners request that Benjamin Wright respond to John Randel's suggestion for a direct route for the Erie Canal between Schenectady and Albany, but Wright refuses. (Randel)
- Oct. 16, 1821 Thomas Gibbons agrees with Lawrence & Sneed to lengthen the *Bellona* by 12 feet over the winter so as to lighten her draft and allow it to dock at New Brunswick at low tide. (Stiles)
- Oct. 27, 1821 While racing in the Raritan River, Livingston's *Olive Branch* turns and rams Vanderbilt's *Bellona*; no injuries. (Stiles)
- Oct. 27, 1821 John Forman Bodine (1821-1883), future glass manufacturer and founder of the Williamstown Railroad, born at Tuckerton, N.J. (ancestry.com)
- Oct. 28, 1821 Agent Gen. John Carr holds the first land sale for lots in Indianapolis. (Esarey)

- Oct. 29, 1821 Last sections of the Huntingdon, Cambria & Indiana Turnpike Road (U.S. Route 22) completed between Huntingdon and Blairsville and licensed to take tolls. (PaArch)
- Oct. 31, 1821 George Stephenson completes survey for the Stockton & Darlington Railway. (Rolt)
- Fall 1821 Upper section of the Schuylkill Canal opens from Port Carbon as far down as Hamburg. (Nolan/Unger)
- Nov. 1, 1821 Union Canal Company of Pennsylvania Board orders buying a new level from Philadelphia instrument maker Benjamin Stancliffe (1782-1834) and altering or selling William Weston's old Troughton wye level as soon as Josiah White and Erskine Hazard return it; also approves ordering two target staffs in Europe. (MB)
- Nov. 1, 1821 Pioneer steamboat *Walk-in-the-Water* driven ashore near Buffalo in a gale and wrecked; the engine is salvaged and used in the construction of the *Superior*. (Heyl, Morrison)
- Nov. 3, 1821 Hoboken Steamboat Ferry Company incorporated by the John Cox Stevens and Robert Livingston Stevens, who have leased the Hoboken ferry franchise from New York City for 13 years starting May 1, 1822, and have built a steam ferry boat. (PL, Crisman)
- Nov. 9, 1821 Centre & Kishacoquillas Turnpike Road Company receives letters patent. (PaArch)
- Nov. 12, 1821 Associates of the Jersey Company settles with John P. Durand; lots of York & Jersey Steam Boat Ferry Company revert to Associates. (MB)
- Nov. 16, 1821 John R. Livingston starts proceedings in New York Maritime Court against New York agent of Union Line, noting that they carry passengers to Jersey City free of charge, where they take the *Bellona*; jury awards him one cent in damages. (NJJrnl)
- Nov. 19, 1821 Loammi Baldwin presents a report on the summit level of the Union Canal; finds the old feeders and streams to be inadequate; the 5 brick locks at the east end nearly finished under William Weston in 1793 are dilapidated; the company should abandon the old canal and consider a tunnel through the summit ridge; Baldwin also warns against limestone sinks that will later plague the canal at this location and recommends against the use of inclined planes to cross the summit. (MB, AR)
- Nov. 22, 1821 Williams's "Patent Railway & Fancy Coach" placed on display at the

- American Museum at New York City; the inventor hopes to promote such a railroad between New Brunswick and Trenton. (Stokes, NYPost)
- Nov. 28, 1821 Village of Tiffin, Ohio, platted by Josiah Hedges. (HistSenecaCo)
- Nov. 29, 1821 Loammi Baldwin makes a second report to the Union Canal Company of Pennsylvania on the summit section of the canal; recommends the “middle route” using the same line for most of the way but cutting down the level to 10 feet below that of the old canal; the prism should be 27 feet wide instead of 18 feet. (MB)
- Nov. 30, 1821 Union Canal Company of Pennsylvania Board adopts Loammi Baldwin’s plan for crossing the summit level at a level 10 feet below that selected by William Weston in the 1790s; all of Weston’s work will eventually be abandoned. (MB)
- Dec. 1, 1821 Enoch Lewis (1821-1902), future PRR General Superintendent and Purchasing Agent, born at Wilmington, Del., son of Evan Lewis, Jr. (1782-1834) and Sidney Ann Gilpin (1795-1882) and descendant of Henry Lewis (-1688) who arrived in the Delaware Valley from Narberth, Wales, in 1682; he is the nephew and namesake of surveyor and mathematics teacher Enoch Lewis (1776-1856). (Wilson, ancestry.com)
- c. Dec. 1, 1821 Seat of Parke County, Indiana, changed from Roseville to Armiesburg. (Long)
- Dec. 3, 1821 17th Congress convenes with a large Democratic-Republican majority; Philip P. Barbour (1783-1841) replaces Henry Clay as Speaker of the House; Clay has retired to repair his losses from endorsing the debts of friends before the Panic of 1819 and to prepare his run for the White House; Martin Van Buren takes his seat as Senator from New York. (wiki, Larson)
- Dec. 4, 1821 Last portion of Erie & Waterford Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 12, 1821 Last portion of Susquehanna & Waterford Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 14, 1821 Loammi Baldwin writes to the Union Canal Company of Pennsylvania Board on the size of the canal and the organization of the work; recommends a narrow canal for 25-ton boats; cites the Middlesex Canal with locks 10.5 feet wide, the fact that the Erie Canal is tending towards smaller boats, even though the locks are 90 x 15, the fact that the Schuylkill Navigation Company is having a model boat built that is 65 x 11, although the locks are 17 feet wide, and Robert Fulton’s pernicious 1790s treatise in favor of very narrow canals and small boats. (MB)

- Dec. 15, 1821 Loammi Baldwin writes a second letter recommending a prism of 34 x 3 foot water x 25, except in cuttings, where the walls should be vertical. (MB)
- Dec. 1821 Members of Pennsylvania's Family Party in Congress invite John C. Calhoun to stand for the presidency in 1824. (Klein)
- Dec. 1821 In his annual message to the Legislature, Ohio Gov. Ethan Allen Brown recommends an Ohio River-to-Lake Erie canal for the fourth time; the Legislature appoints a special committee headed by Micajah T. Williams of Cincinnati. (Scheiber)
- Dec. 19, 1821 Union Canal Company of Pennsylvania Board approves Archibald McIntyre's new scheme for the 10th class lottery, to be \$100,000 with a 15% deduction, and also a new series 1st class lottery of \$12,180 with a 15% deduction. (MB)
- Dec. 21, 1821 Union Canal Company of Pennsylvania Board adopts locks measuring 75 x 12½ clear; maximum lift is to be 8 feet, except where draining water from the summit, where it is to be 6 feet; fixes the prism at 40 x 5 x 25 for 25-30 ton boats. (MB)
- Dec. 22, 1821 Ohio repeals the designation of the Stillwater River as a public highway. (PL)
- Dec. 24, 1821 Responding to a complaint by Chief Engineer Loammi Baldwin that he lacks sufficient authority to make contracts, the Union Canal Board permits him to make oral contracts for up to \$500 and written contracts for up to \$5,000, but contracts for more than that sum must be approved by the Board. (Calhoun)
- Dec. 28, 1821 Supporters of Secretary of War John C. Calhoun, then a nationalist backed by the entrepreneurial element, announces he will be a candidate for Pres. in 1824; leads to infighting in the Cabinet with Secretary of the Treasury William H. Crawford (1772-1834), a strict Jeffersonian and rival presidential candidate. (EAH)
- Dec. 31, 1821 Indiana act calls for *quo warranto* proceedings against the Bank of Vincennes, The State Bank of Indiana, for violating its charter, including the seizure and sale of its assets; only the notes of the Madison Branch (old Farmers & Mechanics Bank) are ever redeemed. (PL, HistJeffCo)
- 1821 Total U.S. trade values reach a post-1815 bottom; \$54.6 million for exports and \$54.5 million for imports, the latter cause by decreased buying power in the U.S. rather than falls in price. (Rothbard)

- 1821 New York upgrades its system of flour inspection, formerly marred by corruption and low quality; by 1822 is exporting superfine flour to Philadelphia and Richmond, Va., long-established milling centers, at premium prices. (Albion)
- 1821 With appropriation act of this year, the Albany Regency controls the appointment of the Canal Board. (Shaw - verify PL)
- 1821 Total capital of New York turnpike companies is about \$11 million, with about 4,000 miles completed. (Durrenberger)
- 1821 Total capital of Pennsylvania turnpike companies is \$6,410,474, of which the state has contributed \$1,861,542; 84 companies have built 1,807 miles of road. (HazReg)
- 1821 Union Course race track established on the western boundary of Jamaica, N.Y.; later served by the LIRR. (Munsell/Queens)
- 1821 Erie Canal opens between Utica and Little Falls, where connection is made with the navigable waters of the Mohawk River. (Whitford)
- 1821 Ebenezer F. Norton and others purchase the defaulted mortgage originally given to Adam Hoops by the Holland Land Company and acquire the land at Hamilton or present Olean, N.Y. (Ellis/Cattaraugus)
- ca. 1821 Col. Nathaniel Bird begins a weekly stage wagon between Buffalo and Erie via Mayville. (Young/Chautauqua)
- 1821 Pennsylvania & New Jersey Steamboat Company builds *Union*, first modern type ferry on Delaware River; designed by Robert L. Stevens. (Watkins - verify - PADA notes it was a catamaran 88 x 37 with engine built by Robert McQueen at New York in 1815, Watkins claims it as a modern double-ender - Prowell has it b. 1815)
- 1821 Returned from his Antarctic voyage, Richard F. Loper settles in Philadelphia and starts a sailing packet line between Philadelphia and Hartford. (LibCong)
- 1821 Samuel Gray and James Bodine begin regular stagecoach service between Burlington and Manahawkin, running twice a week; improves access to Long Beach Island for wealthy Philadelphians able to take seaside vacations. (Brinckmann)
- 1821 Schuylkill Navigation Company completes first U.S. canal tunnel at Auburn, Pa.; 450 feet long; constructed under supervision of Scots engineer George Duncan. (Hare)

- 1821 Philadelphia merchant Thomas Pim Cope (1768-1854) establishes Thomas P. Cope & Son and begins the Liverpool Packet Line with the *Lancaster* and the *Tuscarora*. (Scharf)
- 1821 George Weems begins running the steamboat *Eagle* to points on the Patuxent River, stopping at Annapolis. (Holly)
- 1821 Matthew Baird (1817-1877), later head of the Baldwin Locomotive Works, arrives in Philadelphia with his parents from Northern Ireland. (AmScssflMen)
- 1821 Stephen P. Morris establishes the Pascal Iron Works in Philadelphia to manufacture stoves and grates. (Scharf)
- 1821 Washington Turnpike Company opens between Rockville, Md., and the District of Columbia line leading to Georgetown (present Wisconsin Avenue); the extension from Rockville to Frederick and a junction with the turnpikes leading to the National Road remains unfinished for want of a federal subscription. (Rept)
- 1821 Cumberland Turnpike Road completed to Cumberland, Md. (RdBldgMd - Williams has 1822? - may refer to part between Cumberland and Conococheague Creek?)
- 1821 Samuel McAnulty begins keeping a hotel at Blairsville, Pa., on the Northern Turnpike; he later becomes a stagecoach proprietor and agent for the transporting companies on the Main Line. (Stewart)
- 1821 P. E. Scull (-1867) settles on the site of Clermont, Pa., as agent for Jacob Ridgway. (Leeson)
- 1821 First stagecoaches begin operating between Pittsburgh and Erie via Mercer and Butler. (McKnight, HistCrawfrdCo)
- 1821 Moncure Robinson, 19, visits the Erie Canal to study civil engineering; then serves as unpaid volunteer on extending James River Canal west of Richmond. (Osborne)
- 1821 Road opened between Bucyrus and Sandusky, Ohio. (Hopley)
- 1821 Columbus, Ind., established by Col John Tipton.
- 1821 Muncietown, Ind., laid out on the White River. (Helm)
- 1821 First State Bank of Indiana, consisting of four branches, fails; no

incorporated state bank until 1834.

- 1821 Great Britain returns to the gold standard after the Napoleonic Wars; the government follows an expansionary policy with low interest rates and abundant liquidity; money flows into speculative ventures, particularly into mining ventures in the new Latin American republics. (Altorfer)
- 1821 Rails for the Stockton & Darlington Railway are rolled at the great Dowlais Iron Works at Merthyr Tydfil in South Wales; Dowlais will dominate rail production and roll much of the rail used on American railroads in the antebellum era. (wiki)
- Jan. 2, 1822 Joseph Hemphill (1770-1842) from the House Committee on Roads & Canals submits bill for federal construction of a road from Washington to New Orleans and canals along the east coast, at the Falls of the Ohio, between the Ohio and Lake Erie, Susquehanna and Seneca/Genesee, and Tennessee and Savannah Rivers; leads to a bill for surveys for a regular system of improvements by Army engineers and cadets, which does not pass. (Hill, Larson)
- Jan. 2, 1822 Indiana act appoints commissioners to meet with those of Illinois regarding the navigation of the Wabash River. (PL)
- Jan. 2, 1822 Indiana act calls for the establishment of a permanent road between Leavenworth on the Ohio River to Terre Haute. (PL)
- Jan. 4, 1822 Loammi Baldwin submits his third report on the summit level to the Union Canal Company of Pennsylvania Board; recommends deviating from the line of the old canal. (MB)
- Jan. 4, 1822 Ohio Gov. Ethan Allen Brown (1776-1852) resigns to become U.S. Senator, where he becomes Chairman of the Committee on Roads & Canals; he is succeeded by Allen Trimble (1783-1870), a Virginian. (Sobel)
- Jan. 8, 1822 Future civil engineer Charles Barstow Wright (1822-1898) born at Philadelphia. (WwasW)
- Jan. 9, 1822 Union Canal Company of Pennsylvania Board orders placing the summit level under contract; accepts Loammi Baldwin's recommendation abandoning the line of the old canal. (MB)
- Jan. 12, 1822 William Lehman (1779-1829) introduces bill in Pa. Legislature for establishing a Board of Commissioners for Internal Improvement to explore all feasible routes connecting the Schuylkill and Susquehanna and Susquehanna and Allegheny, with portage railroads or roads if canals not practicable. (HseJrnl)

- Jan. 13, 1822 Union Canal Company of Pennsylvania Pres. Samuel Mifflin arrives at Lebanon and views the summit level with Loammi Baldwin; endorses his decision to deviate from the old line, moving the line to the south on lower ground. (MB)
- Jan. 15, 1822 New York State voters adopt a new Constitution; governor's term cut from three to two years, property and residence qualifications placed on African American voters. (Stokes)
- Jan. 15, 1822 Maryland authorizes City of Baltimore to raise \$50,000 by sale of bonds and names Isaac McKim (1775-1838), John E. Howard (1752-1857), Thomas Ellicott (1771-1859), Joseph W. Patterson, and William H. Winder (1755-1824) commissioners to improve the Susquehanna River. (PL)
- Jan. 18, 1822 Union Canal Company of Pennsylvania Board sets the lock lift at the summit level at 5 feet instead of 6 feet. (MB)
- Jan. 25, 1822 *Meteor* leaves New York for Liverpool, inaugurating Red Star Line packet service; operated by Byrnes, Trimble & Co., Quakers formerly involved in the Chesapeake flour trade. (Albion)
- Jan. 28, 1822 Despite earlier assurance of a compromise, Mathew Carey's committee controls the Chesapeake & Delaware Canal's stockholders' meeting and elects a Board dominated by Philadelphians, with Kensey Johns (1759-1848) the sole holdover member from Delaware; nevertheless, few subscribers come forward. (Gray)
- Jan. 29, 1822 Clearfield County fully organized from parts of Centre County with county seat at Clearfield. (Long)
- Jan. 30, 1822 Boonsborough Turnpike Road Company incorporated in Md. to build from Boonsborough to Hagerstown with investments from Baltimore banks and Bank of Hagerstown. (PL - RdBldgMd says done in 1824 but company of same name on different route exists 1815-50)
- Jan. 30, 1822 Canton, Ohio, incorporated as a town. (Heald)
- Jan. 31, 1822 Ohio establishes a seven-man Board of Canal Commissioners, consisting of Benjamin Tappan (1773-1857), Alfred Kelley, Thomas Worthington (1773-1827), Ethan A. Brown (1766-1852), Jeremiah Morrow (1771-1852), Isaac Minor and Ebenezer Buckingham, Jr., and secures services of James Geddes of Erie Canal as Chief Engineer; orders surveys on five routes between Ohio River and Lake Erie: Mahoning-Grand River, Cuyahoga-Muskingum River, Black-Muskingum River, Scioto-Sandusky River, and Miami-Maumee River. (PL, McClelland)

- Feb. 4, 1822 Ohio act authorizes laying out a state road from Norton in Delaware County, at the end of a road from Columbus, to Sandusky. (Hopley)
- Feb. 6, 1822 Merrimack Manufacturing Company incorporated in Mass. by Kirk Boott (1790-1837), John W. Boott, William Appleton, and Ebenezer Appleton, with the support of Patrick Tracy Jackson (1780-1847) and others generally known as the Boston Associates who buy the old Proprietors of the Locks and Canals on the Merrimack River, establish the town of Lowell, Mass., and build the first cotton textile factory there; the site at the Pawtucket Falls of the Merrimack River has a water power potential of 10,000 HP; the Proprietors of the Locks and Canals is reorganized to manage the water power rights; Lowell quickly becomes a major industrial center; the company originally employs unmarried farm girls from the New England countryside who are treated paternalistically and generally leave once they have accumulated a marriage portion; by the time of the Civil War, they have been replaced by Irish, and later French-Canadian immigrants. (PL, Moodys, Hunter, EAH)
- Feb. 7, 1822 Delaware repeals its requiring license fees for stagecoaches and steamboats for the support of Delaware College after protests from operators. (PL)
- Feb. 10, 1822 John Stevens writes to the New York Legislature proposing to build and operate state-owned railroads between Albany and Utica and between Albany and Lake Champlain to be built with proceeds of state bonds. (DuBois)
- Feb. 11, 1822 Bucyrus, Ohio, laid out by Col. James Kilbourne (1770-1850). (Perrin/CrwfrdCo)
- Feb. 13, 1822 Lehigh Coal & Navigation Company incorporated in Pa., replacing an unincorporated firm, in order to give the subscribers limited liability. (PL)
- Feb. 15, 1822 Morgan County, Indiana, created from parts of Delaware New Purchase and Wabash New Purchase with county seat at Martinsville. (Long)
- Feb. 1822 New bill for a Delaware & Raritan Canal Company, which permits a smaller, 4-foot-deep canal, is defeated in upper house (Council) of the N.J. Legislature, in large part on the opposition of John Rutherford. (Thompson, Cranmer)
- Feb. 16, 1822 Maryland act permits the Mechanics Bank of Baltimore to reduce its capital by two-fifths. (PL)
- Feb. 18, 1822 Union Canal Company of Pennsylvania lets construction of the new summit level to William Le Barron of Harrisburg. (MB)

- Feb. 20, 1822 Rapid thaw after heavy snow creates an ice freshet and ice gorges in the Schuylkill River. (Montgomery)
- Feb. 25, 1822 John Stevens writes to Stephen Girard advocating a railroad from Philadelphia and Pittsburgh. (Watkins)
- Feb. 27, 1822 Pennsylvania act orders supervisors of the highways to remove obstructions from certain navigable streams in Huntingdon and Centre Counties. (HistJuniata/Mifflin)
- Feb. 28, 1822 New York Mechanics Life Insurance & Coal Company incorporated in N.Y. by noted shipbuilder Henry Eckford (1775-1832), and his allies Gen. Joseph G. Swift (1783-1865), Josiah Ogden Hoffman (1766-1837), Robert Tillotson, William A. Davis, et al., to search for coal mines in New York State; coal speculation is to be financed by an insurance business. (PL)
- Feb. 28, 1822 Farmers' Fire Insurance & Loan Company incorporated in N.Y. by John T. Champlin (-1830), John Bolton, et al.; is closely affiliated with the City Bank of New York; as the Farmers Loan & Trust Company after 1836, it will become a major factor in railroad finance. (Lanier, Hodas)
- Mar. 1, 1822 Martinsville, Ind., laid out. (Blanchard)
- Mar. 4, 1822 A state nominating convention in Harrisburg, Pa., chooses Andrew Jackson of Tennessee for Pres. in 1824; first sign of national support for Jackson and of opposition to having candidates nominated by party Congressional caucuses. (EAH)
- Mar. 4, 1822 Boston, Mass., incorporated as a city. (OfficialChronicle)
- Mar. 5, 1822 John Rutherford writes to Benjamin Wright on the defeat of the Delaware & Raritan Canal Company bill as abandoning the concept of the Gallatin Plan through its smaller size. (Cranmer)
- Mar. 6, 1822 Philadelphia Chamber of Commerce incorporated in Pa. (PL)
- Mar. 7, 1822 Pennsylvania authorizes \$100,000 subscription to Chesapeake & Delaware Canal. (PL)
- Mar. 11, 1822 Union Canal Company of Pennsylvania Board requests William Strickland to provide them with drawings of the most approved form of canal lock. (MB)
- Mar. 12, 1822 Chesapeake & Delaware Canal Company writes to DeWitt Clinton for his recommendation of competent engineers. (Holloway)

- Mar. 15, 1822 William Le Barron begins construction of the new summit level of the Union Canal Company of Pennsylvania; he is felled by fever in Aug. (AR)
- Mar. 16, 1822 Because of a revival of trade, the Black Ball Line adds a second monthly New York-Liverpool packet run. (Albion)
- Mar. 1822 Chesapeake & Delaware Canal engages William Strickland to run new surveys. (Gray)
- Mar. 19, 1822 Aaron Ogden advertises *Atalanta* for sale; Gibbons had refused any compromise with Ogden and was determined to crush him; State Bank of Elizabethtown takes over Ogden's share of the property in the landings. (NJJrnl, AsWeWere)
- Mar. 19, 1822 Philadelphia representatives defeat state appropriation of \$50,000 for Susquehanna River improvements, enraging residents of the central part of the state and furthering sectional animosity. (HseJrnl)
- Mar. 20, 1822 John Randel, Jr., publishes another pamphlet advocating a direct route for the Erie Canal between Schenectady and Albany in opposition to that proposed by Benjamin Wright and the Canal Commissioners; Randel has dropped his plan for a tunnel, but still manages a more direct route; Randel is acting for his friends in the Albany interest, including Stephen Van Rensselaer and Simeon DeWitt, whereas Wright is in the pocket of the Troy interests, who would be bypassed by Randel's route. (Rept, Holloway)
- Mar. 21, 1822 Pa. pays final installment of \$5,000 for clearing the Youghiogheny River to Connellsville. (PaArch)
- Mar. 23, 1822 Pa. Senate Committee on Roads, Bridges & Inland Navigation, Condy Raguet (1784-1842) Chairman, makes report on state of turnpike roads, bridges, canals and navigation companies in state; finds 1,807 miles of turnpike built, for which state has provided \$1.9 million of \$4.2 million; \$382,000 to bridge companies, and \$130,000 to canal and navigation companies; 146 turnpikes chartered and 84 built; 49 bridge companies chartered and 30 built; 18 canal and navigation companies, of which 9 built. (Rept)
- Mar. 26, 1822 Committee of the Union Canal Company of Pennsylvania Board visits Lebanon. (MB)
- Mar. 30, 1822 Congress authorizes Illinois to open a canal between the Chicago and Illinois Rivers, the easiest link between the Great Lakes and Mississippi; grants a strip 90 feet wide on each side but no money. (StatutesatLarge)

- Mar. 30, 1822 Act of Congress creates the Territory of Florida. (Thorpe)
- Apr. 1, 1822 Barker & Hopkins and Oroondates Mauran (1796-1846) begin a regular line of packets between New York and Charleston (the “Old Established Line”) with sailings three times a month; this is the first regularly scheduled packet line, although so-called “packet boats” have operated between New York and Charleston on an occasional basis for years; by 1823 is operated by Mauran, Anson G. Phelps (1781-1853) and Elisha Peck (1798-1863); the regular service helps increase New York’s lock on the cotton trade. (Albion, NYPost)
- Apr. 1, 1822 Pennsylvania declares further section of Bald Eagle Creek up to Laurel Run to be public highway. (PL)
- Apr. 1, 1822 Marion County, Indiana, created from part of Delaware New Purchase County with county seat at Indianapolis; Putnam County created from parts of Owen, Vigo and Wabash New Purchase Counties with county seat at Greencastle; Rush County created from part of Delaware New Purchase with county seat at Rushville; Shelby County created from part of Delaware New Purchase with county seat at Shelbyville and named for Gen. Isaac Shelby (1750-1826) of Kentucky. (Long)
- c. Apr. 1, 1822 Seat of Parke County, Indiana, changed from Armiesburg to Rockville. (Long)
- Apr. 2, 1822 Following the expiration of the 1817 charter of the Monongahela Navigation Company, Pa. act appoints commissioners to clear the Monongahela River from Pittsburgh to the Va. state line, to begin at Dunlap’s Creek; \$1,000 of the state’s subscription to the Monongahela Navigation Company is appropriated to this work, providing the Monongahela Navigation Company goes into liquidation. (PL)
- Apr. 2, 1822 Butler & Kittanning Turnpike Road Company incorporated in Pa. (PL)
- Apr. 3, 1822 Marion, Ohio, laid out by Eber Baker; named for Revolutionary War hero Gen. Francis Marion. (HistMarionCo)
- Apr. 12, 1822 N.Y. declares the Delaware River to be a public highway from Carpenter’s Point (Port Jervis) to the northern line of the Town of Delhi and on the east branch from Hancock to Kittle’s farm in the Town of Middletown, to be navigable for rafts of lumber in freshets; also Beaverkill Creek in Delaware County. (PL)
- Apr. 12, 1822 Rochesterville, N.Y., renamed Rochester. (French)
- Apr. 15, 1822 Loammi Baldwin begins surveying the eastern division of the Union Canal,

one route following Tulpehocken Creek to its mouth and the other going overland to the mouth of Wyomissing Creek opposite Reading. (AR)

- Apr. 1822 John Stearns begins operating a stage coach from Chillicothe to Lower Sandusky. (Lee/Columbus)
- Apr. 16, 1822 Town of Southport incorporated in N.Y. from the southern part of the Town of Elmira. (French)
- Apr. 17, 1822 New York enacts the first U.S. limited partnership act, based on French law; limited partners contribute only capital and enjoy limited liability but may not withdraw capital in the form of dividends during the life of the partnership; these features make it useful only for small enterprises of limited duration and high risk. (Pl, Seavoy)
- Apr. 18, 1822 John Stevens proposes that the Albany & Schenectady Turnpike Company and the Mohawk Turnpike Company build railroads along their routes between Albany and Utica. (DuBois)
- Apr. 18, 1822 Last portion of Mercer & Meadville Turnpike Road completed and licensed to take tolls. (PaArch)
- Apr. 22, 1822 New York City Council views the new Hoboken steam ferry boat *Hoboken* built by the Stevens brothers and grants them a ferry lease; first steamboat on the Hoboken ferry since 1813. (Stokes, Morrison)
- 1822 Robert L. Stevens designs improved type of double-ended steam ferry boat in *Hoboken* of 1822 and *Pioneer* of 1824 built for Hoboken ferry; overhanging guards are extended the whole length of the deck to better protect the sidewheels; engine is placed in the center of the hull with double carriage lanes on each side. (Watkins, Lytle)
- Apr. 23, 1822 *Superior*, the second steamboat on Lake Erie, leaves Black Rock on its first voyage to Detroit. (Mills)
- Apr. 25, 1822 James Geddes arrives at Cleveland to begin examinations for Ohio Canal. (ClvlndHrld)
- Apr. 26, 1822 U.S. House Committee on Roads & Canals reports a General Survey Bill with a resolution that it is inexpedient to spend the money at this time. (AnnalsofCong, Hill)
- Spring 1822 George Weems sells the unsuccessful, rotary engine-equipped steamboat *Surprise* to Robert Taylor of Georgetown for service on the Potomac River. (Holly)

- May 1, 1822 Village of Rochesterville, N.Y., renamed Rochester under act of Apr. 12. (PL)
- May 2, 1822 James Geddes begins examinations for Ohio Canal in area between the Cuyahoga and Mahoning Rivers at Portage. (ClvIndHrld)
- May 2, 1822 U.S. House Committee on District of Columbia reports in favor of canal along Potomac River and west to the Ohio new survey by Isaac Briggs estimated cost at \$1.57 million; recommends that Potomac Company build the canal with new federal and state subscriptions. (Rubin, Sanderlin, Kapsch)
- May 4, 1822 Pres. Monroe vetoes bill for establishing tolls on the National Road to permit federal government to keep road in repair; issues a 25,000-word message to Congress calling for a constitutional amendment as the only means of legal authority; the House fails to override the veto, 68-72. (Ward, Larson)
- May 7, 1822 Congressional Lighthouse & Harbor Act appropriates \$22,700 for a breakwater at the mouth of Delaware Bay; the first federal river and harbor improvement act. (StatutesatLarge)
- May 8, 1822 Congress establishes a land office at Fort Wayne, Ind. (Esarey, Helm/Allen)
- May 11, 1822 John C. Stevens and Robert L. Stevens place *Hoboken* in service on the Hoboken ferry. (Stokes)
- May 13, 1822 William Strickland reports on resurvey of old route of Chesapeake & Delaware Canal, which he favors and the directors do not. (Gray)
- May 13, 1822 Future railroad financier Henry Harvey Cook (1822-1905) born at Cohocton, N.Y. (ancestry.com)
- May 14, 1822 Steamboat *Superior*, which uses the engine salvaged from the *Walk-in-the-Water*, leaves Black Rock on its first trip to Detroit. (Heyl)
- May 15, 1822 Seat of Wood County, Ohio changed from Maumee City to Perrysburg. (Long)
- May 1822 Keelboat *Eagle* of 15 tons burden arrives at Indianapolis from the Kanawha River with salt and whiskey. (Dunn)
- May 17, 1822 New York act revives earlier acts incorporating Buffalo as a village. (PL)
- May 20, 1822 James Geddes meets with Ohio Canal Commissioners at Columbus. (ClvIndHrld)

- May 22, 1822 New York State Bank and Mechanics & Farmers Bank (Albany) take the \$600,000 New York State canal loan at a 1¼% premium. (Reynolds)
- May 23, 1822 The first rail of the Stockton & Darlington Railway is laid at Stockton with elaborate public festivities, setting the pattern for the launching of all 19th century railway enterprises. (Rolt)
- May 27, 1822 Connecticut passes a retaliatory law forbidding steamboats licensed by the Fulton-Livingston monopoly from landing at Connecticut ports. (Morrison, Dunbaugh, Heyl - not found in PL)
- May 30, 1822 Farmington Canal Company incorporated in Connecticut to build from New Haven to the Massachusetts state line to a connection with the upper Connecticut River; oldest company in the New Haven Railroad system. (NHCorp)
- May 31, 1822 Monongahela Navigation Company resolves to liquidate, having spent \$500 at Brownsville. (PaArch)
- June 1, 1822 Henry County, Indiana, created from part of Delaware New Purchase County with county seat at New Castle. (Long)
- June 4, 1822 Barred from Connecticut ports, Capt. Elihu S. Bunker begins running the *Connecticut* direct to Providence, R.I., making the first steamboat run around Point Judith; the trip takes about 30 hours, and he arrives on the afternoon on June 6; however, this reduces the stagecoach leg to a relatively comfortable 6-7 hours and becomes extremely popular. (Dunbaugh - Field/RI has Rhode Island & New York Steamboat Company organized with Bunker and "Connecticut" and Richard Law with "Fulton" - with stop at Newport was first regular service but not first to round Pt. Judith - Heyl has first trip 6/8, enrollments show owned by Fulton Steamboat Co.??)
- June 10, 1822 Union Canal Company of Pennsylvania Board approves Archibald McIntyre's scheme for three new series of the lottery totaling \$45,815 with a top prize of \$7,500. (MB)
- June 10, 1822 The Slocum family ceases iron-making at its forge on the site of Scranton, Pa. (Munsell)
- June 1822 Steamboat *Atalanta* sold at auction at Tontine Coffee House in New York by the State Bank of Elizabethtown as the creditor of Aaron Ogden. (NJJrnl)
- June 18, 1822 Rushville, Ind., laid out by Conrad Sailors as the county seat of Rush County. (HistRushCo)

- June 21, 1822 Union Canal Chief Engineer Loammi Baldwin again complains to Pres. Samuel Mifflin that he has no independent authority over contracts or hiring assistants and laborers. (Calhoun)
- June 24, 1822 Pa. pays last installment of \$1,000 for clearing the West Branch of the Susquehanna River between Northumberland and Sinnemahoning Creek. (PaArch)
- June 25, 1822 *William Penn*, a Delaware River boat, placed on New York-New Brunswick run; first steamboat to operate this season. (NJJrnl)
- June 27, 1822 Writing under the pseudonym “Agrestis” in the Morristown *Palladium of Liberty*, George P. McCulloch first broaches his idea for a canal between the Passaic and Delaware Rivers via Morris County to ameliorate the shutting out of Morris County goods from the New York market by the advancing Erie Canal; such a canal could also haul Lehigh coal to New York so cheaply as to displace imported British coal and revive the local iron industry; Great Pond (Lake Hopatcong) can be dammed and its waters diverted to supply a canal to the east down the Rockaway River, a tributary of the Passaic which passes just to the east across a low divide, and to the west down the Musconetcong River, which empties into the Delaware below Easton. (Cranmer)
- July 1, 1822 Isaac R. Trimble graduates from West Point, 17th in his class, too low to go into the Engineer Corps. (Cullum, Tucker)
- July 1, 1822 First water wheel placed in service at the Fairmount Waterworks pumping station at Philadelphia. (Gibson, Blake)
- July 1, 1822 Langdon Cheves announces his intention to resign as Pres. of the Second Bank of the United States at the end of the year. (Haskell)
- July 8, 1822 Public test of a scheme devised by Col. Edward Clark for towing boats up rapids on the Mill Rapids opposite Strickler’s Mills on the Susquehanna; a large boat is anchored at the head of the rapids, and the current turns paddle wheels that wind up a cable towing the boats; the test raises a 70-foot keel boat and a large canoe with 14 people and a half-ton of ballast. (Rept)
- July 8, 1822 Union Canal Company of Pennsylvania Board grants Chief Engineer Loammi Baldwin the power to make contracts up to \$2,000, those over \$2,000 to be approved by the Pres. and over \$5,000 by the Board; they also concede to Baldwin’s demand to have control of the hiring of laborers and overseers but not engineers or principal assistants. (Calhoun)
- July 10, 1822 The derelict Atsion Iron Works in Burlington County, N.J., is sold at

foreclosure by the Bank of North America to Samuel Richards (1769-1842), who already owns Weymouth Furnace and Martha Furnace; he has it totally rebuilt on a much larger scale. (Pierce)

- July 12, 1822 Capt. Elihu S. Bunker, Capt. William Comstock, and investors from the Fulton-Livingston group form the Rhode Island & New York Steamboat Company, operating the *Connecticut* and *Fulton* between New York and Providence. (Dunbaugh)
- July 12, 1822 Loammi Baldwin resigns as Chief Engineer of the Union Canal of Pennsylvania, effective in two months, in a dispute with the Board over his authority over contracts. (MB, Calhoun)
- July 15, 1822 Bellefonte & Philipsburg Turnpike Road Company completed and licensed to take tolls. (PaArch)
- July 1822 Surveys reveal there is insufficient water on the preferred diagonal canal route between Cleveland and Cincinnati via Columbus. (Scheiber)
- July 17, 1822 On the advice of friends, Loammi Baldwin withdraws his resignation as Chief Engineer of the Union Canal Company of Pennsylvania. (Calhoun)
- July 22, 1822 William Strickland reports on new survey for Chesapeake & Delaware Canal crossing the peninsula lower down at Back Creek. (Gray)
- July 25, 1822 Failed ironmaster and anthracite coal pioneer William Turnbull (1751-1822) dies at his wife's country estate near Baltimore. (dickinson.edu)
- July 30, 1822 *Atalanta* returns to New York-New Brunswick run under new owners (Citizens Line?), and *William Penn* withdrawn. (NJJrnl)
- July 30, 1822 Erie Canal opens across the Montezuma Marshes at the outlet of Cayuga Lake. (Sweet)
- Aug. 1, 1822 New Brunswick *Fredonian* expresses editorially the prevailing view that the Delaware & Raritan Canal be a state project instead of a private company as in previous bills; "Veritas," writing in the New Brunswick *Times* begins a series of letters in the same vein, and notes that a Delaware & Raritan Canal can distribute traffic from the Erie Canal southwards, and Pennsylvania coal, flax seed, linseed oil and foodstuffs to New York. (Cranmer)
- Aug. 1, 1822 Pa. pays last installment of \$4,500 for improving the Beaver River and its branches. (PaArch)
- Aug. 5, 1822 Union Canal Company of Pennsylvania Board meets with Loammi Baldwin; Baldwin withdraws his resignation as Chief Engineer, but if the

Board refuses his demand for control over contracts, he will retire at the end of the season. (MB)

- Aug. 5, 1822 First sale of lots at New Castle, Ind. (Esary)
- Aug. 5, 1822 William Hendricks (1782-1850), a native of Pennsylvania, is elected Gov. of Indiana running unopposed. (Sobel)
- Aug. 5, 1822 Democratic-Republican Edward Coles (1786-1868) elected Gov. of Illinois. (Sobel)
- Aug. 6, 1822 Union Canal Company of Pennsylvania Board authorizes Loammi Baldwin to survey and locate the summit feeders; also calls for Thomas Oaks of the Schuylkill Canal and William Strickland to give their opinion on the two routes located by Loammi Baldwin east of the summit. (MB) Baldwin has called for wide locks; Oaks recommends narrow locks the size of those on the Schuylkill to save water on the relatively dry summit and also construction costs. (Calhoun - this is wrong - SN locks were 17 vs 12.5 on Union)
- Aug. 8, 1822 Union Canal Company of Pennsylvania Board orders Loammi Baldwin to make another survey of the inland route to Reading. (AR)
- Aug. 8, 1822 Preserved Fish (1766-1846) and Joseph Grinnell (1788-1885), transplanted Yankees from New Bedford, begin the Blue Swallowtail Line of packets between New York and Liverpool with sailing of *Robert Fulton* from New York. (Albion)
- Aug. 8, 1822 Maryland Commissioners Elie Williams, Athanasius Fenwick, William Naylor, William T.T. Mason and Moses T. Hunter, with Virginia engineers Thomas Moore and Isaac Briggs, begin descent of Potomac River from junction of North and South Branches. (Kapsch)
- Aug. 15, 1822 With no movement on the issue, the New Brunswick *Fredonian* begins to reconsider state ownership of a Delaware & Raritan Canal if wealthy New Yorkers and Philadelphians can be induced to build it. (Cranmer)
- Aug. 1822 Yellow fever epidemic strikes New York City. (Stiles)
- Aug. 1822 Fort Wayne, Ind., platted by surveyor Robert Young of Piqua for John T. Barr and John McCorkle. (Helm/Allen, VillyUpprMaumee)
- Aug. 21, 1822 Meeting of citizens of Hunterdon, Sussex, Morris, Bergen and Essex Counties, N.J., held in Morristown at the call of George P. McCulloch, Lewis Condict, John Doughty, Daniel Phoenix and Mahlon Dickerson to promote the Morris Canal project; McCulloch grossly underestimates the

total rise and fall at 300 feet and the cost at \$300,000; he also calls for a state canal rather than a private company; the meeting touches off a shouting match between partisans of the Morris Canal and Delaware & Raritan Canal for state support. (Cranmer)

- Aug. 23, 1822 Last section of the Susquehanna & Waterford Turnpike Road is declared completed at licensed to take tolls. (PaArch)
- Aug. 26, 1822 Loammi Baldwin begins surveying for the Union Canal summit feeders. (MB)
- Sep. 1, 1822 Shelbyville, Ind., laid out by Eber Lucas. (HistShelbyCo)
- Sep. 4, 1822 Ohio Canal Commissioners meet at Columbus and order surveys on different routes to continue. (CvlndHrld)
- Sep. 10, 1822 *Montano* inaugurates the first packet line between New York and Le Havre. (Albion)
- Sep. 10, 1822 Lenawee County, Mich., created from part of Monroe County but not organized. (Long)
- Sep. 12, 1822 Maryland Commissioners abort the examination of the Potomac River at Goose Creek because of illness. (Kapsch)
- Sep. 12, 1822 Lame duck Indiana Gov. Jonathan Jennings (1787-1834) resigns to become U.S. Senator; his unexpired term is filled by Lieutenant-Gov. Ratliff Boon (1781-1844) until William Hendricks takes office on Dec. 5. (Sobel)
- Sep. 1822 Ohio Canal Commissioners report insufficient water on the Sandusky-Scioto route. (CvlndHrld)
- Sep. 16, 1822 Loammi Baldwin reports on the survey of the northern route for the Union Canal from Lebanon to Reading; the southern route following Tulpehocken Creek is recommended and chosen. (AR)
- Sep. 19, 1822 George P. McCulloch writing as "Agrestis" in the Morristown *Palladium of Liberty*, demeans the Delaware & Raritan Canal project as one that "may perhaps transport a few cabbages to a market from some inland situation where they would otherwise have rotted," while the Morris Canal, by bringing together coal, iron and water power, will build up manufacturing. (Cranmer)
- Sep. 22, 1822 Union Canal Company of Pennsylvania Board arranges with William Strickland to examine the routes of the Eastern Division. (MB)

- Sep. 23, 1822 Milford & Owego Turnpike Road cutting across the northeastern corner of Pennsylvania, as part of a direct route between New York and the Southern Tier counties, is declared completed and licensed to take tolls. (PaArch)
- Sep. 23, 1822 Pa. pays last installment of the \$5,000 appropriation of 1821 for the Conemaugh and Kiskiminetas Rivers. (PaArch)
- Sep. 24, 1822 Enraged that two people (Oaks and Strickland) whom he does not consider “real” engineers can overrule his work, Loammi Baldwin again submits his resignation as Chief Engineer of the Union Canal Company of Pennsylvania, effective Nov. 23. (MB, Calhoun)
- Sep. 26, 1822 A public meeting at Indianapolis petitions the Legislature to improve the White River without result; the capital has been located on the mistaken assumption that the river is navigable for more than seasonal keelboats and flatboats. (Dunn)
- Sep. 27, 1822 Pa. pays last installment of the \$7,000 appropriation of 1821 for the Delaware River between Foul Rift and the N.Y. state line. (PaArch)
- Sep. 27, 1822 Jacob Shouse of Easton appointed a commissioner for improving the Delaware River, replacing Benjamin Mettler, resigned. (PaArch)
- Sep. 30, 1822 Union Canal Company of Pennsylvania Board orders Loammi Baldwin to begin a final location on the Tulpehocken Creek route. (AR)
- Oct. 3, 1822 Thomas Moore (1760-1822) dies of illness (probably malaria) contracted while running the Potomac Canal survey; completed by his brother-in-law and successor, Isaac Briggs (1763-1825). (BPW, Kapsch)
- Oct. 4, 1822 Promoter William James and Robert Stephenson complete a survey for a railway between Liverpool and Manchester; despite bitter opposition and harassment from the local inhabitants. (Rolt)
- Oct. 5, 1822 Pa. pays the last installment on \$3,700 for clearing the Susquehanna River from the mouth of the Juniata to Northumberland. (PaArch)
- Oct. 8, 1822 Samuel D. Ingham returned to the House from Pennsylvania. (wiki)
- Oct. 8, 1822 Democratic-Republican Jeremiah Morrow (1771-1852), a native of Pennsylvania and former U.S. Senator, is elected Gov. of Ohio, defeating the incumbent, Henry Clay Republican Allen Trimble; Morrow is later one of the founders of the Whig Party in Ohio. (Sobel)
- Oct.? 1822 Cornelius Vanderbilt and his family move from Staten Island to New Brunswick, where his wife assumes the operation of an inn connected with

the Union Line, which is renamed “Bellona Hall.” (Stiles - but see WHV b 1821)

- Oct. 1822 George P. McCulloch, with James Renwick (1792-1863), Prof. of Natural Philosophy at Columbia College, and Gen. Joseph G. Swift, formerly head of the Army Engineers, begin examining the route for the Morris Canal. (Cranmer)
- Oct. 1822 John Griswold begins the first packet line between New York and London with sailing of *Hudson*, but it is soon abandoned. (NYPost, Albion)
- Oct. 1822 The Quadruple Alliance of Britain, France, the Netherlands and Austria, meeting at the Congress of Verona, authorize France to send an army into Spain to rescue King Ferdinand VII and restore royal absolutism, Britain only abstaining. (wiki)
- Oct. 18, 1822 Morristown *Palladium of Liberty* prints Prof. James Renwick’s report on the Morris Canal; the total rise and fall is now calculated at 850 feet and the cost at \$1,098,440 for a canal for 25-ton boats; because of the elevation, inclined planes will be required, which Renwick assures are practicable. (Cranmer)
- Oct. 21, 1822 *William Penn* again joins *Atalanta* on New York-Elizabethtown run. (NJJrnl)
- Oct. 21, 1822 Loammi Baldwin claims that the survey takes him away from his work on the summit level of the Union Canal and amounts to Board interference. (MB)
- Oct. 23, 1822 Robert Clark of Clarks Ferry begins operating a stage coach line between Bellefonte and Meadville via Philipsburg and Franklin. (Hain/PerryCo)
- Oct. 24, 1822 Use of the steam engines abandoned at the Fairmount Waterworks at Philadelphia and replaced by breast-type water wheels drawing on the fall of water at the Fairmount Dam. (Gibson, Blake)
- Oct. 25, 1822 N.J. Legislature resolves to distribute copies of the 1816 report on a Delaware & Raritan Canal to each member. (Cranmer)
- Oct. 27, 1822 George Buchanan Armstrong (1822-1871), later known as the father of the railway mail service, born at Armagh in Ireland. (DAB)
- Oct. 29, 1822 First canal boat of flour milled in Rochester leaves for eastern markets via Erie Canal; the canal enables Rochester to surpass Canandaigua as the major town of western New York. (, Chazanof)

- Fall 1822 John W. Russell establishes the first regular packet line between New York and New Orleans. (Albion)
- Fall 1822 Champlain Canal completed between Lake Champlain and Waterford. (Sweet)
- Nov. 4, 1822 Union Canal Company of Pennsylvania Board committee reviews the relationship with Chief Engineer Loammi Baldwin and concludes there is no hope of reconciliation; its dissolves his contract effective Jan. 4, 1823, and orders a search for a new engineer. (MB)
- Nov. 4, 1822 Meeting held in Wilkes-Barre to improve river communication with Baltimore. (D&P Rept)
- Nov. 4, 1822 In the first election under the Constitution of 1821, Martin Van Buren's "Bucktail" faction of the Republican Party captures the state government with the support of a group of Federalists led by Rufus King; against the advice of his friends, Gov. DeWitt Clinton does not stand for reelection and is replaced by Republican Joseph C. Yates (1768-1837); Van Buren creates a patronage system whose leaders are called the "Albany Regency." (Howe - Shaw has Regency created when Van B left for DC in 1821)
- Nov. 11, 1822 Washington Canal Company incorporated in New Jersey to build a cut from Washington (South River), Middlesex County to the Raritan River; built by Samuel Gordon ca. 1824 and later associated with the Columbian Line of steamboats and stages. (PL, Clayton)
- Nov. 15, 1822 N.J. act appoints George P. McCulloch, Charles Kinsey and Thomas Capner commissioners to survey for the Morris Canal with a budget of \$2,000. (Cranmer - verify date in PL)
- Nov. 15, 1822 Pa. pays last installment of \$2,000 for clearing the West Branch of the Susquehanna River from Sinnemahoning Creek to Anderson's Creek. (PaArch)
- Nov. 15, 1822 Erie Canal opens with limited water between Little Falls and Schenectady. (Sweet)
- Nov. 16, 1822 Hetton Colliery Railway, a private coal road, opens between Hetton Colliery and Sunderland, Durhamshire, England; laid out by George Stephenson; it consists of a series of inclined planes and levels crossing a divide; much visited by touring Americans, it serves as a model for the Delaware & Hudson Canal Company's first railroad and the Allegheny Portage Railroad. (James, Rolt)
- Nov. 21, 1822 Pioneer bridge builder Theodore Burr (1762-1822) dies at Middletown, Pa.,

- where he is building a bridge across Swatara Creek. (Gibson)
- Nov. 23, 1822 Pa. pays the last installment of \$15,000 for clearing the Ohio River between Pittsburgh and Wheeling. (PaArch)
- Nov. 28, 1822 N.J. Assembly passes a bill for a new survey of a Delaware & Raritan Canal by a vote of 29-9. (Cranmer)
- Dec. 1822 New Jersey Council defeats \$2,000 appropriation for Delaware & Raritan canal survey on the grounds that another survey is not necessary; in contrast to the Morris Canal projects, whose representatives are united, votes in the D&R counties are split between those who believe the canal is essential to trade and those who fear it will damage it by bringing in cheap goods from New York; the southern Tidewater counties, like those in other states, oppose all internal improvement spending as driving up taxes with not benefits. (, Cranmer - by 12/5)
- Dec. 9, 1822 Schuylkill Navigation Company endorses the petition of the Schuylkill Coal Association for a charter of incorporation. (MB)
- Dec. 9, 1822 St. Louis incorporated as a city by the State of Missouri. (Scharf)
- Dec. 11, 1822 John Stevens petitions Pennsylvania Senate for a charter for a railroad from Harrisburg to Pittsburgh. (SenJrnl)
- Dec. 12, 1822 Thomas Jefferson writes to DeWitt Clinton discussing his 1808 statement that the Erie Canal was 100 years premature, speculates that New York's superior performance comes from "a sounder calculating mind, as to the most profitable employment of surplus, by improvement of capital, instead of useless consumption,"but also notes he is too old to consider the matter further and must leave it to future generations. (Shaw)
- Dec. 1822 Union Canal Company of Pennsylvania fires Chief Engineer Loammi Baldwin in dispute over the size of the canal. (AR - see above)
- Dec. 16, 1822 New Brunswick *Fredonian* notes that the Erie Canal has destroyed the New York market for New Jersey's corn, flour, flax seed, oats, etc., so that prices are now low. (Cranmer)
- Dec. 17, 1822 Susquehanna & Tioga Turnpike Road (Berwick to N.Y. state line) declared completed and licensed to take tolls. (PaArch)
- Dec. 19, 1822 Final report of Potomac canal survey presented to Virginia and Maryland; estimate canal with prism of 30 x 3 x 20 to Cumberland will cost \$1.58 million; report is critical of Potomac Company, which is burdened by debts, has been able to make only insignificant improvements and which is

navigable only 35-45 days per year, and recommends a full canal built by a new company. (VaBPW, Kapsch, Ward)

- Dec. 19, 1822 Pa. makes a \$10,000 subscription to the Washington & Williamsport Turnpike Road Company, which is to form a link between the Southern Turnpike and the National Road at Washington. (PaArch)
- Dec. 20, 1822 Potomac Steam Boat Company's *Washington* sold at public sale in Washington, including an enslaved cook; line was unprofitable. (Heyl)
- Dec. 22, 1822 Report on surveys of the Ohio and Mississippi Rivers authorized in 1820 recommends a canal around the Falls of the Ohio at Louisville, dikes to deepen the channel, and the removal of snags and rafts on the Mississippi. (Hill)
- Dec. 23, 1822 Union Canal Company of Pennsylvania Board authorizes contracting for the Eastern Division from the summit level to Browns Mills. (MB)
- Dec. 26, 1822 Lorain County, Ohio, created from parts of Cuyahoga, Huron and Medina Counties but not fully organized until Apr. 1, 1824. (Long)
- Dec. 28, 1822 First Pennsylvania meeting in favor of Andrew Jackson for the presidency held at Greensburg; Jackson at first appeals to disaffected Scots-Irish leaders in the western part of the state. (Klein)
- Dec. 28, 1822 Butler & Mercer Turnpike Road declared completed and licensed to take tolls. (PaArch)
- Dec. 30, 1822 Union Canal Company of Pennsylvania Board authorizes Turner Camac to borrow the Troughton wye level for the survey of the Chesapeake & Delaware Canal. (MB)
- 1822 The coastwise trade between New York and Philadelphia is about 60,000 tons annually; the overland trade is about 10,000 tons. (Cranmer)
- 1822 Thomas Gibbons cuts the Union Line fare to \$2.50. (Stiles - verify)
- 1822 *Union* withdrawn from Camden-Philadelphia ferry; replaced by *Norristown* to hold the charter; it is soon destroyed by fire (Watkins); *Norristown* was a small steamer originally built to run on the Schuylkill Canal. (Brown notes - Prowell has Sarah Reeves successfully suing the Pennsylvania & New Jersey Steamboat Ferry Company for the forfeiture of its charter sometime after 1821 - she then operates the ferry with her sons Israel and Joseph and build the *Southwark* and *New Jersey*)
- 1822 Group of Philadelphia and Delaware capitalists headed by John and Thomas

Janvier of New Castle purchase Baltimore Union Line as "Union Line Transportation Company." (Zerin - Scharf has John and Thomas Janvier begin running a daily four-horse coach between the "Union Line Hotel" in New Castle and Frenchtown in 1822)

- 1822 Steamboat *Constitution* built at the Baltimore yard of James Beacham for the Baltimore Union Line. (Scharf - verify - Burgess has 1823)
- 1822 First regular coal shipments sent down the Schuylkill Navigation Company's works, 1,480 tons, although the canal is unfinished. (Munsell/Sch)
- 1822 Price of flour at Baltimore has fallen to \$6.64 per bbl. (EEBrown)
- 1822 Dr. Charles T. Whippo (1793-1858), who has given up the practice of medicine at Henrietta, N.Y., joins the engineering staff of the Erie Canal with David Thomas (1776-1859). (BioSktschsLawrenceCounty,)
- 1822 Abner Lacock, a Virginia native living in Beaver County, Pa. (and Rep.?), proposes a canal from the Ohio River to tidewater via the Potomac route. (Sanderlin)
- 1822 Virginia Board of Public Works is first to propose a summit tunnel for the C&O Canal. (Ward - check)
- 1822 John Stevens proposes a railroad between New York and Albany to the New York Legislature; continues to push the idea on DeWitt Clinton until 1826. (DuBois)
- 1822 James Reeside assumes the operation of the Philadelphia-Easton mail stage, having contracted with the government to carry the mail over large parts of Pennsylvania and adjoining states, including between New York and Philadelphia. (Battle)
- 1822 New York Mechanic & Scientific Institute founded for the purpose of giving technical educations; it is dissolved in 1824. (Rezneck)
- 1822 James Cranmer opens "The Mansion of Health" at what is now Surf City, N.J., on Long Beach Island; the Philadelphia Company purchases the 1815 boarding house of James Horner, placing the vacation trade on a more regular basis. (Brinckmann)
- 1822 Future Lehigh Valley entrepreneur Asa Packer (1805-1879) walks from his home at Mystic, Conn., to that of his cousin, Edward Packer, at Brooklyn, Susquehanna County, Pa., one of the Yankee settlements in northeastern Pennsylvania, where he learns the trade of a carpenter. (Mathews/Hngrfrd)

- 1822 Brothers William Wurts and Maurice Wurts begin regular anthracite coal mining operations and build the first cabin at Carbondale, Pa., at the northern end of the Lackawanna Valley; they have determined that they cannot reach the Philadelphia market in an economical manner so as to compete with Schuylkill and Lehigh coal and begin to look to shipping to New York by a northern route across the mountains. (Lowenthal - according to Roberts, W. Wurts mined 100 tons and carried it by wagon to the Lackawaxen and rafted it to Philadelphia, where the coal was sold at \$10-12 a ton)
- 1822 ___ Shepherd begins commercial lumbering at Sinnemahoning, Pa. (Aldrich)
- 1822 James Gillis establishes Ridgway, Pa., as a lumbering settlement; he has persuaded his uncle Jacob Ridgway, who has purchased 40,000 acres in what is now Elk County, that a profitable lumber business can be conducted there. (wiki)
- 1822 John Bartlebaugh and Peter Gordon are the first settlers at Cherry Tree, Pa., on the Cambria-Clearfield County border. (HistIndCo)
- 1822 Cumberland Turnpike Road opens between Hagerstown and Conococheague Creek. (Williams/Allegany)
- 1822 Coal first used for domestic purposes at Johnstown, Pa. (Storey)
- 1822 First Hygeia Hotel opens at Old Point Comfort, Va., adjacent to Fort Monroe; named for the Greek goddess of health; the site is swept by sea breezes which keep down mosquitoes that spread disease and becomes a popular vacation retreat for tourists and dignitaries fleeing the heat and humidity of Washington, D.C. (hampton.gov/fort, phoebus.info)
- 1822 Gideon Hughes and Joshua Malin, the latter formerly of Delaware County and Pittsburgh, build a furnace on the Middle Fork of the Little Beaver Creek above New Lisbon, Ohio; it is financed by a company of Englishmen from Pittsburgh and is later expanded to include a nail-works; continuing Malin's string of misfortunes, it is destroyed by a flood in 1832 and not rebuilt. (Swank)
- 1822 William Neil (1788-1870), later the "Stage Coach King" of Ohio, buys out Philip Zinn and with Jarvis Pike begins mail coach service between Columbus and Chillicothe, Ohio; they soon acquire the mail contract between Columbus and Zanesville, which they gradually extend to Springfield, Dayton and Cincinnati. (Lee/Columbus)
- 1822 C. Barney begins mail coach service between Columbus and Mount Vernon, Ohio. (Lee/Columbus - see above)

- 1822 Giles C. Harrington begins mail coach service between Columbus and Newark, Ohio. (NNHill/Licking)
- 1822 Miami Exporting Company, operating a bank at Cincinnati, fails; it is revived in 1843. (Huntington)
- 1822 First steamboat arrives at Terre Haute, Ind., traveling up the Wabash River from Vincennes. (Bradsby/Vigo)
- 1822 Charter of the First State Bank of Indiana (Bank of Vincennes?) annulled by the Knox County Circuit Court. (Esarey)
- 1822 Kentucky act repeals the charter of the (First) Bank of Kentucky. (Duke)
- 1822 Bank of England reduces interest rates on public securities from 6% to 5% and cuts its dividend, which has been 10% since 1807; the loss of income causes investors to turn to riskier investments that give a higher rate of return, fueling a speculative boom that runs into 1825. (Francis)
- 1822 Act of Parliament extends the circulation of small denomination notes until 1833; the country banks greatly increase their issue of small notes, adding further fuel to the boom. (Francis)
- by 1823 Stevens family controls a year-round line of steamboats and stages between New York and Philadelphia.
- by 1823 New York becomes the leading exporter of flour at 625,000 barrels; Baltimore second at 572,000 and Philadelphia third at 351,000.
- Jan. 1, 1823 Susquehanna Bridge & Bank Company bridge at Port Deposit destroyed by fire caused by sparks from an iron-shod sleigh crossing too rapidly; not replaced until 1830. (Johnston, portdeposit.org)
- Jan. 3, 1823 William Lehman again introduces a resolution for creating a Board of Commissioners for Internal Improvement; pushed into the background by the struggle over the bill to extend the charters of the surviving banks created by act of 1814. (Bishop)
- Jan. 3, 1823 Ohio Canal Commissioners report to the Legislature. (Scheiber)
- Jan. 3, 1823 Edgar County, Illinois, created from part of Clark County with county seat at the house of William Murphy. (Long)
- Jan. 7, 1823 Nicholas Biddle (1786-1844) elected Pres. of Bank of the United States, succeeding Langdon Cheves; he soon selects as his confidential advisers

Robert Lennox (1759-1839) at New York, James Lloyd and Daniel Webster (1782-1852) at Boston, Robert Patterson and John Potter (1765-1849) at Charleston, and John McKim, Jr., Robert Oliver (1757?-1834) and Roswell L. Colt (1779-1856) at Baltimore. (Govan, Catterall - Smith has 1/6)

- Jan. 7, 1823 Town of Piqua, Ohio, incorporated. (HistMiamiCo)
- Jan. 13, 1823 Directors on the New Shenandoah Company finally report to the stockholders on the state of the works on the Shenandoah River, which are nearly three years behind schedule and on which \$57,601 has been spent; there is still much imperfect work, particularly on the lower end. (Kapsch)
- Jan. 14, 1823 Canvass White of the Erie Canal accepts the post of Chief Engineer of the Union Canal Company of Pennsylvania providing he has the power to appoint one assistant of each class. (MB)
- Jan. 14, 1823 U.S. House tables the General Survey Bill, 76-73, despite a major speech by Joseph Hemphill of Pa. in its favor. (AnnalsofCong)
- Jan. 14, 1823 Blackstone Canal Company incorporated in Mass. to build part of the route from Providence to Worcester. (PL)
- Jan. 14, 1823 In response to growing public dissatisfaction, the Virginia Legislature requests a report from the James River Company on the state of its affairs. (Dunaway)
- Jan. 1823 Wilmington & Philadelphia Turnpike opens between Wilmington and Pennsylvania state line (present Business U.S. Route 13). (Scharf)
- Jan. 1823 Chesapeake & Delaware Canal engages John Randel, Jr. (1787-1865), a New York City surveyor, to make new survey; Randel, an engineer of advanced if sometimes quixotic views, favors a sea level cut for sloop navigation as he had for the Delaware & Raritan Canal in 1816; Randel is thus in a position to evaluate the plans of his enemy Benjamin Wright. (Gray - Holloway has 12/1822)
- Jan. 17, 1823 Gov. Hiester licenses the Lehigh Coal & Navigation Company to take tolls on its descending navigation on the Lehigh River; toll is not actually collected until 1827. (Mathews/Hngfrd, CLJones)
- Jan. 20, 1823 In Pennsylvania House, William Lehman reporting on the application of the Chesapeake & Delaware Canal for aid, again pushes for a comprehensive plan of internal improvements. (HseJrnl)
- Jan. 20, 1823 U.S. House refuses to reconsider the General Survey Bill, 111-42. (AnnalsofCong)

- Jan. 20, 1823 Bridge over the Conemaugh River on the Northern Turnpike declared completes; state pays its \$5,000 subscription. (PaArch)
- Jan. 23, 1823 Hanover & Carlisle Turnpike Road completed and licensed to take tolls. (PaArch)
- Jan. 23, 1823 Pa. pays last installment of \$2,200 for clearing the Susquehanna River between Northumberland and Wilkes-Barre. (PaArch)
- Jan. 27, 1823 Rep. Silas Wood (1769-1847) of New York makes a major speech against the General Survey Bill; Wood speaks against calling mere local projects national in scope; New York now favors strict construction now that the Erie Canal is successful. (AnnalsofCong, Larson)
- Jan. 27, 1823 Boston & Springfield Manufacturing Company incorporated in Mass by Edmund Dwight, et al., to build a textile factory near Springfield. (PL)
- Jan. 27, 1823 Ohio names two of its Canal Commissioners as Acting Commissioners to direct raising of money and construction.
- Jan. 28, 1823 Pennsylvania Senate passes bill for John Stevens to build a railroad from Harrisburg to Pittsburgh. (HseJrnl)
- Jan. 28, 1823 Fulton County, Illinois, created from non-county area with county seat at the house of Ossian M. Ross. (Long)
- Jan. 29, 1823 U.S. House again refuses to take up the General Survey Bill, 111-42, ending action for this session. (AnnalsofCong)
- Jan. 31, 1823 Pittsburgh & Butler Turnpike Road declared completed and licensed to take tolls; state makes the last installment of its \$11,666 subscription. (PaArch)
- Winter 1823 1,400 anthracite coal grates have been installed in Philadelphia this winter, and the price of fuel wood has been reduced by one-third. (Cursory Review)
- Early 1823 John Stevens issues a printed circular advocating the construction of a railroad "to Pittsburgh and thence into the heart of the extensive and fertile state of Ohio, and also to the Great Western Lakes." (PRRColExpo)
- Feb. 3, 1823 Pennsylvania House sends John Stevens's railroad bill to a special committee, where it is killed. (HseJrnl)
- Feb. 3, 1823 Nicholas Biddle informs Robert Lenox at New York of his plan to contract banking in the far interior, which has sapped the operations of the Bank of the United States, and concentrate capital in the seaport cities, where it can

be employed most productively; Biddle then asserts greater control over the branches to restore uniformity of operation. (Catterall)

- Feb. 4, 1823 Schuylkill Navigation Company negotiates a loan of \$230,850 from Stephen Girard, which will allow completion of the navigation; this is only the second transportation enterprise that Girard's bank has invested in. (MB, DAdams)
- Feb. 5, 1823 Delaware subscribes \$25,000 to Chesapeake & Delaware Canal providing private subscribers raise \$200,000. (Gray - PL say \$5,000?)
- Feb. 5, 1823 Yates County, N.Y., created from part of Ontario County. (French)
- Feb. 7, 1823 Jacob Holgate (1767-1832), Democrat of Philadelphia County, from the House Committee appointed to consider John Stevens's railroad bill, reports instead a bill for a railroad from Philadelphia to Columbia. (HseJrnl)
- Feb. 14, 1823 Illinois appoints Board of Canal Commissioners, consisting of Emanuel J. West, Erastus Brown, Theophilus W. Smith, Thomas Sloo and Samuel Alexander, to survey the Illinois & Michigan Canal; Justine Post and Rene Paul employed as engineers; preliminary estimate is \$700,000. (Putnam, Smith)
- Feb. 19, 1823 Maryland legislative resolution appoints Dr. William Howard, William Price and Athanasius Fenwick commissioners to survey for a canal from Baltimore to intersect C&O Canal on Potomac River; to be assisted by Isaac Briggs (1763-1825) as engineer. (PL, Kapsch)
- Feb. 21, 1823 Maryland Legislature passes resolution ordering survey for canal between Baltimore and Susquehanna River near York Haven; appoints George Winchester (1787-1840), John Patterson and Chancellor Theodoric Bland (1777-1846) as commissioners to examine routes for a canal to the Susquehanna River at Conewago Falls and the improvement of the river to the Southern Tier of New York. (PL, Rept)
- Feb. 22, 1823 Virginia charters the Potomac Canal Company; Maryland refuses, in part due to opposition of Baltimore. (Ward, PL)
- Feb. 23, 1823 Maryland authorizes City of Baltimore to finance construction of the Baltimore Canal (later Susquehanna & Patapsco Canal) by a city bond issue. (PL)
- Feb. 23, 1823 Congress appropriates \$25,000 for the repair of the National Road between Cumberland and Wheeling. (Searight)
- Feb. 24, 1823 Pennsylvania Senate Committee on Roads, Bridges & Inland Navigation

reports bill calling for appointment of board of commissioners to promote internal improvements; no action during this session. (Bishop)

- Feb. 24, 1823 Hampshire & Hampden Canal Company incorporated in Mass. to extend the Farmington Canal to Northampton on the Connecticut River, thereby intercepting the river trade above Hartford. (NHCorp, Kirkland)
- Feb. 24, 1823 New York act authorizes the Seneca Road Company to abandon that part of its north branch from the 72nd milestone in the Town of Brutus west to the junction with the main road in Seneca Falls. (PL)
- Feb. 24, 1823 New York Chemical Manufacturing Company incorporated in New York with a capital of \$100,000 by druggist John C. Morrison, wholesale grocer Balthazar P. Melick, James Jenkins, Charles G. Haynes, Mark Spencer and Gerardus Post. (PL, ChmclChrncle)
- Feb. 24, 1823 Pennsylvania House Committee passes a bill to permit Maurice Wurts to improve the Lackawaxen River by locks and dams; brother John Wurts (1792-1861) is a member of the State Senate and facilitates passage, apparently placating western members who might object to such a broad grant and keeping it almost entirely secret from Philadelphians; the one concession demanded is that the dams not interfere with lumber rafting; the bill is patterned after the earlier one for the Lehigh River. (Lowenthal)
- Feb. 24, 1823 Virginia act extinguishes James River Company and transfers control to the state government through the Board of Public Works; the Gov. is to be the Pres. and appoint a commissioner to take tolls on the James River-Kanawha Road and the Kanawha River and another for the James and Jackson Rivers. (PL, Dunaway)
- Mar. 1, 1823 Trenton *True American* repeats the proposal put forth in the *National Advocate* that New York build the Delaware & Raritan Canal to augment her own trade. (Cranmer)
- Mar. 1, 1823 Montgomery County, Indiana, created from part of Wabash New Purchase County with county seat at Crawfordsville. (Long)
- Mar. 3, 1823 Act of Congress appropriates money for a survey of Erie Harbor to eliminate the sand bar at its entrance. (Hill)
- Mar. 3, 1823 Act of Congress purchases the three tracts obtained in 1788 for Christian Indians by the Moravian Brethren: Shönbrun, Gnadenhütten, and Salem, Ohio. (IndLndCessions)
- Mar. 4, 1823 While helping to survey the Southern coast, Capt. Robert F. Stockton (1795-1866) of Princeton, N.J., marries Harriet Maria Potter (1801-1862),

daughter of John Potter (1765-1849) of Charleston, S.C., a wealthy planter. (PotterGenealogy, DAB)

- Mar. 13, 1823 Lackawaxen Coal Mining & Navigation Company incorporated in Pa. by the brothers Maurice Wurts, John Wurts and William Wurts; Maurice Wurts, his heirs and assigns, are allowed to hold anthracite coal lands at what is now Carbondale, Pa., and improve the Lackawaxen River for a descending navigation as an outlet; the allowable tolls are set high enough (3 cents per ton mile) to render shipments by other landowners prohibitively expensive. (PL)
- Mar. 15, 1823 Thomas Morris, Thomas F. Livingston, Moses Jaques and Samuel Norsworthy petition the New York Legislature for a charter of incorporation, noting that they have purchased the Charles Snowden coal lands consisting of 18,000 acres on the West Branch of the Schuylkill and are ready to supply New York City with coal of a superior quality to replace the use of wood and Virginia coal. (Cursory Review)
- Mar. 1823 Maurice Wurts again experiments with sending a small amount of anthracite coal down to Philadelphia. (Lowenthal)
- Mar. 1823 Pres. Monroe appoints Gen. John Tipton (1786-1839) General Agent to the Pottawatomis and Miamis on the upper Wabash, and he moves the agency to Fort Wayne. (Helm/Allen)
- Mar. 1823 Crawfordsville, Ind., laid out by Maj. Ambrose Whitlock; named for Col. William Crawford, killed in the Indian wars; at the time it is the only town between Terre Haute and Fort Wayne. (Beckwith)
- Mar. 1823 There are over 30 bills before Parliament for forming manufacturing and mining companies, reflecting the economic boom in Britain. (Francis)
- Mar. 19, 1823 William Wurts writes to Maurice Wurts of the urgency of getting a bill through the New York Legislature before Dr. David Hosack (1769-1835) and other Lackawanna Valley landowners get wind of their project and block their plan to have prohibitively high tolls; William considers uniting with "the Coal Company" (almost certainly Henry Eckford's New York Mechanics Life Insurance & Coal Company) to get a canal charter, or doing so independently with their New York friends. (Lowenthal)
- Mar. 21, 1823 Pennsylvania appoints commissioners to examine all routes for a canal or slackwater navigation between French Creek and Lake Erie. (PL)
- Mar. 22, 1823 Gravesend & Coney Island Bridge & Road Company incorporated in N.Y. to build from Gravesend to the beach at Coney Island. (PL)

- Mar. 23, 1823 Meadville, Pa., incorporated as a borough. (McKnight - verify PL)
- Mar. 24, 1823 Union Canal Company of Pennsylvania Board approves a payment of \$250 to William Strickland for his drawings of English canal locks. (MB)
- Mar. 24, 1823 New York & Schuylkill Coal Company incorporated in New York with a capital of \$300-500,000 by Thomas Morris, Thomas F. Livingston, Moses Jaques, Samuel Norsworthy, Robert McQueen, John C. Hamilton, Henry Eckford, Samuel Whittemore, James P. Allaire, et al., who have purchased the Charles Snowden coal lands on the West Branch of the Schuylkill. (PL, Cursory Review)
- Mar. 26, 1823 New York Gas Light Company incorporated to manufacture illuminating gas and light the streets; it begins service in 1825 and distills gas from whale oil and later from rosin oil rather than coal. (Stokes, Burrows/Wallace, Williamson/Daum)
- Mar. 27, 1823 Harrisburg Canal, Fire Insurance & Water Company incorporated in Pa. to make a canal and lock navigation in the Susquehanna River at Harrisburg and also to supply the borough with water and serve as fire protection. (PL, PaArch)
- Mar. 28, 1823 Act extending the charter of The Philadelphia Bank requires it to subscribe to 500 shares (\$100,000) of Chesapeake & Delaware Canal; bank is to collect canal dividends for 15 years, after which, the stock is to revert to the state, when the bank's charter expires; the dividends are a godsend to the bank. (PL, Worthington, Wainwright)
- Mar. 29, 1823 "The President, Directors & Company of the Tradesmen's Bank of the City of New-York" incorporated in N.Y. by Richard Riker, George W. Brown, Robert Tillotson, et al., with a capital of \$600,000. (PL)
- Mar. 30, 1823 John Randel, Jr., reports on survey for Chesapeake & Delaware Canal; estimates cost at \$1.2 million; marshy soil along the Delaware River eventually adds \$1 million to the cost. (Gray)
- Mar. 30, 1823 Late-season blizzard drives the *Atalanta* ashore. (Stiles)
- Mar. 31, 1823 Charter for a "Pennsylvania Rail Road Company" between Philadelphia and Columbia granted to John Stevens of Hoboken, N.J., and others. (PL)
- Mar. 31, 1823 Pennsylvania act appropriates \$50,000 to improve the navigation of the Susquehanna River from Columbia to the Maryland state line; commissioner may use money appropriated by Maryland act of 1822-23 session. (PL)

- Mar. 31, 1823 Columbia, Chiquies & Marietta Road & Bridge Company incorporated in Pa. to build a road from the east end of the bridge at Columbia to Marietta. (PL)
- Apr. 1, 1823 Pa. act appropriates \$600 for improving the navigation of the Little Schuylkill River from Pine Creek as far as practicable. (PL)
- Apr. 7, 1823 Hamilton County, Indiana, created from part of Delaware New Purchase County with county seat at Noblesville. (Long)
- Apr. 7, 1823 French army nominally led by Louis-Antoine de Bourbon-Artois, duc d'Angoulême (1775-1844), crosses into Spain to attack the liberal government based at Cádiz. (wiki)
- Apr. 8, 1823 New Castle, Ind., platted by Ezekiel Leavell. (Hazzard)
- Apr. 9, 1823 Nathaniel Davison, George Abbe of New York, and David Hill of Philadelphia (Davison, Abbe & Co.) begin advertising "Columbian Transportation Line" of freight wagons running between New Brunswick and Bordentown in connection with the Citizens (?) Line of steamers; after a short time, also begin carrying passengers. (NYPost)
- Apr. 11, 1823 Wayne County, N.Y., created from parts of Ontario and Seneca Counties with a county seat at Lyons. (French)
- Apr. 12, 1823 New York declares the Cohocton River from Bath to Parker's Landing in the town of Cohocton to be a public highway. (PL)
- Apr. 14, 1823 New York act authorizes a state road from Olean to the Pennsylvania state line to connect with the Pennsylvania state road from Kittanning. (Ellis/Cattaraugus)
- Apr. 15, 1823 New York Mechanics Life Insurance & Coal Company renamed Life & Fire Insurance Company, with shipbuilder Henry Eckford (1775-1832) as Pres., Gen. Joseph G. Swift as VP, Matthew L. Davis (1773-1850), a founder of Tammany Hall, as Secretary; it is designed as a vehicle to speculate in Schuylkill coal lands; Gen. Swift then borrows \$7,000 from company to buy a house. (Casebk, Swift)
- Apr. 15, 1823 Seat of Edgar County, Illinois, changed from the house of William Murphy to Paris. (Long)
- Apr. 1823 Thomas Gibbons suffers a stroke which leaves him confined to his house. (Stiles)
- Apr. 1823 Wayne, Medina & Cuyahoga Turnpike Company organized to build from

Cleveland to Wooster, Ohio. (Johnson/Cuyahoga)

- Apr. 16, 1823 Noted New York canal engineer Canvass White arrives at Philadelphia in the evening as Chief Engineer of the Union Canal Company of Pennsylvania; he brings with him his First Assistant George T. Olmstead (1803-1876) at \$2 a day, and Second Sub-assistants Simeon Guilford (1801-1895) and Sylvester Welch (1798-1852) at \$1.50 a day. (MB)
- Apr. 23, 1823 Canvass White and his assistants arrive at Lebanon. (MB)
- Apr. 23, 1823 Delaware & Hudson Canal Company incorporated in N.Y. by the Wurts brothers and their New York City backers to build a canal from near Kingston on the Hudson River to the Delaware River near the mouth of Lackawaxen Creek for the purpose of bringing anthracite coal to New York City. (PL, Val)
- Apr. 23, 1823 Batavia, N.Y., incorporated as a village. (PL)
- Apr. 25, 1823 Newark *New Jersey Eagle* raised the possibility that delay on the Delaware & Raritan Canal project will give an irreversible lead to the Delaware & Hudson Canal. (Cranmer)
- Apr. 28, 1823 *Rebecca Edwards* is the first schooner to transit the Dismal Swamp Canal with produce from North Carolina. (Brown)
- Apr. 28, 1823 Steamboat *James Kent* launched for the Fulton-Livingston North River Steamboat Company. (Heyl)
- May 1, 1823 John R. Livingston begins filing fresh lawsuits against Gibbons and Vanderbilt in the Marine Court every day; Vanderbilt lets himself be arrested and pays the fines but keeps his crew out of sight. (Stiles)
- May 5, 1823 Johnson County, Indiana, created from part of Delaware New Purchase County with county seat at Franklin. (Long)
- May 8, 1823 Citing the great potential benefit to New York City, George P. McCulloch writes to DeWitt Clinton soliciting aid for the Morris Canal project and the services of a New York canal engineer to accompany Ephriam Beach (1783-1857) on the Morris Canal survey, which is to begin about June 15. (Cranmer)
- May 9, 1823 Steamboat pioneer Daniel Dod (1778-1823) dies at New York a few days after he is fatally injured in the explosion of a high-pressure boiler on the steamboat *Patent*, for which he was building the engine. (DAB)
- May 12, 1823 Union Canal Company of Pennsylvania Board rescinds its 1821 ruling

fixing the dimensions of the canal and locks and leaves them up to Canvass White. (MB)

- May 13, 1823 Canvass White recommends setting the Union Canal locks at 9 x 70 or 75, with a lift of only 4.5 feet to save water; this will allow two Union Canal boats pass through a Schuylkill Canal lock side by side; this is narrower than Loammi Baldwin's plans, and is done to save scarce water; although it handicaps the Union Canal with too-narrow locks, the fact is that Baldwin's locks were not that much wider; White also notes that William Weston's canal has turns that are too sharp, and were designed for even smaller boats of 18 tons. (MB)
- May 15, 1823 Future civil engineer and railroad entrepreneur Oliver Weldon Barnes (1823-1908) born at Berlin, Conn., the son of Henry Barnes (1790-1844) and Marilla Weldon Barnes. (NCAB)
- May 15, 1823 Engineers locate the Erie Canal outlet lock and basin at Albany. (Reynolds)
- May 1823 William Le Barron surrenders his contract for building the summit level of the Union Canal. (AR)
- May 1823 Benjamin Wright becomes Chief Engineer of the Delaware & Hudson Canal Company; Wright delegates the preliminary survey to John B. Mills, one of his assistants on the Erie Canal, in June. (Jervis/FitzSimons, Lowenthal, Rept)
- May 1823 Chesapeake & Delaware Canal engages Benjamin Wright to resurvey the canal; Wright favors Latrobe's old upper route. (Gray)
- May 1823 New York & Schuylkill Coal Company issues a "Cursory Review," proposing to be able to deliver 5,000 chaldrons at Philadelphia at a cost of \$20,000, yielding a 100% profit if sold at \$8.50 per chaldron in Philadelphia or \$9.50 at New York City. (Cursory Review)
- May 1823 Giles C. Harrington begins the first permanent mail line into Columbus from the east via Newark; a stage wagon begins operating between Columbus and Zanesville, with a running time of two days. (Holmes/Rohrbach, Lee/Columbus)
- May 19, 1823 Chesapeake & Delaware Canal requests members of U.S. Board of Engineers to settle choice between upper and lower routes. (Gray)
- May 23, 1823 A charter supplement to the Stockton & Darlington Railway includes a proviso to use locomotives, making it the first public railway so empowered. (Rolt)

- May 30, 1823 York & Jersey Steam Boat Ferry Company informs Associates of the Jersey Company that it is unable to continue without a reduction in its expenses, including ground rent. (MB)
- June 3, 1823 War Dept. assigns Gen. Simon Bernard and Col. Joseph G. Totten (1786-1864) to view routes for Chesapeake & Delaware Canal. (Hill, Gray)
- June 7, 1823 Engineer Dept. orders Gen. Simon Bernard and Col. Joseph G. Totten to make plans for a breakwater at the mouth of Delaware Bay. (Hill)
- June 11, 1823 Pennsylvania appoints Jabez Hyde, John McMeens and Samuel H. Wilson commissioners to improve navigation of Susquehanna from Columbia to Maryland state line with appropriation of \$50,000; may use money appropriated by Maryland act of 1822-23 session. (PaArch, PL)
- June 1823 Blackstone Canal Company incorporated in R.I. to build from Providence to Worcester despite opposition from mill owners over water diversions. (PL - "June session, no date)
- June 1823 Ohio appoints Alfred Kelley (1789-1859) of Cleveland and Micajah T. Williams (1792-1844) of Cincinnati as Acting Canal Commissioners to direct actual work; because the Erie Canal has entered its final phase, they are unable to hire a New York engineer; a Dayton surveyor, Samuel Forrer (1793-1874) is engaged to work for the commissioners. (Scheiber)
- June 1823 Three Maryland Susquehanna commissioners led by George Winchester leave for New York; meet Gov. DeWitt Clinton, ride the Erie Canal to Cayuga Lake, then steamboat to Ithaca, and descend the Susquehanna River in arks from Owego, N.Y. to Harrisburg; then to Baltimore overland; secure services of Capt. Hartman Bache (1797-1872) and Lts. Eakin, Graham and Boyce of the Topographical Engineers and James Geddes of New York. (Rept)
- June 16, 1823 Committee of Associates of the Jersey Company reports that the York & Jersey Steam Boat Ferry Company has a floating debt of \$15,000 and its income is declining; Associates take a mortgage on half ferry property and get John Van Voorst to reduce his ground rent. (MB)
- June 18, 1823 DeWitt Clinton assigns Benjamin Wright to accompany the Morris Canal survey, but because he must supervise the filling of the Eastern Division of the Erie Canal, he is not available until about Oct. 1. (Cranmer)
- June 22, 1823 Claudius Crozet (1790-1864), having resigned from West Point because of his health, becomes Principal Engineer for the Virginia Board of Public Works, replacing Thomas Moore, deceased; the first choice, Col. William McRee (1788-1833) declines; Crozet is then chosen over Maj. Stephen H.

Long. (Nelson, Hunter - BPW has eff. 6/1)

- June 23, 1823 George Stephenson (1781-1848), his son Robert Stephenson (1803-1859), banker Edward Pease, and Michael Longridge of the Bedlington Iron Works; form the pioneer firm of Robert Stephenson & Co., locomotive builders of Newcastle-on-Tyne, with twenty year-old Robert Stephenson as managing partner. (Rolt)
- June 26, 1823 Armstrong & Indiana Turnpike Road (Indiana-Kittanning) declared completed an licenses to take tolls; state pays last installment of its \$9,000 subscription. (PaArch)
- June 26, 1823 Pres. John Quincy Adams appoints John McLean (1785-1861), a New Jersey native living in Ohio, as Postmaster General; McLean is appointed through the efforts of John C. Calhoun, who hopes to cultivate McLean as an ally in the West to compete with his rival Henry Clay; McLean initiates many reforms, including issuing regular public annual reports; over the next decade, the amount paid to mail contractors more than triples, and there is a great expansion of stagecoach service, particularly in sparsely-populated areas of the South and West, where there are not enough travelers to support stagecoaches without the mail subsidy. (wiki, Johns)
- June 28, 1823 "Franklin," probably John N. Simpson, writing in the Trenton *True American*, notes that this year the Erie Canal has pushed down New York City grain prices so much as to destroy the grain trade of New Brunswick, hitherto the greatest grain market in N.J.; grain prices are higher in Philadelphia, but to compete in that market against local produce, transport costs must be lowered by completing a Delaware & Raritan Canal. (Cranmer)
- Summer 1823 James Shriver surveys the summit for a canal between the Potomac at Cumberland, Md., and Pittsburgh; calls for 2-mile summit tunnel. (Ward)
- Summer 1823 William Howard (1793-1834) and Isaac Briggs survey a canal from Baltimore to the Potomac via two routes; one through the Patapsco valley later occupied by the Baltimore & Ohio Railroad and one along the Fall Line to Washington and Georgetown. (, Kapsch)
- July 1, 1823 William Cook (1801-1865) graduates from West Point and joins the Engineer Corps at Lieutenant; he later marries the sister of Robert J. Walker (1801-1869), future Secretary of the Treasury and Senator. (MtHolHrld)
- July 1, 1823 Madison County, Indiana, created from part of Delaware New Purchase County with county seat at Pendleton. (Long)
- c. July 1, 1823 Seat of Fulton County, Illinois, changed from the house of Ossian M. Ross

to Lewistown. (Long)

- July 8, 1823 Secretary of War John C. Calhoun orders Capt. Hartman Bache (1797-1872) and three assistants to aid James Geddes in surveying for a Maryland canal between Conewago Falls and Baltimore. (Hill)
- July 14, 1823 John Stevens leaves New York with Charles Loss to make preliminary examination for railroad between Philadelphia and Columbia. (Watkins)
- July 14, 1823 Board of Engineers reports on a breakwater at the mouth of Delaware Bay, which will provide a safe anchorage and harbor. (Hill)
- July 1823 William Wurts and Josiah White explore potential routes for a canal from the Hudson River at Kingston down the valleys of Rondout Creek and the Neversink River to the Delaware River and thence up the Lackawaxen to the Lackawanna Valley and down to the Delaware Water Gap; Josiah White's brother, Joseph White (-), is an investor in the Lackawaxen project, but their respective companies, the Delaware & Hudson Canal Company and the Lehigh Coal & Navigation Company, will soon be bitter rivals in the anthracite coal trade; during the summer, John B. Mills conducts a more professional survey of the section between the Hudson and the Delaware. (JWhitePprs, Lowenthal)
- July 17, 1823 John Stevens and Charles Loss begin reconnaissance for railroad between Philadelphia and Columbia; travel from Philadelphia to West Chester. (Watkins)
- July 19, 1823 Stevens and Loss arrive in Strasburg, having traveled via Gap. (Watkins)
- July 20, 1823 Stevens and Loss arrive at Columbia, having passed south of Lancaster to reach the Susquehanna at Washington; note difficulty in crossing deep valley of Conestoga Creek. (Watkins)
- July 21, 1823 New York City Council authorizes John C. Stevens and Robert L. Stevens to operate a steam ferry boat between Hoboken and Canal Street, similar to that operated to Barclay Street. (Stokes)
- July 22, 1823 Stevens and Loss return to Strasburg, having traveled via Lancaster. (Watkins)
- July 23, 1823 Stevens and Loss again explore country west of Strasburg without finding a suitable route. (Watkins)
- July 25, 1823 Stevens and Loss arrive in Philadelphia via turnpike. (Watkins)
- July 27, 1823 Stevens and Loss leave Philadelphia along West Chester Road and explore

- route following Darby Creek and down in to Great Valley. (Watkins)
- July 31, 1823 Armstrong & Indiana Turnpike Road completed between Indiana and Kittanning, Pa. and licensed to take tolls. (PaArch)
- Summer 1823 Franklin, Ind., laid out as the seat of Johnson County. (Banta)
- Aug. 2, 1823 Centre & Kishicoquillas Turnpike road completed to Bellefonte and licensed to take tolls; state pays the last installment of its \$20,000 subscription. (PaArch)
- Aug. 9, 1823 Ground broken for the western terminus of the Erie Canal at Buffalo, finally defeating the ambitions of rival Black Rock. (HPSmith, Chazanof)
- Aug. 10, 1823 George P. McCulloch writes to Secretary of War John C. Calhoun seeking the services of Gen. Simon Bernard of the Board of Engineers for the Morris Canal survey. (Cranmer)
- Aug. 11, 1823 John Randel's wife Matilda Harrison Randel (-1823) dies of cancer at Bloomfield, N.J., removing the main element of stability in his life. (Holloway)
- Aug. 14, 1823 Secretary of War John C. Calhoun informs George P. McCulloch that he will send Gen. Simon Bernard and Col Joseph G. Totten to assist with a survey for the Morris Canal. (Hill)
- Aug. 14, 1823 Thomas Oaks (1777-1823), Chief Engineer of the Schuylkill Navigation Company, dies at Reading of fever on his 46th birthday; replaced by John G. Hoskins. (Brks&SchJrnl, MB)
- Aug. 15, 1823 Chief Engineer Alexander Macomb orders Gen. Simon Bernard and Joseph G. Totten of the Board of Engineers to assist in the Morris Canal survey; they spend several weeks in Sep. 1823. (Cranmer)
- Aug. 1823 Future PRR director Richard D. Wood (1799-1869) establishes the Philadelphia mercantile house of Wood, Abbott & Wood with William L. Abbott (-1867) and cousin Samuel C. Wood; they move into the niche vacated by many older firms that have failed in the Panic of 1819; S. C. Wood withdraws in 1826, and the firm continues as Wood & Abbott. (Wood)
- 1823 Future PRR director Richard Davis Wood (1799-1869), descendant of West Jersey Quakers and son of Richard Wood (1775-1822), the wealthiest man in Salem County, arrives in Philadelphia and founds the dry goods firm of Wood, Abbott & Wood; Wood expands into cotton manufacture and iron works and founds a family business dynasty; his descendants found the

- Wawa dairy and convenience store chain. (Scharf, Baltzell)
- Aug. 19, 1823 Swiftsure Line of stages revived running between New York and Philadelphia on the inland route via Old York Road, three times a week; runs for at least two years as a through line. (NrthAm)
- Aug. 30, 1823 James Renwick submits a report on a design for inclined planes to the Commissioners for the survey of the Morris Canal, although he has never built one. (Cranmer,)
- Sep. 1, 1823 Last portion of Millerstown & Lewistown Turnpike Road completed and licensed to take tolls; state pays the balance of its subscription on Sep. 2. (PaArch)
- Sep. 2, 1823 Irish immigrant Alexander Turney Stewart (1803-1876) opens a small dry goods shop at 283 Broadway in New York City; Stewart will later create the first true department store and be involved in real estate and railroad development on Long Island. (Stokes, Seyfried)
- Sep. 9, 1823 Lycoming & Potter Turnpike Road Company receives letters patent. (PaArch)
- Sep. 10, 1823 Champlain Canal opens for loaded boats between the junction with the Erie Canal at Waterford and Whitehall, N.Y., connecting the Hudson River with Lake Champlain. (Whitford)
- Sep. 1823 John B. Mills completes the survey for the Delaware & Hudson Canal from the Hudson River near Kingston to Carbondale. (Rept)
- Sep. 1823 Clintonians and those opposed to nominating presidential electors by legislative caucuses and to the pending nomination of Old Republican William H. Crawford for the presidency unite to form New York's Peoples Party in a move to break the power of the Albany Regency. (Shaw)
- Sep. 16, 1823 Engineers and consultants on the Morris Canal project, Gen. Simon Bernard, Col. Joseph G. Totten, Joseph G. Swift, James Renwick, Ephraim Beach, and John L. Sullivan meet at Morristown; the total rise and fall is now estimated at 1,644 feet. (Cranmer)
- Sep. 17, 1823 Lehigh Coal & Navigation Company licensed to take tolls on its descending "bear trap" navigation from Nesquehoning Creek to Easton. (PaArch)
- Sep. 27, 1823 Ephraim Dukes deeds land to Putnam County, Ind., for the county seat town of Greencastle. (Marler)
- Sep. 30, 1823 J[ohn] Taylor Gause (1823-1898), later head of the ship and railroad car-

building firm, the Harlan & Hollingsworth Company and its associated steamship and railroad companies, born; son of Harlan Gause. (H&H)

- Sep. 30, 1823 Cádiz, the provisional capital of the Spanish Constitutionalists, surrenders to the French, who take custody of King Ferdinand VII. (wiki)
- Oct. 1, 1823 Ferdinand VII of Spain again breaks his oath, annuls the Constitution of 1812 and invalidates all acts of the liberal government of 1820-23; he restores the Spanish Inquisition; about 30,000 are subsequently executed in reprisals; Ferdinand imposes his own version of the Corn Laws, halving the European market for American flour and thus hurting the trade of Philadelphia and Baltimore. (wiki, Sharrer)
- Oct. 4, 1823 Ephraim Beach reports on the technical aspects of the Morris Canal Survey. (Rept)
- Oct. 4, 1823 Gen. Simon Bernard and Col. Joseph G. Totten report on a survey of Erie Harbor. (Hall)
- Oct. 5, 1823 Gen. Simon Bernard and Col. Joseph G. Totten of the Board of Engineers report to Gen. Alexander Macomb on the Morris Canal; they estimate that it will cost \$1,148,103 with only locks or \$824,263 with inclined planes, carry 290,722 tons of freight annually with annual revenue of \$214,271 and a net profit of about 12% (all are horribly optimistic); they divide canals into those where the benefits outweigh the return on capital and those where the return is the major object; the former should be built by the state, but the Morris is in the second category. (Rept)
- Oct. 5, 1823 James Renwick reports on the water supply of the Morris Canal to the New Jersey Commissioners. (Cranmer)
- Oct. 6, 1823 Celebration marks the opening of the Erie Canal aqueduct over the Genesee River at Rochester. (Shaw)
- Oct. 8, 1823 New York celebrates opening of Erie Canal from Schenectady to Albany and the connection to tidewater; boats from the Genesee River carrying Gov. Joseph Yates, DeWitt Clinton and other dignitaries pass into the Hudson River at Albany. (Sweet, Whitford, Reynolds)
- Oct. 10, 1823 Erie Canal opens between Rochester and Brockport, including the aqueduct over the Genesee River at Rochester. (Sweet)
- Oct. 10, 1823 Future PRR lawyer and real estate officer George W. I. Ball (1823-1903) born. (PubLdgr)
- Oct. 13, 1823 First 5 miles of the Ebensburg & Indiana Turnpike Road Company licensed

to take tolls; state subscribes for 480 shares. (PaArch)

- Oct. 14, 1823 John Andrew Shulze (1775-1852), the candidate of the pro-Calhoun Family Party faction of the Democratic Party, is elected. Gov. of Pennsylvania by the largest majority in the state's history, defeating Andrew Gregg (1755-1835) of the expiring Federalist Party; Shulze is something of a non-entity who is offensive to noone. (PaArch, Klein)
- Oct. 1823 Cook & Pettit, 55 South 4th Street, Philadelphia, advertise various patterns of anthracite coal-burning grates priced from \$10 to \$100. (Scharf)
- Oct. 22, 1823 First land sales held at the Fort Wayne land office; John T. Barr of Baltimore and John McCorkle of Piqua, Ohio, buy the site of the town of Fort Wayne. (Esarey, Poinsatte)
- Oct. 24, 1823 Benjamin Wright reports supporting the feasibility of the Morris Canal after a cursory examination of the route; some modern scholars suspect that, as with the Chesapeake & Delaware Canal, Wright cashes in on his Erie Canal fame by telling those who hire him what he thinks they want to hear. (Cranmer, CB)
- Oct. 27, 1823 Gov. DeWitt Clinton writes to the Morris Canal Commissioners endorsing the project and stating that it ought to be built as a state canal. (Cranmer)
- Fall 1823 Ohio Canal Commissioner Micajah T. Williams (1792-1844) inspects the Erie Canal taking notes and visits New York to learn about how the canal was financed. (Trevorrow)
- Nov. 3, 1823 York & Jersey Steam Boat Ferry Company makes final agreement with John Van Voorst; ferry company is to surrender to Associates of the Jersey Company its lots and hotel, and rent will be reduced to \$700 per year. (MB)
- Nov. 3, 1823 Officers and managers begin an inspection of the eastern division of the Union Canal Company of Pennsylvania. (AR)
- Nov. 5, 1823 Gen. Simon Bernard and Col. Joseph G. Totten report on the Morris Canal survey, indicating that the route is practicable; while not necessarily a profitable private venture, it will develop the country. (Hill - see 10/5??)
- Nov. 5, 1823 Schuylkill Navigation Company contracts for the canal through Reading. (MB)
- Nov. 5, 1823 Columbia, Chiquies & Marietta Road & Bridge Company receives letters patent. (PaArch)
- Nov. 6, 1823 Petition for a state-owned Delaware & Raritan Canal presented to the N.J.

Legislature by citizens of New Brunswick, including James Neilson and John N. Simpson. (Cranmer)

- Nov. 6, 1823 Convention for a Chesapeake to Ohio canal by the Potomac route convenes in U.S. Capitol at Washington; includes delegates from Maryland, Virginia and western Pennsylvania, but none from Baltimore except "honorary member" William Howard; favors a canal extended to the Ohio River and possibly Lake Erie; call for \$2.75 million in aid from federal government, states and District cities; committee then prepares memorials to Legislatures of Virginia, Maryland, Pennsylvania and Ohio to charter a canal from Washington to Lake Erie. (Rept., Ward)
- Nov. 7, 1823 James Geddes reports on canal survey for Maryland between Havre-de-Grace and York Haven; estimates cost at \$1.6 million. (Rept)
- Nov. 1823 New Jersey Commissioner submit the full report on the Morris Canal survey between Newark and Easton to the Legislature; it favors a state canal, built on a route through the vicinity of Morristown that will carry the greatest supposed ancillary benefits to local agriculture and manufactures, while a canal built by a private company will take the most direct route; the state can also expect a good income from tolls; the report goes to a joint committee of the Legislature skewed in favor of the project. (Cranmer)
- Nov. 19, 1823 New Jersey Joint Legislative committee reports on the Morris Canal survey; it holds the project to be practicable but divides on the question that it be built entirely by a private company or by a mixed enterprise company; there is no support for a strictly state enterprise. (Cranmer)
- Nov. 20, 1823 New Shenandoah Company accepts work on the Shenandoah River from the contractors over three years behind schedule; navigation is possible only during spring freshets. (Kapsch)
- Nov. 23, 1823 Pa. pays last installment of \$2,500 for clearing the Susquehanna River between Columbia and Middletown. (PaArch)
- Nov. 25, 1823 Maryland Commissioners Theodoric Bland, George Winchester and John Patterson report on the proposed canal between Baltimore and Conewago Falls (York Haven) and their explorations of the Susquehanna River as far north as Owego, N.Y. (Rept)
- Nov. 29, 1823 Schuylkill Navigation Company issues a \$250,000 mortgage loan, most of which is taken by Stephen Girard and the banks. (MB)
- Fall 1823 New York canal engineer David S. Bates reviews the surveys of the Ohio Canal Commissioners; he confirms that the Scioto-Sandusky route is doubtful. (Scheiber)

- Dec. 1, 1823 18th Congress convenes; partisans of Old Republican William H. Crawford have the largest number of seats in the Senate; those of Secretary of State John Quincy Adams in the House; Henry Clay returns to the House as Speaker; the elections of 1822 have produced a Congress more receptive to strong economic action, including tariff protection and federal aid to internal improvements. (wiki, Ward)
- Dec. 2, 1823 In his annual message, Pres. James Monroe proclaims the Monroe Doctrine that the U.S. will oppose any attempts by European powers to interfere in the Western Hemisphere; designed with British support to thwart any attempt by the reactionary Spanish monarchy to recolonize the Latin American republics that have declared independence from Spain; reversing his position of a year ago, he also favors the assignment of Army engineers to survey internal improvements as not requiring a constitutional amendment; calls for the Corps of Engineers to survey for canal up the Potomac Valley to the Ohio River and Lake Erie. (Mercer, Larson, Ward, Hill)
- Dec. 2, 1823 Last portion of Butler & Mercer Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 4, 1823 Berks & Dauphin Turnpike Road completed from Reading to junction with Downingtown, Ephrata & Harrisburg Turnpike Road near present-day Hershey (U.S. Route 422) and licensed to take tolls. (PaArch)
- Dec. 5, 1823 In Pa. House, William Lehman's bill for creating board of commissioners for internal improvement called up and referred to special committee of Lehman, James Clarke, et al. (Bishop)
- Dec. 5, 1823 New Jersey grants Edward Clark and associates the right to improve the navigation of the Delaware River above tide by his system of water-powered winches to drag boats up falls. (PL)
- Dec. 7, 1823 John Langdon Sullivan, engaged by Benjamin Wright to go over the Delaware & Hudson Canal route with John B. Mills, begins work. (Rept, Lowenthal)
- Dec. 8, 1823 New Jersey act appoints Silas Condict, George Holcombe and Lucius Q.C. Elmer (1793-1883) to resurvey Delaware & Raritan Canal, estimate its expense and revenue, and seek federal aid. (PL)
- Dec. 8, 1823 Trenor William Park (1823-1882), future Pres. of the Panama Railroad and financial backer of the Hudson Tunnel Railway, predecessor of the Hudson & Manhattan "Tubes," born at Woodford, Vt. (AmScsfMen)

- Dec. 9, 1823 A new version of the General Survey Bill is introduced in the House by Rep. Joseph Hemphill (1770-1842) of Pa.; it is referred to the Committee of the Whole on Dec. 15. (AnnalsofCong)
- Dec. 9, 1823 New Jersey Manufacturing & Banking Company incorporated in N.J. with a capital of \$150,000, the incorporation of the unincorporated New Jersey Manufacturing Company at Hoboken. (PL, McLean)
- Dec. 10, 1823 A new The New Brunswick Steam-Boat Ferry Company incorporated in N.J. with a capital of \$100,000 by James Bishop, Lewis Carman, Elias Molleson, Simeon Ayres and John T. Duyckinck. (PL)
- Dec. 10, 1823 Last portion of Pittsburgh & Butler Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec.? 1823? In *First Thoughts*, John Rutherford of Newark delivers a devastating attack on the Morris Canal project; his negative observations include: there is yet no way to smelt iron with anthracite coal, hence bringing coal to the old iron works of Morris and Sussex Counties is chimerical; there is no likelihood that Lehigh coal will totally supplant all other fuels in New York City, so income from that source is overrated; the territory along the canal must import food and is not able to export it, the only export being livestock which are driven to market; Robert Fulton's inclined planes were for only 4-ton boats, not 45-ton ones, and British canal planes have only been successful when boats of coal are descending full and the boats are ascending empty; instead, Rutherford notes that coal from the Lehigh can descend the Delaware to the Delaware & Raritan Canal whose summit level is at an elevation of only 70 feet. (Cranmer - says first appeared in Trenton papers)
- Dec. 1823 Indiana Gov. William Hendricks urges the General Assembly to seek federal aid for a Wabash & Erie Canal. (Larson)
- Dec. 16, 1823 Maryland Commissioners William Howard, William Price and Athanasius Fenwick, with engineer Isaac Briggs report on survey for canal between Baltimore and Harpers Ferry; Parris Ridge is too high; would cost \$1.55 million, have 899 feet of lockage and require a two-mile tunnel; recommend route via Bladensburg to Little Falls. (Rept)
- Dec. 19, 1823 In the Pa. House, William Lehman's committee reports a bill recommending the establishment of a Board of Commissioners for Internal Improvement. (Rept)
- Dec. 20, 1823 Public meeting at the Baltimore Exchange weighs rival canal schemes; approves plan for Baltimore-York Haven canal advocated by George Winchester and rejects a canal to join the Chesapeake & Ohio Canal in the

District of Columbia advocated by Robert Goodloe Harper (1765-1825).
(Pam)

- Dec. 1823 Special Pa. Committee recommends surveys for canal between Susquehanna and Allegheny Rivers. (HJ 1823/4 p. 163-70)
- Dec. 23, 1823 Thomas Alexander Scott (1823-1881), fourth PRR president, born in Fort Loudon, Franklin County, Pa., the seventh child of Thomas Scott (1777?-1835), a well-connected tavern keeper and his second wife, Rebecca Douglas Scott (-1877); the senior Scott's tavern is a principal stop on the Chambersburg & Bedford Turnpike on the route between Baltimore and Pittsburgh; PRR sources, beginning with Sipes, give an erroneous birth date of Dec. 1824. (Kamm - ancestry has Rebecca Scott 1789-1856!!)
- Dec. 25, 1823 John Stevens writes to Mathew Carey complaining of delays in organizing his Pennsylvania Rail Road Company and calling for a new Board of Directors. (DuBois)
- Dec. 28, 1823? Col. Edward Clark's towboat demonstrated at the Falls of the Delaware for the New Jersey Legislature. (Rept)
- 1823 New York City handles half of U.S. imports and one-third of its exports. (Trager)
- 1823 Samuel Gordon moves from South Amboy to Washington (South River) to build the Washington Canal which will make a more direct outlet to the Raritan River; develops a big trade in fuel wood and fruits to New York; establishes a steamboat line from Washington to New York with stage connection to Bordentown by the Citizens Line. (Clayton)
- 1823 Columbian Pilot Line running between Trenton and New Brunswick dissolved. (Lane)
- 1823 Capt. John Gardner runs the small steamboat *Norristown* between Philadelphia and Mount Holly, the first steamboat on Rancocas Creek; it is not successful. (Woodward)
- 1823 Gov. Hiester begins the reduction of the principal of Pennsylvania state debt by \$41,000 in 1823-24; with subsequent commitment to internal improvements, there is no new debt reduction until 1835. (Worthington)
- 1823 The trade of the Susquehanna River is generally confined to freshets between February and May; the typical Susquehanna ark is 20-70 tons, and the typical Durham boat 15-20 tons; most Durham boats are used on the Juniata River; descending navigation extends as far as Lake Otsego, and above Bath, and ascending navigation from Middletown to Bath, Oquago,

N.Y., and Clearfield; at Columbia, the arks take on local pilots and by leaving in the morning, run to Port Deposit in 5-6 hours; cost of shipping a bushel of wheat from Bath or Owego to Baltimore is 25 cents. (Rept on Conewago-Balt Canal)

- 1823 Col. Washington Lee and George Chahoon lease a coal mine in Newport Township and contract to deliver 1,000 tons of coal at Lee's Ferry at \$1.10; however when sold at Columbia, they lose \$1,500. (Bradsby)
- 1823 Last link in chain of turnpikes between Pittsburgh and Erie opens (now U.S. 19). (PaArch - Hist Pitts says 1821)
- 1823 A one-mile wooden railroad built between Karthaus's & Geisenheiner's iron furnace and a mine on Moshannon Creek. (Eavenson)
- ca. 1822? Peter A. Karthaus and Frederick W. Geisenheimer abandon Karthaus Furnace, having made about 1,000 tons of pig iron in 7 years. (EEBrown - verify)
- 1823 Boonsborough Turnpike Road completed between Boonsboro and Hagerstown, Md., being the last link in a continuous turnpike between Baltimore and the National Road at Cumberland; a portion of this road is believed to be the first built on the true macadam principle. (RdBldgMd, Raitz)
- 1823 With the easing of the depression, Maryland repeals its law requiring settlement of debts in state bank notes at par. (Rothbard - verify PL)
- 1823 New Shenandoah Company completes a sluice navigation on the Shenandoah River up to Port Republic. (VaBPW)
- 1823 Col Nathan Bird establishes the first stagecoach line between Buffalo and Erie. (Flick)
- 1823 Road laid out from Cleveland to New Lisbon and Wellsville, Ohio. (McCord)
- 1823 James Love advertises a regular line of keelboats running between Terre Haute and Shawneetown. (Bradsby/Vigo)
- 1823 Garrison withdrawn from Fort Dearborn at the site of Chicago. (CHTaylor)
- 1823 Chicago Road cut through from Detroit to Ypsilanti. (Durant)
- 1823 Bank of Illinois at Shawneetown goes out of business; it is revived in 1835. (Huston, Dowrie)

- 1823 Notes of the State Bank of Illinois are now worth 30 cents on the dollar. (Dowrie)
- 1823 American Fur Company builds a tramway around St. Mary's Falls at the outlet of Lake Superior. (Bowlus)
- 1823 Many new companies floated in Britain, including three to develop mines in Mexico, and others in Chile, Brazil, Peru and present Argentina; many are organized with only a small down payment on shares. (Francis)
- 1823 Bank of England begins refunding and reducing interest rates on the government debt from 5% to 4%, forcing investors to look for better returns in more speculative ventures, especially Latin American mining shares; in 1824, interest rates are further cut to 3%. (Altorfer)
- Jan. 1, 1824 New line of mail stagecoaches inaugurated from Jersey City via Montrose, Pa., to Owego, N.Y., and central New York State. (Holmes/Rohrbach)
- Jan. 1, 1824 John Griswold and J.G. Pearson establish the first regular packet line between New York and Savannah with the *Corsair*; this line lasts only until summer; but a second continues. (Albion, NYPost)
- Jan. 1, 1824 Virginia act authorizes a road from Kanawha Falls to Point Pleasant along the east or north side of the Kanawha River. (PL)
- Jan. 7, 1824 John Langdon Sullivan reports to Benjamin Wright on his survey for the Delaware & Hudson Canal Company. (Rept)
- Jan. 15, 1824 Rep. Joseph Hemphill of Pa. begins the debate on his latest version of the General Survey Bill, now leaving the selection of routes up to the Pres.; Rep. Silas Wood of New York responds immediately with another speech in opposition; the bill is opposed mostly by states' rights Virginians; in debate, John Randolph of Roanoke says openly what has been said by the states' righters privately for years, namely that the same federal power that could build internal improvements in the states could emancipate every slave in the U.S. (AnnalsofCong, Larson)
- Jan. 19, 1824 Benjamin Wright reports to Maurice Wurts and William Wurts on the surveys for the Delaware & Hudson Canal; estimate a cost of \$1.2 million and the ability to deliver coal in New York at \$3.84 per ton; Sullivan raises the probability that a railroad will be needed to cross Moosic Mountain between the Lackawaxen and Lackawanna Rivers. (Rept, Lowenthal)
- Jan. 19, 1824 Welland Canal Company incorporated in Upper Canada by William Hamilton Merritt (1793-), a U.S. native who had come to Canada as a

Loyalist exile from Westchester County, N.Y.; it is to build a canal between Lake Erie and Lake Ontario bypassing Niagara Falls. (Aitken)

- Jan. 20, 1824 Panel of Gen. Bernard, Col. Totten, Benjamin Wright and Canvass White recommends lower route for Chesapeake & Delaware Canal between future towns of Delaware City and Chesapeake City, but with one lift lock at each end instead of sea-level cut; the military engineers are more impressed with the strategic value of the larger canal possible on this route; canal is to be 66 x 10 x 36 with 100 x 22 locks; company appoints Wright Chief Engineer. (Gray)
- Jan. 20, 1824 Holmes County, Ohio, created from parts of Coshocton, Tuscarawas and Wayne Counties but not fully organized. (Long)
- Jan. 21, 1824 Pennsylvania repeals the act declaring the Conewago Creek and Codorus Creek to be public highways; many streams in the Piedmont are becoming unnavigable as the tree cover is removed and waterways silt up with runoff. (PL)
- Jan. 21, 1824 Ohio Canal Commissioners report to the Legislature favoring the Scioto-Muskingum-Lake Erie route and a separate canal from Cincinnati to Dayton; includes letters from William Bayard, Cadwallader Colden and other New York financiers stating that they will be able to place state bonds in New York on favorable terms. (Scheiber)
- Jan. 27, 1824 Walter Livingston, representing the Livingston family, meets with William Gibbons, son of the ailing Thomas Gibbons, at Elizabethtown; Livingston offers to throw the New Jersey steamboat routes open to Gibbons if he will withdraw his suit before a Supreme Court decision; Thomas Gibbons refuses. (Stiles)
- Jan. 27, 1824 Chesapeake & Ohio Canal Company incorporated in Virginia to build from Washington to point on Monongahela navigable for steamboats, later fixed at Pittsburgh; contains amendments assenting to a cross cut canal to the Patapsco River and stating that the act does not constitute a concession to the supposed power of the Federal Government to make a system of internal improvements; Baltimore blocks incorporation in Maryland and Philadelphia in Pennsylvania; Pennsylvania encumbers its bill with unacceptable amendments. (PL, Rept, Sanderlin)
- Jan. 30, 1824 Pennsylvania commissioners report on canal surveys between French Creek and Lake Erie. (PaArch)
- Jan. 30, 1824 Last portion of Lewistown & Huntingdon Turnpike Road completed and licensed to take tolls. (PaArch)

- Jan. 30, 1824 Commonwealth of Pa. makes last installment of a \$23,614 subscription to the Millerstown & Lewistown Turnpike Road Company and also the last installment of a \$29,535 subscription to the Lewistown & Huntingdon Turnpike Road Company. (PaArch)
- c. Feb. 1, 1824 Seat of Greene County, Indiana, changed from Burlington to Bloomfield. (Long)
- Feb. 4, 1824 Argument of *Gibbons v. Ogden* begins before U.S. Supreme Court; Thomas Jackson Oakley and Thomas Addis Emmet (1764-1827) representing Aaron Ogden; William Wirt (1772-1834) and Daniel Webster (1782-1852) for Thomas Gibbons; Webster opens for the plaintiff. (Baxter, Stiles)
- Feb. 6, 1824 Maryland act directs the Treasurer of the Western Shore to subscribe to \$50,000 to Chesapeake & Delaware Canal in installments of 50 shares. (PL, Gray)
- Feb. 7, 1824 Argument in *Gibbons v. Ogden* concludes. (Stiles)
- Feb. 7, 1824 John Langdon Sullivan makes a secondary report on the Lackawaxen Coal Mining & Navigation Company's coal land and prospects in the coal trade. (Rept)
- Feb. 11, 1824 U.S. House passes the General Survey Bill, with Virginia, North Carolina, New York and New England opposed. (Annls of Cong, Larson)
- Feb. 14, 1824 Sandusky, Ohio, incorporated as a town. (Peeke)
- Feb. 1824 The James River Company has completed the first 34 miles of the new canal above Maiden's Adventure and a poorly-constructed portage road over the Allegheny Mountains between Covington and Charleston. (Dunaway)
- Feb. 1824 Acting Canal Commissioner Alfred Kelley reports to Ohio Gov. Jeremiah Morrow; is to accompany David S. Bates to examine for a canal around the Falls of the Ohio at Louisville; Ohio canal surveys have been much hampered by sickness. (CvlndHrld)
- Feb. 1824 Democratic Congressional caucus, representing the old alliance of New York and Virginia and boycotted by Pennsylvania, nominates the Old Republican Secretary of the Treasury William H. Crawford for Pres. (Klein)
- Feb. 1824 Four days after the Crawford nomination, the Family Party meets in Philadelphia, and at the last minute, switches its support from John C. Calhoun to Andrew Jackson, with Calhoun as the vice presidential candidate, so as to commandeer the Jackson bandwagon. (Klein)

- Feb. 19, 1824 “The President, Directors & Company of the Bank of Rochester” incorporated in N.Y. with a capital of \$250,000. (PL)
- Feb. 20, 1824 Addison Leech (1824-1899), future officer of the Anchor Line and youngest son of David Leech (1791-1858) and Rhoda Findley Leech (1790-1852), is born at Slipery Rock, Butler County. (AmBio)
- Feb. 21, 1824 N.Y. act appropriates \$250 per year for 4 years to improve the navigation of streams in Steuben County. (PL)
- Feb. 25, 1824 Commonwealth of Pa. grants a license to take tolls on the second section of 5 miles of the Butler & Mercer Turnpike Road beginning 5 miles north of Butler. (PaArch)
- Early 1824 Erie Canal Navigation Company, Western Passage Boat Company and Utica & Schenectady Packet Boat company amalgamate their interests to end cutthroat competition among passenger packets on the Erie Canal; however, as barriers to entry are low, new lines continue to spring up and freight boats will carry a few passenger at lower rates, by the end of the season, fares have been reduced up to 70%; in contrast, on the Pennsylvania Main Line, operators will have to maintain two sets of boats and two sets of railroad cars with agents at the transfer points, leaving the cream of the business in the hands of a few big transporters. (Shaw, CTB)
- Mar. 2, 1824 Chief Justice John Marshall gives his majority opinion in *Gibbons v. Ogden* holding that the steamboat monopoly is illegal in interstate commerce and that Gibbons is protected under the commerce clause of the Constitution. (Baxter, Lane)
- Mar. 4, 1824 State convention in Harrisburg nominates Andrew Jackson for Pres. and John C. Calhoun for VP. (civilwartimeline, Govan)
- Mar. 7, 1824 Micajah T. Williams writes to DeWitt Clinton requesting the services of a New York engineer for the Ohio Canals; David S. Bates is assigned, but cannot arrive before fall. (Scheiber)
- Mar. 8, 1824 Virginia act authorizes the construction of a full canal where the James River passes through the Blue Ridge and construction of the first three sections of the lower James River Canal; appropriates a loan of \$400,000; also authorizes a new survey from Maiden’s Adventure Falls, 27 miles above Richmond, to Covington. (Dunaway)
- Mar. 8, 1824 Future railroad contractor Thomas Collins (1824-1898) born at Munster, Pa.; son of Peter Collins (1792-1875) and Sarah Meloy Collins. (Storey)

- Mar. 12, 1824 John Van Vorst, son of Cornelius Van Vorst (1728-1818), assigns the mortgage on Paulus Hook to Richard Varick, who assigns it to the Associates of the Jersey Company on Nov. 18, 1830, removing the encumbrance from the property that requires purchasers to pay ground rents. (McLean, MB)
- Mar. 12, 1824 Salina, N.Y., at the Onondaga salt works, incorporated as a village. (PL)
- Mar. 14, 1824 Seat of Franklin County, Ohio, changed from Franklinton to Columbus. (Long)
- Mar. 19, 1824 Chief Justice John Marshall rules in *Osborne v. the United States Bank* upholding the lower court and ordering the return of the \$100,000 taken by the State of Ohio from the Bank of the United States. (Huntington)
- Mar. 20, 1824 Spackman & Wilson establish a line of sailing packets between Philadelphia and Liverpool with the sailing of the *Florida* from Philadelphia; one trip per month, also using *Julius Caesar*, *Delaware*, *Colossus* and *Courier*. (PADA)
- Mar. 26, 1824 John Randel, Jr., agrees to build the eastern half of the Chesapeake & Delaware Canal, which includes the deep cut at the summit, to his own specifications with Chief Engineer Benjamin Wright acting as final arbiter; Wright, who has come to detest Randel, in part because of his more advanced, and daring (if somewhat impracticable) ideas, then cuts Randel's salary after he has committed to pay his subcontractors, so that he must operate at a mounting loss. (Gray)
- Mar. 27, 1824 Pennsylvania finally passes Sen. William Lehman's bill calling for a three-man Board of Commissioners for the Purpose of Promoting the Internal Improvement of the State to survey routes for a canal between Philadelphia, Pittsburgh and Erie; are to be paid \$3 per day plus travel expenses. (PL)
- Mar. 29, 1824 Pennsylvania act formally simplifies name of the Columbia Bridge Company and legalizes its banking business, which had been carried on without charter authorization since 1813. (Digest)
- Mar. 29, 1824 Pennsylvania act authorizes the Susquehanna River commissioners to improve the navigation of the river from the Maryland state line to tide (Port Deposit) in cooperation with commissioners to be appointed by Maryland. (PL)
- Mar. 30, 1824 Franklin Institute of the State of Pennsylvania for the Promotion of the Mechanic Arts incorporated to further technical education; most successful of the early mechanics' institutes, it continues today, primarily as a science museum for children; Samuel Vaughan Merrick (1801-1870), later first

Pres. of the PRR, is elected Pres. (PL, Sinclair)

- Mar. 30, 1824 In his speech on the tariff, Rep. Henry Clay calls for a “genuine American System” of protection for domestic manufactures; Clay hopes to win New York and New England, who have rejected federal internal improvements, by stressing the tariff. (Larson)
- Mar. 31, 1824 Pennsylvania Gov. John Andrew Shulze appoints two Democratic politicians, James Clarke (1793-1867) of Westmoreland County and Col. Jacob Holgate (1767-1832) of Philadelphia, and Charles Treziyulny (1757-1851), a Polish refugee surveyor of Bellefonte, as Commissioners for Promoting the Internal Improvement of the State to survey routes for a canal across the state. (PaArch)
- Apr. 1, 1824 “The President, Directors & Company of the Fulton Bank in the City of New-York” incorporated in N.Y. by Robert Chesebrough, William P. Rathbone, Joseph G. Swift, et al., with a capital of \$500,000; Swift and other trustees of Daniel D. Tompkins are to transfer to the bank all the stock of the Richmond Turnpike Company. (PL)
- Apr. 1, 1824 Supplement to the charter of the New York Chemical Manufacturing Company allows it to raise an additional \$400,000 capital to be used for banking purposes (i.e., as the Chemical Bank); the law is believed to have been obtained through flagrant bribery, and its passage is later investigated; Balthazar P. Melick becomes Pres. of the Chemical Bank; entrepreneurs demand the repeal of laws barring private banks; a resolution for repeal is defeated by the tie-breaking vote of the President of the Senate. (PL, ChmclChrncle, Seavoy)
- Apr. 1, 1824 Allen County, Indiana, created from part of Delaware New Purchase and non-county area with county seat at Fort Wayne; Hendricks County created from parts of Delaware New Purchase and Wabash New Purchase with county seat at Danville; the county is named for Col. John Allen of Kentucky who was killed at the Battle of the River Raisin. (Long, Helm/Allen)
- Apr. 1, 1824 Seneca County, Ohio, fully organized and detached from Sandusky County with county seat at Tiffin; Lorain County fully organized with county seat at Elyria. (Long)
- Apr. 5, 1824 New York act authorizes the Canal Commissioners to survey the Seneca River from Jack’s Reef to Cayuga Lake. (Sweet)
- Apr. 7, 1824 Columbian Transportation Line (Davison, Abbe & Co.) switches eastern terminus from New Brunswick to Washington, N.J., to meet boats of Citizens Line. (NYPost)

- Apr. 7, 1824 N.Y. act increases the capitalization of the Delaware & Hudson Canal Company from \$500,000 to \$1.5 million. (Rept)
- Apr. 9, 1824 New York State meeting chaired by ex-Gov. Morgan Lewis and ex-New York City Mayor Cadwallader D. Colden, Secretary, nominates Andrew Jackson for Pres. (JHammond)
- Apr. 10, 1824 U.S. mail stage established between Louisville, Ky., and Vincennes, Ind. (Esarey)
- Apr. 12, 1824 Albany Regency Democrats in New York Legislature remove DeWitt Clinton from his post of Canal Commissioner in hopes of undermining his ambition to run for the presidency and to separate him from the People's Party; the move backfires, and Clinton is elected Governor in fall on the People's Party ticket. (Whitford, Sobel, Shaw)
- Apr. 12, 1824 Canvass White reports on a plan to supply water to New York City from the Bronx River. (Blake)
- Apr. 12, 1824 Union Canal Company of Pennsylvania Board authorizes locating the rest of the Eastern Division and then the Western Division. (MB)
- Apr. 15, 1824 Columbian Line moves steamboat *Aetna* from Delaware River to New York; establishes route to Washington, a port on the South River, with stage to Bordentown and *Pennsylvania* on Delaware River. (NrthAm, Lane - *Aetna* is Citizens Line!? so is Pennsylvania?! - Columbian is name of boats and Citizens of stages?? or vice versa)
- Apr. 15, 1824 Construction begins on the new route of the Chesapeake & Delaware Canal at Newbold's Landing on Delaware River; Thomas Pim Cope presides. (Scharf)
- Apr. 16, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State meet at Lebanon, Pa., and elect James Clarke Pres. (CC)
- Apr. 18, 1824 Boiler of the steamboat *Eagle* explodes while returning from the Patuxent River run off North Point at 6:00 PM; the *Constitution*, outbound for Frenchtown, comes to the rescue and tows the *Eagle* into Baltimore; Capt. George Weems is scalded in the lower body but survives and his son, Mason Locke Weems (1814-1874), is blown through a skylight with only minor injuries; Baltimore District Attorney Henry M. Murray is fatally injured; the first fatal steamboat explosion on Chesapeake Bay and the first and only passenger fatality on a Weems steamboat; Weems is forced into a long recuperation, during which his business is suspended. (BaltAm, Brown, Holly)

- Apr. 20, 1824 Thomas Gibbons places his new steamboat *Thistle* in service between New York and New Brunswick; operates at 13 MPH. (NrthAm, Lane)
- Apr. 22, 1824 First lots sold at Bloomfield, Ind., the new seat of Greene County. (Greene/Sullivan)
- Apr. 24, 1824 Senate passes the General Survey Act by a vote of 24-18. (Annls of Cong)
- Apr. 30, 1824 Pres. Monroe signs the General Survey Act authorizing the President to employ military and civil engineers in surveying roads and canals of national importance and; systematizes work already done under Board of Engineers for Fortifications; appropriates \$30,000 per year; act receives all the votes of the West (including Andrew Jackson's) and a small majority in the Middle Atlantic States; opposed most strongly by New England, Virginia and North Carolina and less so by the rest of the South. (Hill, Haney, Larson, EAH. topogs.org)
- Apr. 30, 1824 Union Canal Company of Pennsylvania Board notes that it has sent its portrait of Robert Morris to the 13th annual exhibition of the Pennsylvania Academy of Fine Arts. (MB)
- May 1, 1824 Marion County, Ohio, fully organized with county seat at Marion. (Long)
- May 4, 1824 Louisville-Vincennes mail stagecoach extended to St. Louis. (Esarey)
- May 5, 1824 Peter W. Radcliff elected Pres. of Associates of the Jersey Company, replacing Richard Varick, resigned for health. (MB)
- May 8, 1824 Pa. Gov. Shulze advances \$1,000 to the commissioners for exploring for canal routes to enable them to begin work. (PaArch)
- May 10, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State meet in Philadelphia; Pres. James Clarke reports that he has been unable to secure an engineer for surveys; got the services of a "scientific gentleman" of Philadelphia to survey west to the Susquehanna via Great Valley, but he backed out citing other commitments. (CC)
- May 12, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State write to two Congressmen seeking the services of Army engineers. (CC)
- May 15, 1824 Center boiler of the high-pressure steamboat *Aetna* of the Citizens Line explodes while exiting the Kill von Kull en route to New York at 7:00 PM; steam floods ladies cabin in rear; six killed outright and six mortally injured, many from inhaling steam; Columbian Transportation Line and Citizens Line of stages are forced to suspend operations; cause is applying

high pressure on a previously cracked boiler. (NYPost, PADA, pam, ARJ - Bathe citing report of William C. Redfield blames incrustations of boiler feed pipes after being moved from fresh to salt water)

- May 1824 Board of Engineers for Fortifications ranks 27 canal projects both in terms of importance to national defense and for interior commerce; the rankings may be colored by politics: the Delaware & Raritan Canal is ranked highest for defense, but followed by the James River & Kanawha. (Hill)
- May 1824 Elizabethtown, N.J., banker Peter Kean (1788-1828) is named a commissioner for the Delaware & Raritan Canal in place of Silas Condict, who declines to serve; the commissioners are unable to get the services of the U.S. Engineers, as none are available. (Rept)
- May 22, 1824 Tariff Act of 1824 raises duties to new heights; duty on cottons and woolens increased from 25% to 33.5%, on raw wool from 25% to 40%; hemp is taxed at 25%; tariffs on iron, hemp, glass and lead also raised; wool growers, including those of southwestern Pennsylvania, become a major tariff pressure group for the first time; the tariff pits the industrial interests of the Mid-Atlantic states and the West against the planting interests of the South and the shipping interests of the Northeast. (EAH, Ratner)
- May 23, 1824 Future general, governor and railroad promoter Ambrose Everett Burnside (1824-1881) born at Liberty, Ind. (DAB)
- May 24, 1824 Because of the suspension of the Columbian Line, George Abbe of New York and David Hill of Philadelphia form new partnership with Benjamin Fish of Trenton and arrange to run freight wagons between Trenton and New Brunswick as "Union Transportation Line" in connection with Union Line of steamboats; they thus become allied with the Stevens interests and are later brought into the Camden & Amboy Railroad. (NYPost, PADA)
- May 24, 1824 Pennsylvania Commissioners for the Purpose of Promoting the Internal Improvement of the State, James Clarke, Jacob Holgate and Charles Treziulny, begin survey at the mouth of Valley Creek on the Schuylkill (Valley Forge) with axemen and chainmen but without trained engineers; work up the Great Valley towards Gap and Lancaster; Samuel Haines of Philadelphia gives them his map of Chester County and environs with an experimental line run some months earlier. (CC, Wilson)
- May 24, 1824 Congress makes first appropriation of \$75,000 for improvements to Ohio/Mississippi River system, the first for river navigation; total appropriations through 1844 total \$2.5 million. (StatutesatLarge, Hill)
- May 26, 1824 New Brunswick Steam-Boat Ferry Company, dormant since 1815, begins operating the steamboat *Legislator* between New York and New

- Brunswick, charging a 12½-cent fare. (Thompson, Lane, Benedict)
- May 26, 1824 Group of New Jersey stage proprietors including the Gulicks and New Brunswick Steam-Boat Ferry Company establish new line, the Exchange Line, with steamboat *Legislator* on Raritan and *Congress* on Delaware; begin rate war with the Union Line (Gibbons/Vanderbilt and Stevens) and the Citizens Line allied to the old Ogden interests. (Lane)
- May 26, 1824 Act of Congress appropriates \$20,000 for improving the entrance to Erie Harbor; first federal appropriation for the Great Lakes. (Hill, Bowlus)
- May 26, 1824 Congress authorizes Indiana to make a canal through the public land to connect the Maumee and Wabash Rivers; grants a strip of land 90 feet wide on each side for the 25 miles, which the State of Indiana refuses to accept. (StatutesatLarge, Fatout, Larson)
- May 27, 1824 A Pa. Congressman informs the Commissioners for the Purpose of Promoting the Internal Improvement of the State that he has met with Secretary of War John C. Calhoun who agrees that canal routes west of the Susquehanna River are of national importance, but that those east of the Susquehanna are not; the state should survey the latter on its own, although he gets the promise of a loan of the services of Stephen H. Long. (CC)
- May 29, 1824 Addressing concern over high-pressure steamboats, Benjamin Reeves announces he has added a team-boat to his Philadelphia-Camden ferry; uses Joseph English's landing at Camden; runs two steamboats, a team-boat and several wherries, offering service with little waiting. (PADA)
- May 31, 1824 President Monroe appoints the Board of Engineers for Internal Improvement under General Survey Act; their first priority to be the C&O Canal between Washington and Lake Erie, which receives over half the appropriations for the next two years; the Board will later aid most early canal and railroad projects; the head of Board is General Simon Bernard (1779-1839), a refugee French military engineer and head of the Board of Engineers for Fortifications; also Lt. Col. Joseph G. Totten (1788-1864), Chief Engineer of the Army and civilian John Langdon Sullivan (1777-1865); the Board may employ two or more civil engineers and officers of the Corps of Engineers; during the 1824 season, Maj. John J. Abert and James Kearney and Capts. William Gibbs McNeill and Guillaume Tell Poussin (1794-1876) of the Topographical Engineers are assigned to duty with the Board, also 10 lieutenants as field assistants and Lts. E.H. Courtenay and George Dutton to the Board's office staff, along with civil engineers James Shriver (1794-1826) and John L. Sullivan (1777-1865). (Hill, Ward, topogs.org, Rept)
- June 1, 1824 Pa. Gov. Shulze accepts the offer of the Bank of Pennsylvania for a state

loan of \$220,000 at 5%. (PaArch)

- June 1, 1824 Future PRR General Superintendent and Baldwin Locomotive Works partner Edward Higginson Williams (1824-1899) born at Woodstock, Vt.; son of an old Puritan family. (Wilson)
- June 1, 1824 *Hudson* of the Black X Line leaves New York for London, inaugurating the first regular packet service between those points; founded by John Griswold, a shipping broker from Lyme, Conn.; Preserved Fish & Joseph Grinnell establish Red Swallowtail Line on the same route later in the year. (Albion)
- June 2, 1824 A Pa. Congressman writes to the Pa. Commissioners for Promoting the Internal Improvement of the State that Stephen H. Long has been assigned to other duties to cover for a sick colleague and is unavailable, but that the federal government will furnish three engineers for the surveys west of the Susquehanna. (CC)
- June 6, 1824 Britain repeals the Combination Laws against trade unions and recognizes the right to strike. (Mercer)
- June 7, 1824 Columbia Bridge Company accepts the grant of banking powers under the law of Mar. 29. (PaArch)
- June 8, 1824 John Stevens receives a patent for his system of railroads with timber and strap rail supported on brick or stone foundation posts over a foot off the ground. (DuBois)
- June 11, 1824 New York Gas Light Company makes first demonstration of gas street lighting. (Stokes)
- June 12, 1824 George Stephenson arrives in Liverpool to begin another survey for the Liverpool & Manchester Railway. (Rolt)
- June 14, 1824 City of Philadelphia pays the Schuylkill Navigation Company \$26,000 for a perpetual right to all the water power of the Fairmount Dam; in return, the lock at Fairmount is to be free of toll for all boats passing the locks at Flat Rock (Manayunk). (SN Agreeemnt)
- June 1824 Union Line and Citizens Line cut New York-New Brunswick fare to 12½ cents after Exchange Line is forced to raise it back to 50 cents. (Thompson)
- June 1824 Lt. Isaac R. Trimble transfers to Topographical Engineers; assigned to survey for a second National Road between Washington and New Orleans supported by Postmaster General John McLain. (Tucker, John)

- June 16, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State write to Jonathan Knight to obtain his services as engineer, but he is already engaged by the Board of Engineers for Internal Improvement. (CC)
- June 18, 1824 Robert Stephenson embarks from Liverpool on a three-year engagement as engineer to the Colombian Mining Association; part of the reckless British investment in the new Latin American republics. (Rolt)
- June 19, 1824 Pa. Commissioners for Internal Improvement's survey team reaches Gap, in the Mine Hill between the Great Valley and the Lancaster Plain; begin examining routes down to Lancaster. (CC)
- June 24, 1824 North River Steamboat Company cuts the New York-Albany fare to \$5. (Reynolds)
- June 25, 1824 Oil Creek Furnace built at the mouth of Oil Creek by William Kinnear, Matthias Stockberger and Richard Noyes on part of the old Cornplanter Tract; it is the first settlement on the site of Oil City, but passes through several owners before closing in 1844. (Babcock)
- June 26, 1824 Gov. John Andrew Shulze informs the Commissioners for Promoting the Internal Improvement of the State that Pres. Monroe has declined their request for a federal survey of the Susquehanna River, but that the Board of Engineers for Internal Improvement will meet them at Pittsburgh. (CC)
- June 26, 1824 Isaac A. Chapman (1787-1827) leaves Nescopeck Falls with a team-boat of his invention with setting poles worked by horses; he arrives at Wilkes-Barre to a salute from artillery and a band, but the experiment is a failure. (Harvey)
- June 27, 1824 Opposition line begins on the Hudson River between New York and Albany with the *Olive Branch*, cutting the fare to \$2. (Reynolds)
- Summer 1824 Stagecoach proprietors John Coleman and Nicholas Coleman operate the packet boat *Lady of the Lake* between Reading and Pawlings Bridge below the mouth of Perkiomen Creek, connecting with stages for Philadelphia. (Nolan/Hocker)
- July 1, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State engage a second surveyor. (CC)
- July 3, 1824 Pa. Commissioners for Internal Improvement's survey team returns to Gap and begins second survey toward Lancaster on a northern route along Welsh Mountain. (CC)
- July 3, 1824 Francis B. Fitch and J. Rathbone open Castle Garden as a theater and

ballroom in the former Castle Clinton off the Battery in New York City.
(Stokes)

- July 4, 1824 Schuylkill Navigation Company names its longest canal south of Reading the Girard Canal, then progressing downstream, the Vincent Canal and Oaks Canal. (MB)
- July 5, 1824 The President, Managers & Company for Erecting a Bridge over the Susquehanna River, in the County of Lancaster, at or near the Town of Columbia officially changes its name to The Columbia Bridge Company as per act of Mar. 29. (Val)
- July 5, 1824 First three boats, the *Thomas Oaks*, *Stephen Girard* and *DeWitt Clinton*, pass through the section of the Schuylkill Canal at Reading and down as far as Laurel Hill; during the ceremonies, the 22-mile section below Lewis' Dam is named the "Girard Canal." (CLJones, Montgomery)
- July 6, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State engage a third surveyor near Lancaster, but he is disabled by illness before he can start work; the Pres. of the Canal Commissioners then goes to Philadelphia and purchases a spirit level and begins surveying near Lancaster. (CC)
- July 9, 1824 New York Court of Chancery issues an injunction against the *Olive Branch* operating between New York and Albany in opposition to the North River Steamboat Company; it then runs to Jersey City. (Reynolds)
- July 1824 Gen. Simon Bernard assigns two brigades of engineers to the Allegheny summit of the Chesapeake & Ohio Canal and one to the portion east of Cumberland. (Ward)
- July 12, 1824 Cortlandt Street ferryboat *New Jersey* blows up while in the slip at Paulus Hook; one passenger killed and Capt. Billy West mortally injured; loss of boat and expenses bankrupts York & Jersey Steam-Boat Ferry Company, which has no money for repairs. (HC)
- July 14, 1824 U.S. mail stagecoach established between Vincennes and Evansville, Ind. (Esarey)
- July 14, 1824 Future PRR General Counsel and U.S. Senator John Scott (1824-1896) born at Alexandria, Huntingdon County, Pa., the son of John Scott (1784-1850), a War of 1812 veteran and future Congressman, and a cousin of future PRR Pres. Tom Scott, whose plans he will further in Congress; he studies law at Chambersburg under Hon. Alexander Thomson, father of future PRR Pres. Frank Thomson. (findagrave, Jordan/Juniata, RyW - Congressional biography gives July 24, but tombstone gives July 14)

- July 1824 Board of Engineers for Internal Improvement assigns two teams to survey summit between the Potomac and Monongahela for C&O Canal, including a 4-mile tunnel on the summit level. (Ward)
- July 16, 1824 Former land speculator, economist and public official Tench Coxe (1755-1824) dies at Philadelphia. (Cooke)
- July 17, 1824 Last 5 miles of the Harrisburg & Millerstown Turnpike Road completed and licensed to take tolls. (PaArch)
- July 19, 1824 Union Canal Company of Pennsylvania Board reports that the old canal has been excavated and repaired over 4 miles. (MB)
- July 21, 1824 Meeting held at Hieskell's Hotel in Philadelphia with Mathew Carey as chairman to review Col. Edward Clark's plan for towing boats up rapids. (Rept)
- July 26, 1824 Boat *Stephen Girard* makes its first trip from Reading to Philadelphia via the Schuylkill Canal. (Montgomery)
- July 29, 1824 Flood damages the Schuylkill Navigation. (MB)
- Aug. 5, 1824 Michigan act provides for the formation of turnpike companies, but capital is too scarce. (Parks)
- Aug. 9, 1824 Pa. Gov. Shulze receives a letter from Secretary of War John C. Calhoun informing him that the Board of Engineers for Internal Improvement should conclude their present duties and be available to work in Pa. by about Sep. 10. (PaArch)
- Aug. 9, 1824 Schuylkill Navigation Company authorizes a new loan of \$108,000 due in 1840. (MB)
- Aug. 15, 1824 Marquis de Lafayette disembarks at Staten Island to begin a 13-month triumphal tour of the U.S.; he leaves New York City for New England overland on Aug. 20. (Nolan)
- Aug. 1824 Engineers led by Acting Commissioner Alfred Kelley begin final location of Ohio Canal at Portage. (CivlndHrld)
- Aug. 1824 U.S. Board of Internal Improvement surveys a route for extending the Chesapeake & Ohio Canal to Cleveland, Fairport or Ashtabula on Lake Erie. (Rept)
- Aug. 1824 Gen. Simon Bernard, Col. George M. Totten, Maj. David B. Douglass and

Capt. Guillaume Tell Poussin of the Board of Internal Improvement camp near Meadville while surveying for a canal between Pittsburgh and Lake Erie. (HistCrawfrdCo)

- Aug. 16, 1824 Secretary of the Commonwealth informs the Commissioners for Promoting the Internal Improvement of the State that the members of the Board of Engineers for Internal Improvement will meet them at Pittsburgh about Sep. 10, but they will make a reconnaissance only, not a full survey. (CC)
- Aug. 17, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State conclude surveys in Lancaster County at Lampeter Square. (CC)
- Aug. 20, 1824 Two of Pa. Commissioners for Promoting the Internal Improvement of the State leave for Pittsburgh to meet the U.S. engineers, leaving the third at Lancaster to continue the surveys there. (CC)
- Aug. 20, 1924 Pa. Gov. John Andrew Shulze writes to Secretary of War John C. Calhoun complaining that the Board of Engineers for Internal Improvement intends only to make a mere reconnaissance between the Ohio River and the Susquehanna and not a full examination of the entire route; asserts that the entire route across Pennsylvania is of national importance and asks that the Board of Internal Improvement be directed to make a full survey and estimate of the entire line before the next session of Congress. (PaArch)
- Aug. 24, 1824 Committee appointed at the July 21 meeting reports on Col. Edward Clark's plan for towing boats up rapids; such impromptu schemes quickly give way to plans for full canals and slackwater locks and dams. (Rept)
- Sep. 2, 1824 David S. Bates arrives in Cleveland from Buffalo to begin duties as engineer of Ohio Canal; he approves the plan for a deep cut and large reservoir on the Scioto-Muskingum summit. (ClvlndHrld, Scheiber)
- Sep. 4, 1824 Marquis de Lafayette leaves Hartford, Conn., for New York on the steamboat *Oliver Ellsworth*. (Nolan)
- Sep. 9, 1824 Two of Pa. Commissioners for Promoting the Internal Improvement of the State meet at Pittsburgh with Gen. Simon Bernard, Col. Joseph G. Totten, and John Langdon Sullivan of the Board of Engineers for Internal Improvement and three of their assistants, who have finally been released to assist with Pennsylvania survey; it is clear that they will merely conduct a reconnaissance of part of the route. (CC)
- Sep. 13, 1824 The two Pa. Commissioners for Promoting the Internal Improvement of the State and the U.S. engineers leave Pittsburgh examining the route up the Allegheny, Kiskiminetas and Conemaugh Rivers to Johnstown. (CC)

- Sep. 15, 1824 Marquis de Lafayette leaves New York for Albany on the steamboat *James Kent*. (Nolan)
- Sep. 16, 1824 Stockton & Darlington Railway contracts for the first two locomotives to be built by Robert Stephenson & Co., No. 1 *Locomotion* and No. 2 *Hope*; these are the first locomotives to have the driving wheels coupled by rods; first true 0-4-0's. (Rolt, Marshall)
- Sep. 19, 1824 Marquis de Lafayette leaves Albany for New York on the steamboat *James Kent*. (Nolan)
- Sep. 20, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State and U.S. engineers leave Ebensburg to examine crossing of the Allegheny Mountain between the Conemaugh and the Frankstown Branch of the Juniata. (CC)
- Sep. 23, 1824 Marquis de Lafayette crosses to Jersey City on the *James Kent*, where he is received by Gov. Isaac H. Williamson, his host for his trip through New Jersey, thence by coach to Newark for a reception and on to Elizabeth. (Nolan)
- Sep. 24, 1824 Lafayette leaves Elizabeth for New Brunswick, where Cornelius Vanderbilt personally drives him through the streets in a carriage drawn by four white horses. (Nolan, Stiles)
- Sep. 25, 1824 Erie Canal opens from Brockport to Lockport. (Sweet)
- Sep. 25, 1824 Marquis de Lafayette travels from New Brunswick to Trenton via Princeton. (Nolan)
- Sep. 26, 1824 Marquis de Lafayette meets Joseph Bonaparte at Bordentown. (Nolan)
- Sep. 27, 1824 Marquis de Lafayette crosses the Trenton-Delaware Bridge and is received by Gov. John A. Shulze; travels to Frankford. (Nolan)
- Sep. 28, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State end surveys in the Chester-Lancaster County area, having run lines of 115 miles; find the country too rough for a canal. (CC)
- Sep. 28, 1824 Marquis de Lafayette arrives in Philadelphia, where he remains until Oct. 5. (Nolan)
- Oct. 4, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State and U.S. engineers start at the head of the Frankstown Branch of the Juniata near modern Hollidaysburg and explore lines over the mountain via Sugar Run Gap (later occupied by the PRR and Gallitzin Tunnel) and Blairs Gap

(later occupied by the Old Portage Railroad). (CC)

- Oct. 5, 1824 In the evening, the Marquis de Lafayette travels by steamboat to Chester. (Nolan)
- Oct. 6, 1824 Marquis de Lafayette leaves Chester for Wilmington and the old Brandywine battlefield; visits Victor du Pont at New Castle and then travels by coach to Frenchtown. (Nolan)
- Oct. 7, 1824 Marquis de Lafayette arrives at Frenchtown at 2:00 AM and boards the steamboat *United States* for Baltimore. (Nolan)
- Oct. 11, 1824 Marquis de Lafayette leaves Baltimore for Washington. (Nolan)
- Oct. 1824 Engineers from the Board of Internal Improvement begin explorations for the Delaware & Raritan Canal. (Rept)
- Oct. 1824 Liverpool & Manchester Railway issues prospectus noting presence in England of an American, possibly Evan Thomas or William Howard, collecting information for a railroad between the Potomac and Ohio. (Dilts)
- Oct. 1824 Indiana capital moved from Corydon to Indianapolis.
- Oct. 1824 Balance of payments shifts against Britain resulting in the export of specie from the Bank of England lasting until Nov. 1825. (Altorfer)
- Oct. 18, 1824 Commonwealth of Pa. makes the first of two payments of \$3,000 for 120 shares of the Chambersburg & Bedford Turnpike Road Company for the purpose of building a bridge across the Juniata River east of Bedford. (PaArch)
- Oct. 19, 1824 Marquis de Lafayette attends ceremonies at Yorktown marking the anniversary of Cornwallis's surrender; then continues his tour through Virginia, visiting with Jefferson and Madison before returning to Washington on Nov. 23. (Nolan)
- Oct. 20, 1824 Pa. Gov. Shulze appoints William Strickland, Daniel Groves and Stephen Hills to examine the works of the Schuylkill Navigation Company. (PaArch)
- Oct. 24, 1824 Philadelphia publisher Mathew Carey issues call for an elite organization that will disseminate information on roads, bridges, steam engines and canals. (Rubin, CHTP7)
- Oct. 24, 1824 Samuel Hanna and Benjamin B. Kercheval, commissioners, file the location of the Winchester State Road running south from Fort Wayne. (Helm/Allen)

- Oct. 25, 1824 Union Canal Company of Pennsylvania Board reports that the summit level is completed and ready for water. (MB)
- Oct. 27, 1824 N.J. Legislature convenes, with the main issue a struggle between the Morris Canal and Delaware & Raritan Canal for a charter. (Cranmer)
- Oct. 28, 1824 Joint N.J. Legislative committee, mostly canal partisans from the north, is appointed to consider the best way of building the Morris Canal. (Cranmer)
- Fall 1824 Edward McCartney establishes a trading post on the future site of Logansport, Ind. (Powell)
- Nov. 1, 1824 Associates of the Jersey Company report that York & Jersey Steam Boat Ferry Company is to be sold at sheriff's sale on suit of Robert McQueen for over \$4,000. (MB)
- Nov. 1, 1824 DeWitt Clinton re-elected Gov. of New York by a large margin on a fusion ticket called the People's Party formed by supporters of Jackson, Adams and Clay and defeating the "Bucktail" faction of Martin Van Buren, who wished to lock up the state's electoral votes for William H. Crawford; Clinton has garnered great public sympathy as a result of being ousted as Canal Commissioner by the Albany Regency, particularly among the Irish and in the canal counties; his victory allows Clinton to be in office when the Erie Canal is opened and garner renewed credit for it. (Howe, Whitford, Sobel)
- Nov. 1, 1824 Bill to incorporate a company to build the Morris Canal is introduced in the Council (Senate); it calls for \$1 million in banking capital as an inducement to subscribers; branch banks may be established in Bergen, Essex, Morris and Sussex Counties. (Cranmer)
- Nov. 5, 1824 Stephen Van Rensselaer writes to Presbyterian minister Samuel Blatchford that he has appointed him Pres. of the newly-established Rensselaer School for the mechanic arts at the north end of Troy; it will become Rensselaer Polytechnic Institute, the first non-military engineering school in the U.S, and the alma mater of several major PRR figures; under senior professor Amos Eaton (1776-1842) in its first decade, it gives only a general technical course. (Rezneck, Calhoun)
- Nov. 7, 1824 First stagecoach of a new line between Bellefonte and Erie over the Waterford & Susquehanna Turnpike Road arrives at Meadville from Bellefonte; operated by Robert Clark of Clark's Ferry. (McKnight - but also has 1820?! with 1824 for date for Harrisburg-Erie service - HistClarionCo has 1823 by the Bennet Brothers of Bellefonte and Meadville)

- Nov. 11, 1824 Columbian Steam Boat Company returns *Pennsylvania* and *Aetna* to service, having rebuilt them with low-pressure engines; Citizens Coach & Steam Boat Line of stages restored between Bordentown and Washington, N.J. (PADA)
- Nov. 11, 1824 Orleans County, N.Y., created from part of Genesee County. (French)
- Nov. 12, 1824 Schuylkill Navigation Company fires Chief Engineer Ephraim Beach. (MB)
- Nov. 13, 1824 McKnight & Davison revive the Columbian Transportation Line of freight wagons between Bordentown and Washington, N.J., connecting with *Pennsylvania* and *Aetna* and also with their own sloops running between Washington and New York twice a week. (PADA)
- Nov. 13, 1824 New Jersey Commissioners Peter Kean, George Holcombe and Lucius Q. C. Elmer report to the Legislature on the Delaware & Raritan Canal; call for a state canal with a prism of 40 x 4 x 24 for boats of 50-75 tons, which will admit small coasting vessels; estimate cost at \$850,000, including a navigable feeder along the Delaware River to take water from a point above the summit level; the canal should be financed by a state loan with the interest secured by the bank tax, the interest of the School Fund, and tolls. (Rept)
- Nov. 14, 1824 James Mitchell Ashley (1824-1896), future Pres. of the Toledo, Ann Arbor & Northern Michigan Railroad, born. (WwasW)
- Nov. 1824 New York begins opening and grading Fifth Avenue, destined to be the city's most prestigious street, from Waverly Place to 13th Street. (Trager)
- Nov. 1824 Last link in chain of turnpikes between Harrisburg and Erie opens (now U.S. 322/19), passing through Clarion, Franklin and Meadville. (McKnight)
- Nov. 19, 1824 N.Y. act allows the Delaware & Hudson Canal Company to employ \$500,000 of its \$1.5 million in banking for 20 years; designed to make the stock more attractive to New York investors and to take advantage of the banking bubble beginning to develop there; in the negotiations to pass the bill, the D&H concedes to N.Y. the right to pass a bill during the next session to fix tolls, but not on coal, which are to be according to the original charter, allowing the company to shut out competing shippers of coal. (Rept, Val, Lowenthal)
- Nov. 20, 1824 A revised Morris Canal bill that has reduced the banking capital to \$600,000 fails to get the absolute majority needed to pass in the N.J. Assembly. (Cranmer)
- Nov. 20, 1824 Warren County, N.J., created from the southwestern part of Sussex County

- with county seat at Belvidere. (Long)
- Nov. 22, 1824 Morris Canal bill is reconsidered and returned to committee. (Cranmer)
- Nov. 25, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State and U.S. engineers begin locating experimental lines down the Juniata River to Harrisburg, then back. (CC)
- Nov. 25, 1824 DeWitt Clinton and Gen. Joseph G. Swift arrive in Trenton in the evening to lobby for the Morris Canal; they are feted the next day. (Cranmer)
- Nov. 27, 1824 Middletown & Harrisburg Turnpike Road Company licensed to take tolls on the last portion of its road between Mulberry Street and the north line of Harrisburg. (PaArch)
- Nov. 28, 1824 John Wurts is perturbed that their supposed ally DeWitt Clinton is publicly endorsing the Morris Canal; the rival projects for the Delaware & Hudson, Morris and Delaware & Raritan Canals are bitterly attacking each other in order to obtain the limited amount of investment capital and be the primary connection between New York and the anthracite coal fields. (Lowenthal)
- Nov. 29, 1824 Thomas Rutter (1824-1895), the future contractor for the PRR tunnels at Gallitzin and Baltimore and other large tunnel projects, born at Holywell, Wales, the son of John Rutter, also a contractor; the family emigrates in 1834. (NCAB)
- Nov. 29, 1824 To eliminate stalemate between proponents of Delaware & Raritan and Morris Canals, Elias Cook of Morris County introduces a bill in the Council (Senate) to incorporate a New Jersey State Canal Company capitalized at \$6 million with banking powers; to be one third state ownership, the state borrowing \$2 million from the company at 5% in return for an equal amount of preferred stock paying 4%; the scheme has been devised by George P. McCulloch to save the Morris Canal; the bill is referred to a joint committee. (Cranmer)
- Nov. 30, 1824 N.J. joint Legislative committee reports on the Delaware & Raritan Canal project; it considers the projected revenues too high and worries about the expense of the feeder; it also objects to using the interest from the School Fund to retire the projected canal debt; it therefore proposes that the canal be built by a private company. (Cranmer)
- Nov. 30, 1824 Pa. Gov. Shulze authorizes the Schuylkill Navigation Company to take tolls on 22 locks on the lower section and 42 locks on the upper section. (PaArch)
- Dec. 1, 1824 Presidential election deadlocks as no candidate receives a majority of

electoral votes: Jackson 99, John Quincy Adams 84, William H. Crawford 41, and Henry Clay 37; John C. Calhoun is elected VP unanimously; Jackson has carried Pennsylvania by a huge margin. (EAH, Klein)

- Dec. 3, 1824 In his annual report, Secretary of War John C. Calhoun identifies what he considers the internal improvement projects of greatest national value, the first being a canal from the Potomac to the Ohio and Lake Erie, canals around the falls at Louisville and Muscle Shoals, Ala., canals to create an internal waterway along the Atlantic Coast, and a second National Road between Washington and New Orleans; Calhoun, who has important supporters in Pa., admits that the Pennsylvania Canal might be an alternative to the Chesapeake & Ohio Canal, and both should be examined. (Hill)
- Dec. 3, 1824 Last section of the Schuylkill Canal opens through Reading: the *Pioneer* is the first boat to pass the locks at 11:30 PM. (Heydinger/RRH 106)
- Dec. 4, 1824 DeWitt Clinton writes to the Ohio Canal Commissioners assuring them that their canal can be financed in the New York money market. (Scheiber)
- Dec. 6, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State and U.S. engineers arrive at Harrisburg, having examined and leveled 480 miles of line east of the summit of Allegheny Mountain; return through Gap and West Chester to Philadelphia. (CC)
- Dec. 9, 1824 In his annual message, Gov. Shulze says that on the basis of the Commissioners' reports, "there is but little doubt that Pennsylvania presents the cheapest and best route for the connection of the western waters with the Atlantic." (PaArch)
- Dec. 10, 1824 Wurts brothers deliver a first load of Lackawaxen coal via the sloop *Tripler* from Philadelphia to New York, where it is demonstrated at the Tontine Coffee House, the principal meeting place for the city's merchants and capitalists, in a grate paid for by the Lackawaxen Coal Mine & Navigation Company for the purpose. (CntryofPgrss, Lowenthal)
- Dec. 10, 1824 The Perth Amboy Ferry Company incorporated in N.J. by Andrew Bell, Joseph Marsh, Robert Arnold and James Parker with a capital of \$3,250 to operate ferries between Perth Amboy and South Amboy and between Perth Amboy and Tottenville, Staten Island. (PL)
- Dec. 13, 1824 Union Canal Company of Pennsylvania Board offers its office to the Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth for its meetings. (MB)
- Dec. 14, 1824 Pennsylvania Society for the Promotion of Internal Improvement(s) in the

Commonwealth formally organized at Philadelphia by Mathew Carey and other business and civic leaders; John Sergeant (1779-1852), Pres.; Mathew Carey, John Connelly and Paul Beck, Jr., VPs; Acting Committee of Carey, Joseph Hemphill (1770-1842), Richard Peters, Jr., Stephen Duncan and William Strickland; eventually 62 members provide \$5,440; most are merchants and lawyers with ties to banks. (Bishop, CHTP7)

- Dec. 14, 1824 Union Exporting & Importing Company incorporated in Illinois. (PL)
- Dec. 15, 1824 N.J. Legislative Council (Senate) accepts the report of the Joint Committee on the New Jersey State Canal Company bill; the report makes slight changes in the financing, increases state representation on the Board of Directors, and creates a single, large, and unregulated bank in Jersey City instead of small banks spread along the line of the Morris Canal; the Assembly rejects the report, 27-12, those supporting the bill are either from Morris and Sussex Counties who want the Morris Canal at any prices or from Bergen and Essex Counties and representing New York and northern New Jersey speculators who want the bank at any price; the opposition comes from the Delaware & Raritan Canal partisans and from the southern Tidewater counties. (Cranmer)
- Dec. 1824 Partisans of the Delaware & Raritan Canal bring in a bill for a New Jersey Canal Company with a capital of \$800,000, one quarter reserved for the state; the backers offer the state a bonus of \$60,000. (Cranmer)
- Dec. 1824 First land sales held at Crawfordsville, Ind.; settlers come from Ohio, Kentucky, Tennessee and Pennsylvania. (Claybaugh)
- Dec. 1824 British speculative fever, which has been funneling investment into the new Latin American republics, reaches the Atlantic cotton market, bidding up prices. (Govan)
- Dec. 16, 1824 Morris Canal bill is reported by the committee, after it has been amended to restore the amount of bank capital to \$1 million and eliminate geographical restrictions on choosing directors, none of whom are to be appointed by the state. (Cranmer)
- Dec. 16, 1824 Pa. Commissioners for Promoting the Internal Improvement of the State provide U.S. Board of Engineers for Internal Improvement with accounts of their surveys. (CC)
- Dec. 16, 1824 Illinois Legislature appoints a committee to examine the branch of the State Bank of Illinois at Shawneetown. (PL, Rothbard)
- Dec. 20, 1824 Pennsylvania Society for the Promotion of Internal Improvement(s) in the Commonwealth publishes first pamphlet, *Essay on Roads*; total of eight

pamphlets published by Mar. 1825. (CHTP7)

- Dec. 22, 1824 Henry Fletcher Kenney (1824-1908), later General Superintendent of the Philadelphia, Wilmington & Baltimore (PW&B) Railroad system, born at Milton, Mass. (Obit)
- Dec. 22, 1824 N.J. Assembly passes the Morris Canal & Banking Company bill and also passes the New Jersey Canal Company bill, but the Council postpones the latter indefinitely. (Cranmer)
- Dec. 22, 1824 Sen. Henry Johnson (1783-1864) of Louisiana introduces resolution to create a fund for education and internal improvements using money from federal land sales invested in the stock of the Bank of the United States; tabled. (Haney)
- Dec. 24, 1824 William Hamilton Merritt arrives in New York seeking investors for the Welland Canal Company; he connects with John Barentse Yates (-1836), partner in Yates & McIntyre, the largest firm of lottery managers in the U.S.; Yates has served on the Niagara Frontier during the War of 1812 and knows the resources of the area; Merritt also seeks the services of Erie Canal engineers. (Aitken)
- Dec. 27, 1824 N.J. Legislative committee reports on the corrupt lobbying to secure bank charters in the present session; enough charters have passed to increase the state's authorized bank capital by 41%, and if all taken to more than double the paid-in capital. (Cranmer)
- Dec. 27, 1824 Last portion of Indiana & Ebensburg Turnpike Road completed and licensed to take tolls. (PaArch)
- Dec. 27, 1824 Wabash County, Illinois, created from part of Edwards County with county seat at Centerville. (Long)
- Dec. 28, 1824 A new bill to incorporate a Delaware & Raritan Canal Company is introduced in the N.J. Assembly; the bonus to be paid to the state is increased to \$100,000; the bill is then rammed through over a strong minority opposition led by Alexander Wurts (1799-1881) of Hunterdon County. (Cranmer)
- Dec. 28, 1824 Board of Engineers for Internal Improvement inform Pa. Commissioners for Promoting the Internal Improvement of the State that they have not completed their report on the Pennsylvania Canal surveys; they intend to combine them in a report on all work done by the U.S. engineers during the summer, which won't be ready before Jan. 25, 1825; Pa. Canal Commissioners ask for, but don't get, a separate report on the Pa. surveys. (CC)

- Dec. 28, 1824 John Stevens agrees to join the Pennsylvania Society for the Promotion of Internal Improvement (s) in the Commonwealth in return for their support in getting a supplement to his 1823 charter for the Pennsylvania Rail Road Company that will appoint more energetic directors. (DuBois)
- Dec. 28, 1824 The Franklin Bank of New Jersey incorporated in N.J. with \$300,000 capital to be located at Jersey City. (PL, McLean)
- Dec. 28, 1824 The Weehawk Banking Company incorporated in N.J. with a capital of \$125,000. (PL)
- Dec. 28, 1824 Rep. Andrew Stewart (1791-1872) of Pa. also introduces a resolution calling for using proceeds of land sales and dividends from Bank of the United States to fund education and internal improvements. (Haney)
- Dec. 29, 1824 Morris Canal & Banking Company incorporated in New Jersey to build from Newark to Phillipsburg via Lake Hopatcong; designed to tap the Lehigh coal trade and the iron industry in Morris County; as part of the speculative banking frenzy, it is given banking powers with \$1 million in bank capital, however bank stock subscribed must equal and follow money spent on the canal; no other canal is to be built within 10 miles. (PL)
- Dec. 29, 1824 N.J. Assembly passes the Delaware & Raritan Canal Company bill, 31-14. (Cranmer)
- Dec. 29, 1824 "The President & Directors of the New Jersey Protective & Lombard Bank incorporated in N.J. with \$400,000 capital to be located at Jersey City. (PL, McLean)
- Dec. 29, 1824 Canvass White submits maps and surveys to the Union Canal Company of Pennsylvania Board of the Western Division to Middletown and up the Susquehanna River to Stony Creek above Hunters Falls. (MB)
- Dec. 30, 1824 First Delaware & Raritan Canal Company incorporated in New Jersey, after in passes the Council in a special night session; it is to be a private company; capitalized at \$1 million; must obtain consent of Pennsylvania for use of Delaware River water and pay state of New Jersey a \$100,000 bonus; a majority of the directors must be N.J. residents; the driving force is Floyd S. Bailey, a pioneer anthracite coal merchant of New York who hopes to develop the exclusive route and contract for bringing Lehigh coal to New York. (PL, Cranmer, Thompson)
- Dec. 31, 1824 Canvass White writes to the Union Canal Company of Pennsylvania Board recommending the tunnel route to Clarks Creek and then down Swatara Creek rather than the old route down the Quittapahilla Creek. (MB)

- Dec. 31, 1824 George Stephenson & Son formed in Newcastle as an adjunct to the locomotive business to engage in surveying and building railways; Stephenson vainly hopes to monopolize the building of railways in Britain. (Rolt)
- 1824 Report of Delaware & Raritan Canal survey; find insufficient water on Assanpink/Millstone summit but accept suggestion of Board of Engineers for Internal Improvement for a feeder running up the Delaware to reach a sufficient elevation; suggest a state canal costing \$850,000. (report made to Leg. in Nov. 1824 - Hill says used engineers from Bd of Internal Imp.)
- 1824 Brothers Miller Horton, Jesse Horton and Lewis Horton contract to operate mail stages between Baltimore and Owego via Harrisburg, Sunbury, Wilkes-Barre and Montrose, between Philadelphia and Wilkes-Barre via Easton, and between New York and Montrose via Morristown and Milford. (Bradsby)
- 1824 Harrisburg & Millerstown and Lewistown & Huntingdon Turnpikes complete last links in so-called "Northern Turnpike" between Philadelphia and Pittsburgh (now U.S. 322/22).
- 1824 Boonesborough Turnpike opens between Boonesboro and Hagerstown, Md.; last link in line of turnpikes between Baltimore and the National Road at Cumberland. (see 1823)
- 1824 Travel time between Harrisburg and Pittsburgh is 4½ days; fare is 6¢ per mile.
- 1824 State Engineer Claudius Crozet (1790-1864) and Benjamin Wright make a new survey of the James-Kanawha route showing that earlier surveys have greatly underestimated the cost. (Dunaway)
- 1824 Virginia's James-Kanawha portage road is completed from Covington to the Kanawha Falls. (Dunaway)
- 1824 John Potter (1765-1849), who had made a large fortune in Charleston, S.C., settles in Princeton, N.J., the home of his son-in-law Robert F. Stockton. (Thompson)
- 1824 Philadelphia lawyer George W. Neff (1800-1850) is induced by his brothers to move to Cincinnati, where he becomes a merchant, banker, and first Pres. of the Little Miami Railroad. (HistCinHamCo)
- 1824 Economic boom underway; companies with total capital of \$52 million organized in New York. (Wyckoff)

- 1824 Capt. Wilmon Whilldin, Sr. (1773-1852), inaugurates steamboat service between Philadelphia and Cape May with *Delaware*. (Lane - note Alexander has service beginning in 1819)
- 1824 Wurts brothers build a log house as the first building at Carbondale, the site of their coal mines; it later becomes a company store. (Munsell)
- 1824 Dr. Peter Shoenberger (1782-1854) builds the Juniata Iron Works on the Allegheny River above Pittsburgh to roll blooms brought over the mountains from the Juniata Valley. (PittsDir, Swank)
- 1824 Rappites of the Harmony Society establish their last religious commune at Economy, Pa., (now Ambridge) on the Ohio River 18 miles below Pittsburgh; their settlement at Harmony in extreme southwestern Indiana, is unhealthy and close to slave territory, and they sell it to Welsh utopian reformer Robert Owen (1771-1858) and William Maclure for \$150,000, and Owen establishes New Harmony on the site; Economy, or Old Economy Village, as it is now known, is one of the most successful of the early 19th century communistic societies, and becomes wealthy and famous for its wines, woolen goods and other products. (DAB, wiki - Richard has 1825?)
- 1824 Through the efforts of Henry Clay, a federal appropriation is secured for clearing the channel of the Ohio River below Pittsburgh. (LJohnson)
- 1824 Side-wheel steamboat *Rufus Putnam* is the first to ascend the Muskingum River as far as Zanesville, Ohio. (Andrews)
- 1824 Military road laid out between the western boundary of the Western Reserve at York Cross Roads, now Bellevue, Ohio, to the lower rapids of the Maumee River near present Toledo. (Baughman)
- 1824? Future civil engineer Jesse L. Williams (1807-1886), younger brother of Michjah T. Williams, gets his first post on the engineer corps surveying the Miami & Erie Canal. (VillyUpprMaumee)
- 1824 State Bank of Illinois at Vandalia closes. (Rothbard - verify)
- 1824 Crawfordsville, Ind., laid out at crossing of the Wea Trail from New Albany and the Piankashaw Trail from Vincennes.
- 1824 Rockville, Ind., laid out. (HistParke/Vermillion)
- 1824 Indiana repeals its minimum appraisal law. (Rothbard - verify PL)
- 1824 Michigan Territory is organized under a popular government and Legislative Council; first Territorial Roads authorized. (Parks)

- 1824 Postmaster General John McLean ends the automatic renewal of mail contractors' bids, and obliges the winner of a bid to buy the loser's stock and coaches; this has the effect of making stagecoach passenger service a government-backed entitlement; this is particularly important in the sparsely-populated South and West. (John)
- 1824 Brothers Erastus Fairbanks (1792-1864) and Thaddeus Fairbanks (1796-1886) found the firm of E. & T. Fairbanks at St. Johnsbury, Vt., originally to make cast iron stoves and plows; it will become a leading manufacturer of scales. (NCAB)
- 1824 Parliament reduces the duty on raw wool imported into Britain from 12d to 1d per pound; enables British manufacturers to sell more cheaply in America in competition with those in New England. (Ratner)
- 1824 Over the next two years, 624 joint-stock companies are formed in Britain for a variety of purposes, both at home and abroad, in a speculative boom. (Francis)