

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

**By Christopher T. Baer**

**1825**

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**All data subject to correction and change**

- Jan. 1, 1825      Indiana state capital moved from Corydon to Indianapolis. (Long)
- Jan. 1, 1825      Britain recognizes the South American republics as independent states, and British loans and investment flood in, looking for quick returns. (Francis)
- Jan. 3, 1825      British utopian socialist Robert Owen (1771-1858) establishes a utopian community, now called New Harmony, Posey County, Ind., on land purchased from the Rappites, who have moved back to Pennsylvania; unlike the practical and successful Rappites, who want only to live simple but comfortable lives while they await the Second Coming, Owen and his followers hope to realize the type of ideal community dreamed up by philosophers and writers, envisioned as a grand, secular version of a medieval monastery without money or private property; top-heavy with intellectuals, it disintegrates by 1829. (WwasW, wiki)
- Jan. 4, 1825      Nicholas Biddle writes to Stephen Duncan of the Pennsylvania State Senate in favor of a complete railroad between Philadelphia and Pittsburgh; notes particularly that the state is rich in coal and iron, which would make the construction and operation of steam railroads relatively inexpensive; urges Pennsylvania to take the initiative. (Govan, Rubin)
- Jan. 4, 1825      In his annual message to the Legislature, N.Y. Gov. DeWitt Clinton urges the creation of a Board of Internal Improvement and a state road through the Southern Tier Counties not served by the Erie Canal. (JHammond)
- Jan. 4, 1825      Holmes County, Ohio, fully organized with county seat at Millersburg. (Long)
- Jan. 5, 1825      Union Canal Company of Pennsylvania Board adopts Canvass White's location for the western division, which avoids the old line down

Quittpahilla Creek, which is floored by a limestone formation, in favor of running via Clarke's Creek and down it to the Swatara; plan also calls for a navigable feeder continuing up the Swatara to Blue Mountain and a tunnel through the dividing ridge between Quittapahilla and Clarke's Creek at Lebanon, plus a pump to lift water from the Swatara Feeder into the summit level. (AR)

- Jan. 5, 1825 Rensselaer School opens at Troy, N.Y., giving courses in chemistry, experimental philosophy, natural history and land surveying. (Rezneck)
- Jan. 6, 1825 Mass. Gov. William Eustis (1753-1825) in his annual message calls for a canal to the western part of the state, but the state government lacks funds. (Rubin)
- Jan. 7, 1825 Subscription books of the Delaware & Hudson Canal Company opened at the Tontine Coffee House in New York; the entire issue of \$1.5 million is taken; commissioners include Philip Hone, G.B. Vroom, Lynde Catlin, Jonathan Thompson, Garret B. Abeel, George Janeway and Elisha Tibbits of New York City. (Stokes, Lowenthal, Rept)
- Jan. 7, 1825 Commissioners order laying out the town of Peoria, Ill., on the site of Fort Clark. (Rice)
- Jan. 10, 1825 Ohio Canal Commissioners report to the Legislature; recommends a canal on the Scioto-Muskingum-Lake Erie route using either the Black River or the Cuyahoga River, and a separate canal from Cincinnati to Dayton, which can be extended to the Maumee River in the future; the canals should be built and operated by the state financed by state bonds. (Scheiber)
- Jan. 11, 1825 Commonwealth of Pa. makes the first of two payments of \$750 for 30 shares of the Phillipsburg & Susquehanna Turnpike Road Company. (PaArch)
- Jan. 12, 1825 Louisville & Portland Canal Company incorporated in Kentucky to build a canal around the Falls of Ohio. (PL, Fatout)
- Jan. 13, 1825 Acting Committee of the Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth, consisting of Mathew Carey, Joseph Hemphill and Richard Peters (1779-1848) issue a report in favor of a canal between the Susquehanna and Allegheny Rivers. (Rept)
- Jan. 13, 1825 Hancock County, Illinois, created from non-county area but not fully organized; Peoria County created from part of Fulton County and non-county area with count seat at Peoria. (Long)
- Jan. 15, 1825 Ebensburg, Pa., incorporated as a borough. (PL)

- Jan. 1825 Applications are before the New York Legislature for charters for banks, loan companies, insurance companies and other corporations with a total capital of \$52 million, symptoms of a developing economic bubble. (Lanier)
- Jan. 1825 John Ewing of Vincennes prepares plans for the Indiana State Senate based on the Wabash & Erie Canal as a state project with Congressional land grants. (Larson)
- Jan. 1825 Locomotive speed and power trials held at the Killingworth and Hetton railways near Newcastle by leading British engineers, including Charles Sylvester, George Stephenson, John U. Rastrick, James Walker, and Nicholas Wood. (Dilts)
- Jan. 17, 1825 Illinois & Michigan Canal Association incorporated in Illinois with a capital of \$1 million to build the canal between the Chicago and Illinois Rivers and with the power to receive any federal land grants or other aid; it is unable to raise the money. (Putnam, Smith)
- Jan. 18, 1825 Committee of the Union Canal Company of Pennsylvania Board meets with William Strickland and others appointed at a public meeting in support of a canal between the Delaware and Schuylkill Rivers through the Northern Liberties on the bed of the old Delaware & Schuylkill Canal Navigation, on which \$256,000 has been spent; resolves to donate it at fair value for stock in a new company. (MB)
- Jan. 19, 1825 Future PRR Superintendent William Fordney Lockhard (1825-1889) born at Columbia, Pa., son of Charles Lockhard (1796?-1826) a contractor and former river pilot, and Elizabeth Fordney Lockhard (1797?-1876); his family are German Lutherans; at age 9, he is indentured to James Moore, builder of the second Columbia Bridge; at 18, he becomes a fireman on the Philadelphia & Columbia Railroad. (Ellis/Evans)
- Jan. 24, 1825 Pennsylvania for the Promotion of Internal Improvement(s) in the Commonwealth organizes a public meeting at the Court House with Chief Justice William Tilghman (1756-1827) as Pres. and Nicholas Biddle as Secretary to support canal between the Susquehanna and Allegheny Rivers; Mathew Carey urges also include route between Allegheny River and Lake Erie; Charles J. Ingersoll (1782-1862) proposes examining the option of railroads; appoints committee of 24 to prepare a memorial to the Legislature. (Bishop, Scharf - say Carey & Ingersoll motions came at meeting earlier in Jan.)
- Jan. 24, 1825 In Congress, Rep. Edward Livingston (1764-1836) of Louisiana introduces a resolution to send four West Point graduates to Great Britain to study

railroads, roads and canals; it fails to pass. (Haney)

- Jan. 25, 1825 Article appears in *United States Gazette* showing the relative decline of the trade of Philadelphia vs. New York and Baltimore. (USGaz)
- Jan. 28, 1825 Pa. forwards a copy of the report of its commissioners to explore for a canal between the Tioga River and Seneca Lake to N.Y. Gov. DeWitt Clinton. (PaArch)
- Jan. 28, 1825 Secretary of War orders the Board of Internal Improvement to survey for a National Road between Washington (Georgetown) and New Orleans; pushed by Postmaster General John McLean. (Rept, John)
- Jan. 28, 1825 Marquis de Lafayette arrives in Baltimore by boat from Richmond. (Nolan)
- Jan. 29, 1825 Marquis de Lafayette leaves Baltimore for York by stage. (Nolan)
- Jan. 29, 1825 Meeting held at Butler in favor of a canal between the Susquehanna and Allegheny Rivers. (HistButlerCo)
- Jan. 30, 1825 Marquis de Lafayette arrives at Harrisburg. (Nolan)
- Jan. 31, 1825 Maryland incorporates the Chesapeake & Ohio Canal Company, recognizing the Virginia charter. (PL)
- Feb. 2, 1825 Pa. Commissioners for Promoting the Internal Improvement of the State James Clarke and Jacob Holgate make majority report favoring canal with 4-mile summit tunnel through Allegheny Mountain; estimate cost at \$2.8 million, including \$480,000 for tunnel; they explain that a tunnel is “like a large well dug horizontally.” (CC Rept)
- Feb. 2, 1825 U.S. Board of Internal Improvement makes a report on its 1824 surveys for the Chesapeake & Ohio Canal; total lockage to Pittsburgh is 3,837 feet; canal may require a tunnel under the Allegheny summit up to 5 miles long; surveys for an extension by way of the Big Beaver River to Cleveland, Fairport or Ashtabula are made with the assistance of Dr. William Howard and David Bates Douglass. (Rept)
- Feb. 2, 1825 Marquis de Lafayette leaves Harrisburg for Baltimore and Washington via Middletown and York. (Nolan)
- Feb. 3, 1825 U.S. Board of Internal Improvements makes a report to Gen. Alexander Macomb on its surveys for 1824, including the on Chesapeake & Ohio Canal; between Harrisburg and Pittsburgh in cooperation with the Pennsylvania Commissioners, and for the Delaware & Raritan Canal in cooperation with the New Jersey Commissioners. (Rept)

- Feb. 3, 1825 Ohio act places real estate taxes on an *ad valorem* basis to fund the interest on the proposed canal loan. (Scheiber)
- Feb. 4, 1825 Message of Gov. Isaac H. Williamson of New Jersey with a copy of the charter of the Delaware & Raritan Canal Company forwarded to the Secretary of the Commonwealth of Pa. with a request for cooperation in improving the common navigation of the Delaware River. (PaArch)
- Feb. 4, 1825 On basis of engineers' reports, Ohio authorizes construction of a canal between Lake Erie and the Ohio River via the Muskingum and Scioto Rivers (later finalized as Cleveland-Portsmouth) and a separate canal between Cincinnati and Dayton; permanently establishes seven-man Board of Canal Commission appointed by Legislature and creates Board of Canal Fund Commissioners to borrow a total of \$1.6 million; routes chosen are a compromise to serve the most-settled areas and lack of water on Scioto-Miami summit to permit a Cleveland-Cincinnati canal; Alfred Kelley and Micajah T. Williams are later named Acting Commissioners, David S. Bates Principal Engineer and Samuel Forrer and William H. Price Resident Engineers; Nathan S. Roberts is obtained to direct surveys between Cleveland and Coshocton. (McClelland, Scheiber)
- Feb. 5, 1825 Pennsylvania Senate appoints committee of Senators Burnside, Duncan, Knight, Kelton and Garber to inquire into feasibility of building a railroad between Philadelphia and Pittsburgh. (SenJrnl)
- Feb. 5, 1825 *American Mechanics' Magazine* is first published at New York, in 1826 it is taken over by the new Franklin Institute in Philadelphia and merged into *The Franklin Journal*. (Rezneck)
- Feb. 5, 1825 Ohio act substitutes a 4% tax on bank dividends for the bonuses of bank stock under the 1821 act. (Huntington)
- Feb. 7, 1825 Meeting at Bellefonte protests that only one route (Juniata-Conemaugh) has been examined and calls for other surveys. (Rubin)
- Feb. 7, 1825 Ohio Canal Commissioners privately announce they will reach Lake Erie via the Cuyahoga River; the decision is made public on May 6. (Scheiber)
- Feb. 9, 1825 Commissioner Charles Treziyulny writes to Gov. Shulze explaining that he did not sign the report because he has been confined to bed with a sprained ankle; Clarke and Holgate proposed to read the report to him aloud for his signature, but Treziyulny refused to sign it without a close examination; he notes he has delivered the maps and profiles of the summit crossings and will make his own report as his health permits. (PaArch)

- Feb. 9, 1825 U.S. House decides presidential election in favor of John Quincy Adams after Henry Clay throws his votes to Adams and induces Kentucky to switch from Jackson to Adams. (EAH)
- Feb. 10, 1825 Philadelphia, Dover & Norfolk Steam Boat & Transportation Company incorporated in Delaware by John M. Clayton (1796-1856), et al., to operate through line of steamers with a stage portage between Dona Landing, near Dover, and Seaford, Del., with boat connection to Norfolk; eventually operates *Franklin* on the Delaware River and *Norfolk* and *Philadelphia* on Chesapeake Bay making one trip every other day and running through in 28-36 hours. (PL, Gibb)
- Feb. 10, 1825 Philadelphia City Councils orders the Watering Committee to investigate renting the surplus water power at Fairmount Dam. (Rept)
- Feb. 10, 1825 Daily stagecoach service begins between Buffalo and Erie. (HistErieCo)
- Feb. 12, 1825 Indiana act appoints Alexander Ralston a commissioner to survey the White River for the purpose of ascertaining what it will take to make it navigable; he reports in the fall that it can be made navigable for flatboats for three months a year from Sample's Mills in Randolph County, a total distance of 455 miles, for \$1,500. (Dunn)
- Feb. 12, 1825 Indiana Gov. William Hendricks (1782-1850) resigns after being elected U.S. Senator; his term is finished by James Brown Ray (1794-1848), Pres. of the State Senate. (Sobel)
- Feb. 14, 1825 Pres. Monroe submits first report of U.S. Board of Engineers to Congress (Rept); makes first preliminary report on survey for Chesapeake & Ohio Canal; claims sufficient water on Allegheny Summit. (Ward, Rubin)
- Feb. 1825 Report of the U.S. House (?) Committee on Roads & Canals outlines a comprehensive internal improvement plan, including experiments with railroads. (Haney)
- Feb. 16, 1825 Virginia act authorizes an additional \$200,000 loan for the James River Company and extending the Covington-Charleston portage road to the lower end of Kanawha County. (Dunaway)
- Feb. 17, 1825 Pa. Gov. Shulze forwards the draft and profile of the survey made by the Commissioners for the Purpose of Promoting the Internal Improvement of the State to the House. (PaArch)
- Feb. 18, 1825 Canal vs. railroad debate begins in the pages of the Philadelphia *United States Gazette*. (Rubin)

- Feb. 18, 1825 Henry Clay accepts Pres.-elect John Quincy Adams' offer of the post of Secretary of State, the traditional stepping-stone to the presidential succession, leading Jackson's partisans to raise the cry of "bargain and corruption," which they continue for the next four years; VP-elect John C. Calhoun, now in a job without patronage or influence and definitely behind Clay in the line for the presidency, breaks with Adams, cultivates Jackson, and sabotages the Administration from within; Calhoun begins his transformation from a nationalist to a states' rights radical. (Larson)
- Feb. 21, 1825 Pa. Commissioner Charles Treziyulny makes minority report skeptical of the canal route and tunnel and calling for more exact examination. (CC)
- Feb. 21, 1825 "Southwark Bank in the County of Philadelphia" incorporated. (PL)
- Feb. 25, 1825 Massachusetts act appoints three commissioners, Nathan Willis of Pittsfield, Elihu Hoyt of Deerfield, and Henry A.S. Dearborn of Boston, to survey for a canal from Boston to the Connecticut River and on to the Hudson; they select Loammi Baldwin, Jr. (1780-1838), as engineer. (Bliss, Rubin)
- Feb. 25, 1825 Public meeting at the Capitol in Albany supports a state road across the state through the Southern Tier Counties. (JHammond)
- Feb. 25, 1825 Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth holds its first post-report meeting; resolves to send William Strickland (1788-1854), an architect and engineer trained by Benjamin Henry Latrobe, to England to examine roads, canals, and railroads; also appoints committee to prepare a pamphlet urging immediate construction of link to West. (Bishop, Rubin)
- Feb. 25, 1825 Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth publishes its short report containing the "correct information on the subject of railways"; notes that there is too much difference of opinion to say anything definite, but that William Strickland will soon go to Europe to collect information first-hand; reprints a short article by British engineer Robert Stevenson (1772-1850) to the Highland Society of Edinburgh that describes primitive colliery railways, including L-shaped plate rails for flangeless wheels, and the recent introduction of more modern "T" or edge rails, so-called because the rail section is turned on edge instead of lying flat; stresses the use of small cars and inclined planes for steep elevations; mentions the Surrey Railway and Penrhyn Railway. (Rept)
- Feb. 25, 1825 Lancaster, Pa., incorporated as a city. (PaArch)

- Feb. 26, 1825 John Stevens tests an experimental locomotive he has designed and which has been built at the shop of Robert McQueen on a 30-foot length of track outside McQueen's shop; faculty of Columbia College and other dignitaries are invited; locomotive has a vertical boiler and is propelled by a center cog engaging a rack rail. (DuBois)
- Feb. 26, 1825 Bill reported in House authorizing President to borrow \$10 million to invest in internal improvement companies. (Haney)
- Feb. 28, 1825 Pennsylvania House Committee on Inland Navigation chaired by William Lehman reports, recommending further canal surveys but also considers the possibility of railroads. (Rept, Rubin)
- Mar. 1, 1825 Future Columbus, Ohio, banker and railroad entrepreneur Benjamin E. Smith (1825-1885) born. (GreenlawnCemetery)
- Mar. 3, 1825 Congress subscribes \$300,000 to Chesapeake & Delaware Canal; first federal subscription to a private internal improvement company. (Gray)
- Mar. 3, 1825 Act of Congress assents to charter of Chesapeake & Ohio Canal. (Sanderlin)
- Mar. 3, 1825 Act of Congress authorizes surveys for extending the National Road from Wheeling to the capital of Missouri (Jefferson City), passing through the capitals of Ohio, Indiana and Illinois; appropriates \$150,000 for work between Wheeling and the Muskingum River. (Rept, CongGlobe)
- Mar. 3, 1825 Conestoga Navigation Company incorporated to improve Conestoga Creek with locks and dams (PL); Simeon Guilford, Engineer (1801-1895); Edward F. Gay (1803?-1875) construction engineer.
- Mar. 8, 1825 Delaware & Hudson Canal Company organized at the Tontine Coffee House in New York City; managers elected are auctioneer Philip Hone, John Bolton, Maurice Wurts, Garret B. Abeel, Lynde Catlin, John Hunter, Abram Hasbrouck, Rufus L. Lord, Hezekiah B. Pierrepont, Benjamin W. Rogers, Jonathan Thompson, George D. Wickham and Samuel Whittemore. (CntryofPrgrss, Lowenthal)
- Mar. 9, 1825 Meeting at Warren, Ohio, adopts anti-canal resolutions citing tax burdens; Warren will be bypassed by the proposed canal. (CivlndHrld)
- Mar. 10, 1825 A delegation from Orange County, N.Y., presents a memorial to the Delaware & Hudson Canal Company Board urging that the canal begin at Newburgh instead of Kingston; however, the Shawangunk-Kittatinny Mountain presents a barrier stretching as far south as the Delaware Water Gap; Newburgh partisans push for a totally impractical tunnel through the



mountain; the Wurts brothers are obliged to maintain a difficult juggling act to avoid alienating either the Newburgh or Kingston faction lest it cost them support in the Legislature. (Lowenthal)

- Mar. 11, 1825 Philip Hone is elected Pres. of the Delaware & Hudson Canal Company. (CntryofPrgrss)
- Mar. 12, 1825 On the recommendation of Chief Engineer Benjamin Wright, a fellow resident of Rome, N.Y., John B. Jervis (1795-1885) is engaged as Principal Assistant Engineer of the Delaware & Hudson Canal Company; as Wright holds Chief Engineer or consulting positions with other projects, it is understood that Jervis will perform all the regular administrative duties for the engineer corps; Jervis calls for replacing the large amount of slackwater navigation with an independent canal. (Jervis/FitzSimons)
- Mar. 15, 1825 *Internal Improvement. Rail Roads, Canals, Bridges, etc.*, an anonymous pamphlet probably written by George Washington Smith (1800-1876) is published in Philadelphia favoring the construction of railroads over canals. (Rubin)
- Mar. 20, 1825 William Strickland and assistant Samuel Honeyman Kneass (1806-1858) sail for England. (Rubin)
- Mar. 22, 1825 Acting Committee of Pennsylvania Improvement Society issues article in *United States Gazette* in which it appears open to either canal or railroad but sets main objective as concentrating all efforts on a single main line. (Rubin)
- Mar. 23, 1825 Union Canal Company of Pennsylvania Board authorizes a loan of \$250,000 to complete the Western Division. (MB)
- Mar. 25, 1825 Pa. act appropriates \$30,000 for improving the navigation of the Susquehanna River between Columbia and Northumberland. (PL)
- Mar. 25, 1825 Pa. grants the Columbia & Marietta Bridge & Turnpike Road Company the right to take tolls. (PaArch)
- Mar. 25, 1825 Blairsville, Pa., incorporated as a borough; New Castle, Pa., incorporated as a borough. (PL)
- Mar. 28, 1825 *United States Gazette* prints an account of a wooden railroad designed by Turner Camac (1751-1830) to move spoil being excavated from the Chesapeake & Delaware Canal to the Delaware River. (Scharf)
- Mar. 30, 1825 Commonwealth of Pa. makes the last \$1,666 of its \$4,000 subscription to the New Holland Turnpike Road Company, which has just been completed

between Lancaster and Blue Ball via New Holland. (PaArch)

- Apr. 1, 1825 Clay County, Indiana, created from parts of Owen, Putnam, Vigo and Sullivan Counties with county seat at Bowling Green. (Long)
- Apr. 3, 1825 Pa. act allows the Delaware & Hudson Canal Company to acquire the rights of the Wurts brothers and the Lackawaxen Coal Mining & Navigation Company to improve the navigation of Lackawaxen River; fixes tolls at a maximum of 1¼ cents per ton per mile; the Wurts brothers have backed off from 1½ cents in the face of Pennsylvania opposition but believe that is still high enough to prevent rival landowners from shipping coal on the canal; besides, it does not cover the part of the canal in New York; the bill is secured almost entirely by the efforts of Nathaniel B. Eldred of Wayne County, which is desperate for transportation improvements; Thomas Meredith, a rival Lackawanna Valley landowner, is bitterly opposed, as is Judge David Scott of Wilkes-Barre, soon to be a Canal Commissioner, who sees the D&H as part of a New York City plot to "colonize" northeastern Pennsylvania. (Lowenthal - check PL for other terms)
- Apr. 6, 1825 Pennsylvania imposes a series of restrictions on Delaware & Raritan Canal and its feeder, including that it not lower level of water in Delaware River by more than one inch; tolls on the feeder are not to exceed 1 cent per ton-mile and it must come as close to Easton as the 10-mile ban in the Morris Canal & Banking Company charter permits; the entire canal must be approved by the U.S. Board of Engineers for Internal Improvements. (PL)
- Apr. 6, 1825 First mail coach runs between Columbus and Dayton. (Drury)
- Apr. 7, 1825 Union Canal Company of Pennsylvania places a \$200,000 6% loan at a 4% premium. (AR)
- Apr. 11, 1825 Commonwealth of Pa. creates a permanent five-man Board of Canal Commissioners to serve without compensation other than actual expenses; appropriates \$20,000 to finance surveys for a "navigable communication" to the Ohio River and Lake Erie; surveys are: Philadelphia to Pittsburgh and Erie via Lancaster, West Branch and Allegheny Rivers and also via Juniata and Conemaugh Rivers; Philadelphia to Seneca Lake; Harrisburg down Cumberland Valley to Potomac River; Juniata to Potomac River via Bedford. (PL)
- Apr. 11, 1825 Pennsylvania creates \$150,000 loan to pay for internal improvements. (PL)
- Apr. 11, 1825 Milesburg & Smethport Turnpike Road Company incorporated in Pa. to build from Milesburg to the New York state line in the direction of Olean; completed by 1828. (PL)

- Apr. 11, 1825 Return of survey made for a state road from Philipsburg, Pa., to Pittsburgh via Indiana. (HistIndCo)
- Apr. 12, 1825 Schuylkill Navigation Company sets tolls for the Fairmount Locks. (MB)
- Apr. 12, 1825 Pa. Gov. Shulze appoints Jabez Hyde, John McMeens and Samuel H. Wilson commissioners to improve the navigation of the Susquehanna from Columbia to Northumberland under an act of Mar. 25. (PaArch)
- Apr. 12,, 1825 Codorus Navigation Company incorporated in Pa. to improve Codorus Creek with locks and dams up to York. (PL)
- Apr. 12, 1825 United States Lombard Association incorporated in N.Y. with a capital of \$300,000; to loan money on pledges of goods, chattels, or personal property at interest ranging from 12% for under \$50 to 7% for \$500 and up. (PL)
- Apr. 13, 1825 Syracuse, N.Y., incorporated as a village within the Town of Salina, with a population of a few hundred, a creation of the Erie Canal. (PL, Chazenof)
- Apr. 1825 The rush of English capital out of commerce and into speculative ventures in South America and elsewhere drives up the price of commodities in England, leading American merchants to hope for windfall profits on exports, particularly cotton. (Lanier)
- Apr. 1825 Bank of England begins to contract its note issues, precipitating a collapse of the stock market. (Altorfer)
- Apr. 1825 The Wurts brothers are beginning to quarrel with the original Pennsylvania investors who have put up about 60% of the capital for the Lackawaxen Coal Mining & Navigation Company, including Levi Ellmaker, who want to take a quick profit or get as much of their money back as possible. (Lowenthal)
- Apr. 18, 1825 Union Canal Company of Pennsylvania Board thanks Joseph S. Lewis and Frederick Graff for their advice on lifting water from the Swatara Creek to the summit level. (MB)
- Apr. 20, 1825 New York passes the "Great Canal Law" authorizing 21 surveys for branch canals totaling over 1,700 miles, of which 900 miles are surveyed in 1825; includes the Chenango, Genesee Valley, Black River and Chemung Canals; authorizes construction of the Cayuga & Seneca and Oswego Canals, which are to link the Erie Canal with the Finger Lakes and with Lake Ontario. (Sweet)
- Apr. 20, 1825 New York act appoints three commissioners to survey a state road through the Southern Tier counties between Lake Erie and the Hudson River as a

sop to those parts of the state bypassed by the Erie Canal; Gov. DeWitt Clinton appoints Nathaniel Pitcher, Jabez D. Hammond ( - ) and George Morell as commissioners. (PL, CHTP7, JHammond)

- Apr. 20, 1825 New York act consolidates the Lackawaxen Coal Mining & Navigation Company into the Delaware & Hudson Canal Company. (Munsell - verify)
- Apr. 20, 1825 Hudson River Steam-Boat Company incorporated in N.Y. by an Albany group with a capital of \$200,000. (PL)
- Apr. 20, 1825 Future telegraph pioneer Anson Stager (1825-1885) born in Ontario County, N.Y. (WwasW)
- Apr. 21, 1825 Gov. John Andrew Shulze appoints Canal Commissioners: Robert M. Patterson (1787-1854) and John Sergeant (1779-1852) of Philadelphia, Dr. William Darlington (1782-1863) of West Chester, David Scott (1781-1839) of Luzerne, and Albert Gallatin (1761-1849) of Fayette County; they are to examine the following routes for canals: from Philadelphia through Chester and Lancaster Counties to the Susquehanna, thence by the West Branch and Allegheny River to Pittsburgh with a branch to Erie; also via the Juniata to Pittsburgh with a branch to Erie; also up the North Branch in the direction of the Finger Lakes; also between the Susquehanna and Potomac Rivers via the Cumberland Valley and via the Conococheague or Monocacy and Conewago; also between the Juniata and Potomac through Bedford County. (PaArch)
- Apr. 1825 Board of Engineers for Internal Improvement assigns team to extension of C&O Canal from Pittsburgh to Lake Erie; route adopted is via Beaver River to Ashtabula. (Ward)
- Apr. 25, 1825 Blackstone Canal Company organized at Worcester, Mass. (CentHistTownofMillbury)
- Apr. 27, 1825 Steamboat *Trenton* built at Hoboken by R.L. & E.A. Stevens is placed in Philadelphia-Trenton service on the Union Line; features boilers mounted outboard on the guards and is faster and more luxurious than earlier boats, supposedly capable of 12 MPH; paired with the *Philadelphia* on the Delaware and the *Thistle* and *Bellona* of William Gibbons at New York; on its first day, it races with the *Congress* of the Exchange Line and the *Pennsylvania* of the Columbian Line; runs to Burlington in 1:29 and Trenton in 3:09. (Scharf, Stanton, PRRColExpo)
- Apr. 30, 1825 Ohio places first \$400,000 canal loan with Rathbone & Lord (William P. Rathbone and Eleazar Lord) in New York at 97½. (Scheiber, ClvIndHrld)
- Spring 1825 William Milnor Roberts (1810-1881), who has studied drawing under

architect John Haviland (1792-1852) at the Franklin Institute, joins the engineer corps of the Union Canal as a rodman. (RRGaz, Wilson)

- May 3, 1825 Congress alters route of National Road between Zanesville, Ohio, and Jefferson City, Mo.; route through Columbus, Richmond, Indianapolis, Terre Haute, and Vandalia influences later route of PRR.
- May 4, 1825 Future PRR lobbyist and publisher Samuel Stewart Moon (1825-1879), who will be one of Pres. Tom Scott's "fronts," born at Mount Holly, N.J. (RyW)
- May 5, 1825 Ohio Canal Commissioners meet at Wooster to locate northern portion of Ohio Canal on the Tuscarawas-Cuyahoga route with a northern terminus at Cleveland; anti-canal meetings and editorials proliferate in parts of the state that will not be served, particularly the rival port of Sandusky. (CivIndHrld)
- May 6, 1825 Mass meeting in Philadelphia orchestrated by Mathew Carey endorses call for a statewide "Main Line" convention in Harrisburg. (Rubin, Scharf)
- May 6, 1825 Ohio Canal Commissioners publicly announce they will reach Lake Erie via the Cuyahoga River; fix dimensions with a prism of 40 x 4 x 26 feet. (Scheiber)
- May 9, 1825 Pennsylvania Canal Commissioners hold first meeting; draft letters to Benjamin Wright, James Geddes and Canvass White, three of the best Erie Canal engineers, offering them employment. (CC)
- May 9, 1825 Albany *Argus* runs an article calling for a railroad between Albany and Schenectady to avoid the roundabout route and heavy lockage via the Erie Canal and to meet growing competition from the City of Troy upriver. (Reynolds)
- May 11, 1825 John Stevens first demonstrates a circular cog railroad 660 feet long at Hoboken ferry, N.J.; also his vertical-boilered locomotive; operated as a demonstration and popular amusement; at speeds up to 12 MPH; a sudden freeze in the fall ruptures the boiler tubes, and after the death of his daughter Mary Sands on Feb. 6, 1826, Stevens stops further experiments. (NYPost, Watkins, DuBois)
- May 1825 Maj. Guillaume Tell Poussin and Lt. Isaac R. Trimble begin survey for a new National Road from Washington to New Orleans. (Tucker)
- May 1825 Maj. John Wilson and his family begin spending summers in Morristown, N.J., to avoid the heat and tropical diseases of Charleston, S.C. (EncycBioPa)
- May 1825 Bank of England begins a policy of restriction to protect its dwindling

specie reserves and end the speculative bubble. (Govan)

- May 1825 Parliament repeals the Bubble Act of 1720, which has barred the formation of limited liability joint stock companies. (Altorfer)
- May 1825 U.S. cotton prices have doubled since 1824 upon being bid up by British speculative buying; at this point, the Manchester cotton spinners refuse to buy at inflated prices; London prices drop, and specie begins to flow back to England from the U.S. (Govan, Lanier)
- May 1825 A weekly mail stage established between Ebensburg and Butler, Pa., via Indiana. (HistButlerCo, Smith/Armstrong)
- May 16, 1825 Gov. Shulze appoints Abner Lacock (1770-1837) of Beaver as Canal Commissioner to represent western Pennsylvania in place of Albert Gallatin, who refused to serve. (PaArch)
- May 16, 1825 Potomac Company provisionally deeds its rights and property to the Chesapeake & Ohio Canal Company; although the transfer is not completed until 1828. (Rept, Poor)
- May 19, 1825 Delaware & Raritan Canal Company opens books at Trenton; only 4 share subscribed. (Cranmer)
- May 20, 1825 Schuylkill Navigation Company completes combination of canal and slackwater navigation on the Schuylkill River between Philadelphia and Mount Carbon, near Pottsville, opening the Southern Anthracite Coal Field to seaboard markets; the section across limestone strata at Reading is plagued by leaks and is forced to close; locks are 13'-6" x 80 for 30-ton boats, which quickly become too small to handle the traffic efficiently. (AR, Poor)
- May 21, 1825 Chief Engineer Benjamin Wright reports to the Delaware & Hudson Canal Company supporting John B. Jervis's decision to make a full canal with stone rather than composite stone-and-wood locks; he also agrees that it is impracticable to extend the canal beyond the forks of Dyberry (later Honesdale) over Moosic Mountain to Carbondale. (Lowenthal)
- May 23, 1825 Delaware & Raritan Canal Company opens books in New Brunswick; stock is heavily oversubscribed, mostly by wealthy investors from New York City and northern New Jersey. (Thompson)
- May 23, 1825 Union Canal Company of Pennsylvania Board engages Frederick Graff and D. Bromley of Morrisville to report on the plan of lifting water from Swatara Creek to the summit level by hydraulic machinery. (MB)

- May 25, 1825 "Southwark Bank in the County of Philadelphia" receives letters patent. (PaArch)
- May 31, 1825 Philadelphia, Dover & Norfolk Steam Boat & Transportation Company organized at Dover; Sen. Thomas Clayton (1774-1854), Pres. (WoodFmlyPapers)
- June 1, 1825 Pa. Gov. Shulze secures a loan of \$150,000 from the Bank of Pennsylvania. (PaArch)
- June 1, 1825 Delaware & Hudson Canal Company Board orders commencement of construction. (Lowenthal)
- June 2, 1825 Steamboat *Legislator* of New Brunswick Steam-Boat Ferry Company (New Exchange Line) bursts a flue while pulling out of New York pier at 6:00 AM, bound for New Brunswick with 50 passengers; white fireman and three African American waiters and a cook, one of whom is a slave, are killed and three others scalded; most of the boat is undamaged and passengers evacuate safely. (NrthAm - Lane says after engineer ties down safety valve to build up steam for the daily race with Gibbons's and Vanderbilt's *Thistle*)
- June 2, 1825 Delaware & Hudson Canal Company appoints Benjamin Wright as Chief Engineer, retroactive to Apr. 15. (CntryofPrgrss)
- June 2, 1825 In his annual message, the new Massachusetts Gov. Levi Lincoln (1782-1868) calls for experimental comparison between canals and railroads. (Rubin)
- June 4, 1825 Union Line steamboat *Trenton* leaves Philadelphia on special excursion taking Gov. DeWitt Clinton to view the Chesapeake & Delaware Canal; river is too rough at New Castle, so return to Lazaretto, where a banquet is served on the ship at 2:00 PM. (NrthAm)
- June 4, 1825 Morris Canal & Banking Company organized; the majority of directors are New York speculators and capitalists: William Bayard, Pres.; shipbuilder Henry Eckford as Assistant Pres.; Thomas H. Smith, Henry Astor, Samuel L. Gouverneur, Joseph G. Swift, Samuel Leggett, David B. Ogden, Thomas Vermilyea, William Bayard, Jr., and William Rathbone; the only N.J. residents are George P. McCulloch, Isaac H. Williamson, John Scott and Israel Crane; McCulloch is marginalized and soon pushed out of the company he inspired. (Cranmer)
- June 4, 1825 Conestogo Navigation Company receives letters patent. (PaArch)
- June 5, 1825 William Strickland submits first report from Edinburgh; recommends

superiority of railroads causing division in ranks of Philadelphia improvement promoters and sets off a canal vs. railroad debate in Pa. (Rubin, Scharf)

- June 7, 1825 John Abel of Easton replaces Jacob Shouse as one of the three Delaware River Commissioners under the 1817 act. (PaArch)
- June 8, 1825 Cornerstone laid for the first building of the Franklin Institute (later the Atwater Kent Museum) on the east side of 7<sup>th</sup> Street south of Market. (Scharf)
- June 10, 1825 Citizens Line cuts New York-Philadelphia fare to \$2.50. (NrthAm)
- June 10, 1825 Ohio Canal Commissioners let contracts on first 14 miles of Ohio & Erie Canal north of the Summit Pond (Akron). (AmCnls)
- June 13, 1825 James Alfred Roosevelt (1825-1898), later a banker and financier of Lines West and other railroads, born at New York; son of Cornelius Van Schaack Roosevelt (1794-1871) and uncle to future Pres. Theodore Roosevelt. (AmScssflMen)
- June 15, 1825 Delaware & Hudson Canal Company Board accepts the recent Pennsylvania act. (CntryofPrgrss)
- June? 1825 Exchange Line replaces the *Legislator* with the *Bolivar*; also builds safety barges with an extra fare; the *Congress* tows the barge *Cherry & Fair Star* on the Delaware, and the *John Marshall* tows the barge *Matilda* between New York and New Brunswick; the line is renamed the Safety Exchange Line; fare is \$2.50 in the boats and \$3.50 in the barges. (Scharf - verify)
- June 1825 Jacob Peters (1787?-1876) and John Coleman (1779-1831) establish the canal packet boat *Lady of the Lake* between Fairmount and Reading via the Schuylkill Canal; runs in connection with their mail coaches. (Scharf)
- June 18, 1825 Canal Commissioners appoint surveyor William Wilson of Lycoming County to examine route between West Branch of Susquehanna and Allegheny River via headwaters of Sinnemahoning Creek and Conemaugh River, taking levels and gauging quantity of water in streams. (CC)
- June 18, 1825 Frederick Graff and Davey Bromley report to Union Canal Company of Pennsylvania on site and plan for pumping machine operated by waters of Swatara Creek to lift water from creek into canal. (MB)
- June 22, 1825 Pa. Gov. Shulze grants the use of the leveling instrument belonging to the state to William Wilson of Williamsport who has been appointed to level a route for the canal between the West Branch and the Allegheny River.



(PaArch)

- June 24, 1825 Delaware & Raritan Canal Company pays \$100,000 bonus to state of New Jersey.
- June 24, 1825 Masonic ceremonies mark the completion of the flight of five locks designed by Nathan S. Roberts to descend the escarpment at Lockport, N.Y. (Shaw)
- June 25, 1825 Canvass White and Benjamin Wright report to the Watering Committee on a canal across Philadelphia from the Schuylkill at Fairmount to the Delaware Rivers, to carry boats from the Schuylkill Canal to the Delaware waterfront; covers both a northern route from Callowhill Street via Peggs Run and Cohocksink Creeek and a southern route that follows the Schuylkill to a point between Spruce & Pine Streets and runs diagonally to the Delaware near Wharton or Reed Streets below the Navy Yard. (Rept)
- June 27, 1825 Delaware & Hudson Canal Company begins exercising its banking powers at its new office at 13 Wall Street; the \$500,000 banking stock earns an 8% profit and pays 6% dividends. (CnrttyofPrgrss, Lowenthal)
- June 27, 1825 Ohio Canal Commissioners advertise for bids on the section of the Miami Canal from a point two miles above Middletown to Hamilton. (Bartlow)
- July 1, 1825 North River Steamboat Company places the safety barge *Lady Clinton* on the New York-Albany run. (Reynolds)
- July 1, 1825 A new Board led by Isaac Wright, founder of the Black Ball packet line, takes over at the troubled City Bank of New York, having purchased a majority of the stock from Charles Lawton. (Cleveland/Huertas)
- July 2, 1825 Lackawaxen Coal Mining & Navigation Company merged into Delaware & Hudson Canal Company, creating a unified franchise from the coal mines to tidewater, plus mining privileges; Lackawaxen stockholders get \$40,000 in cash and \$200,000 in deferred stock, which is to be delivered when the company is earning a 6% profit; this is considerably less than what the Wurts brothers had demanded; sharp competition for investment begins between the Delaware & Hudson, Delaware & Raritan and Morris Canal routes, with each side printing pamphlets to run down its would-be competitors. (PL)
- July 4, 1825 Governor DeWitt Clinton of New York and Governor Jeremiah Morrow (1771-1852) of Ohio breaks ground for Ohio & Erie Canal at Licking Summit 3 miles southeast of Newark; while traveling to the ceremony, Clinton urges Eleazar Lord to help develop a road across the Southern Tier from the Hudson River to Ohio; construction proceeds from north to south,

up the Cuyahoga and down the Tuscarawas River. (McClelland, Mott, Heald)

- July 4, 1825 Pennsylvania Canal Commissioners elect Philadelphia lawyer John Sergeant as Pres. (CC)
- July 4, 1825 William Wilson of Lycoming County leaves Williamsport with a surveying party to examine the Bennetts Branch-Little Toby Creek summit for the Canal Commissioners; finds insufficient water but locates a lower pass between the Driftwood Branch and Big Toby Creek; then works down the Bennetts Branch and Susquehanna to the mouth of the Juniata. (CC)
- July 4, 1825 Ground broken for the National Road in Ohio. (Raitz)
- July 4, 1825 Ground broken for the Farmington Canal at the Connecticut-Massachusetts line. (Kirkland, yale.edu/ynhti)
- July 4, 1825 Marquis de Lafayette returns to New York after a long tour through the deep South, Ohio Valley, upstate New York and New England; he has traveled on the completed portions of the Erie Canal between Buffalo and Rochester and between Syracuse and Albany. (Nolan)
- July 5, 1825 Canal Commissioners appoint Joseph McIlwaine (1800-1838) Secretary at \$400 per year; confirm the employment of William Wilson and John Mitchell (1781-1849) as surveyors; also John Davies of Dauphin on the Juniata-Conemaugh route; use ordinary county land surveyors rather than engineers. (CC)
- July 5, 1825 Massachusetts and Rhode Island Blackstone Canal Companies consolidated. (10<sup>th</sup> census)
- July 6, 1825 Delaware & Raritan Canal Company organized at New Brunswick; John N. Simpson, Pres.; James Neilson, Treasurer. (Thompson - Cranmer has 7/5)
- July 6, 1825 Joseph S. Lewis, Chairman of the Watering Committee reports to the Philadelphia City Councils in favor of renting the surplus water power at the Fairmount Dam. (Rept)
- July 7, 1825 Gov. DeWitt Clinton is formally welcomed at the Ohio State Capitol in Columbus. (Lee/Columbus)
- July 9, 1825 Ohio Canal Commissioners let additional 9 miles of Ohio & Erie Canal; Irish laborers begin moving west from Erie Canal. (CivlndHrld)
- July 9, 1825 DeWitt Clinton and Gov. Morrow attend a large canal meeting at Dayton. (Drury)

- July 11, 1825 DeWitt Clinton visits Hamilton, Ohio. (Bartlow)
- July 13, 1825 Pres. Philip Hone breaks ground for the Delaware & Hudson Canal near the beginning of the summit level at what is now Wurtsboro, N.Y., the Kingston route having been chosen. (Jervis/FitzSimons, Lowenthal)
- July 14, 1825 Marquis de Lafayette leaves New York for Hoboken, Hackensack, Paterson and Morristown. (Nolan)
- July 14, 1825 Commonwealth of Pa. subscribes \$4,000 to the Pittsburgh & Washington Turnpike Road Company to be used for building two bridges over Chartiers Creek. (PaArch)
- July 15, 1825 Marquis de Lafayette travels from Morristown to Princeton via Newark and Elizabethtown. (Nolan)
- July 15, 1825 Ebensburg, Pa., incorporated as a borough. (Storey)
- July 1825 After trying to hold out for several months, the Liverpool cotton merchants begin selling to the manufacturers for whatever they can get, causing prices to collapse. (Govan)
- July 1825 Thomas Young, a Wurts brother-in-law, makes an examination of Cobbs Gap, later used by the Delaware, Lackawanna & Western Railroad, for the Delaware & Hudson Canal Company. (Lowenthal)
- July 16, 1825 Marquis de Lafayette travels to Trenton and again meets with Joseph Bonaparte at Bordentown; then leaves for Philadelphia on the steamboat *Delaware*. (Nolan)
- July 20, 1825 *Facts and Arguments in Favour of Adopting Railways in Preference to Canals in the State of Pennsylvania* published anonymously in Philadelphia; most likely the work of early railroad advocate George Washington Smith. (Rubin)
- July 21, 1825 DeWitt Clinton, Jeremiah Morrow and William Henry Harrison break ground for the Miami Canal at Middletown, Ohio; the canal is built from Middletown south to Cincinnati. (McClelland, Blount)
- July 25, 1825 Pa. Canal Commissioners order John Mitchell of Centre County to survey between West Branch of Susquehanna and Allegheny River. (CC)
- July 25, 1825 Marquis de Lafayette leaves Philadelphia on the steamboat *Delaware* for Wilmington, Del., where he is entertained by E.I. du Pont (1777-1834) at his gunpowder works. (Nolan)

- July 26, 1825 Marquis de Lafayette tours the Brandywine battlefield and proceeds to West Chester. (Nolan)
- July 27, 1825 Marquis de Lafayette travels from West Chester to Lancaster. (Nolan)
- July 29, 1825 Pa. pays last installment of \$10,000 for improving the navigation of the Monongahela River under the 1822 act. (PaArch)
- July 29, 1825 Ohio Canal Commissioners let remainder of Ohio & Erie Canal in Cuyahoga River watershed except for terminus on Lake Erie. (AmCnls)
- July 29, 1825 Marquis de Lafayette travels from Lancaster to Port Deposit, where he takes a steamboat for Baltimore, arriving on July 30; then goes on to Washington and a second visit to Jefferson and Madison in Virginia. (Nolan)
- July 30, 1825 Chief Engineer Benjamin Wright falsely reports to the Chesapeake & Delaware Canal Company that John Randel, Jr., has neglected his contract, although he is actually ahead of schedule. (Holloway)
- Aug. 1, 1825 John Davies of Dauphin County begins surveys for Canal Commissioners between Raystown Branch of the Juniata and the Conemaugh via Bobs Creek and Bens Creek; accompanied by Abner Lacock most of the time; because of drought, finds that volume of streams to feed summit tunnel is about half that found by Clarke and Holgate in 1824; continues levels down Conemaugh, Kiskiminetas and Allegheny to Pittsburgh. (CC)
- Aug. 1, 1825 Washington, Pa., branch of The Philadelphia Bank closes. (Crumrine)
- Aug. 1, 1825 James Brown Ray (1794-1848), a native of Kentucky and proponent of internal improvements, is elected Gov. of Indiana in his own right, running independent of the national factions. (Esarey)
- Aug. 2, 1825 Meeting held at Sunbury to consider a railroad from there to the Schuylkill Valley via Shamokin and Mahanoy Creeks; Peter Martz reports on an examination via Locust Gap. (Brks&SchJrnl)
- Aug. 2, 1825 John Mitchell of Centre County leaves Bellefonte with survey party to examine route from the West Branch of the Susquehanna to the Conemaugh via Cherry Tree and Two Lick Creek; finds insufficient water at summit; then surveys down the West Branch to the mouth of Sinnemahoning Creek. (CC)
- Aug. 3, 1825 Union Line of steamboats on Delaware River moves its Philadelphia wharf from Market Street to Chestnut Street, same as that of the Baltimore Union Line, permitting an easier connection for New York-Baltimore-Washington

passengers. (NrrthAm)

- Aug. 4, 1825 Three-day state internal improvement convention convenes in Harrisburg with delegates from 46 counties to support a state canal system; split between Philadelphia and Pittsburgh representatives, who want a “Main Line” canal between those points, and residents off the main line, who want branch canals or are opposed to taxation; the convention rejects a resolution by Charles Jared Ingersoll (1782-1862) and William J. Duane that the state consider main line and branch railroads. (Rept, Rubin)
- Aug. 1825 Benjamin Wright, Canvass White and Ephraim Beach (1783-1857) begin preliminary surveys for Delaware & Raritan Canal. (Thompson)
- Aug. 1825 British cotton merchants Crowder, Clough & Co. fail, dragging down other firms and starting a full financial panic; the Bank of England refuse to relax its contractive policies until Mar. 1826; 104 British banks fail with liabilities of over £19 million. (Govan)
- Aug. 10, 1825 Jacob Little (1797-1865) is elected to the New York Stock & Exchange Board, where he will become one of the sharpest operators of the ante-bellum years. (Werner)
- Aug. 12, 1825 William Strickland's first report on railroads, dated June 5 from Edinburgh, is published in Philadelphia newspapers; cites railroads as superior to canals; Strickland also procures a working model of a locomotive. (Rubin)
- Aug. 1825 John Hare Powel (1786-1856), who has inherited the “Powelton” Estate in West Philadelphia, engages William Strickland to construct a large portico in the Greek Doric style on the east side of the house; it is the first use of a giant Doric order, previously confined to public buildings, on a private residence; however, the view is spoiled by the coal yards and other industrial installations that soon appear on the east bank of the Schuylkill; part of the “Powelton” Estate will become the PRR’s West Philadelphia Yards and the rest the neighborhood of Powelton Village. (Wood/PMHB 91)
- Aug. 22, 1825 Committee of Harrisburg Convention issues report estimating entire cost of Philadelphia-Pittsburgh canal with wooden locks and summit tunnel at only \$3 million or \$8 million with stone locks; urges relying on Union Canal and building only Susquehanna River to Pittsburgh first. (Rubin)
- Aug. 30, 1825 Schuylkill West Branch Navigation Company receives letters patent. (PaArch)
- Aug. 31, 1825 Canal Commissioners meet at Clearfield; order Abner Lacock to examine Raystown Branch of the Juniata and to have it surveyed by John Davies if it

looks promising. (CC)

- Sep. 1, 1825 Canal Commissioners employ Francis W. Rawle (1795-1881) of Clearfield as surveyor for the Clearfield Creek-Conemaugh route; also authorize leveling along Susquehanna River north of Juniata, Sinnemahoning Creek and Clearfield Creek. (CC)
- Sep. 5, 1825 Philadelphia *United States Gazette* reprints letter from *Williamsport Gazette*, an area dependent on river transport and rafting, stating that canals are cheaper and more suitable for Pennsylvania than railroads. (Scharf)
- Sep. 5, 1825 Meeting held at Ravenna, Ohio, in support of a canal from the mouth of the Beaver River in Pa. to the Portage Summit in Ohio. (HistPrtgCo)
- Sep. 6, 1825 *United States Gazette* runs a pro-railroad article. (Scharf)
- Sep. 7, 1825 Cave-in at Union Canal tunnel near Lebanon kills four workers and injures others. (Brks&SchJrnl, MB)
- Sep. 7, 1825 Committee of the Corporation of the City of New York formed to plan the elaborate ceremony of “wedding of the waters” that will celebrate the completion of the Erie Canal. (Shaw)
- Sep. 9, 1825 Marquis de Lafayette embarks for France from the lower Potomac River on the frigate *U.S.S. Brandywine*, ending his triumphal American tour. (Nolan)
- Sep. 10, 1825 John Randel, Jr., is served with a certificate by the Chesapeake & Delaware Canal Company charging him with neglect of duty; he is finally given 10 days to prepare a defense, although he is ill; George Washington Smith, his assistant, supports Randel, whom he admires. (Holloway)
- Sep. 13, 1825 Pa. Gov. Shulze names Jacob Krouse of Bucks County a commissioner for improving the Delaware River in place of Lewis S. Coryell, resigned. (PaArch)
- Sep. 14, 1825 Adjourned meeting held in Ravenna, Ohio, for a canal from the Beaver River to Portage Summit; makes arrangements for a preliminary survey. (HistPrtgCo)
- Sep. 1825 Abner Lacock runs surveys for Canal Commissioners across the summit between the Raystown Branch of the Juniata River and Shade Creek as sought by residents of Bedford County; finds insufficient water. (CC)
- Sep. 1825 With the inability of British cotton merchants to honor their notes, panic and failures spread to cotton brokers in New York, Charleston and New Orleans; American holders of cotton, who had paper profits as high as \$17

million, now reap a \$10 million loss, about half of it falling on New York City. (Govan, Lanier)

- Sep. 1825 Charles Weaver of Philadelphia advertises that he has invented a cooking stove that can burn the hard-to-ignite Lehigh anthracite coal. (Scharf)
- Sep. 19, 1825 Acting Committee of the Pennsylvania Improvement Society writes to William Strickland noting that his emphasis on railroads is dividing the supporters of internal improvements into railroad or canal partisans and asking for more facts. (Rubin)
- Sep. 22, 1825 State road laid out between Freeport and Kittanning, Pa. (Smith/Armstrong)
- Sep. 24, 1825 Meeting in State House chaired by Thomas Cadwalader (1779-1841) in support of a railroad between the Delaware and Schuylkill Rivers through the Northern Liberties. (Scharf)
- Sep. 24, 1825 Bellefonte, Aaronsburg & Youngmanstown Turnpike Road Company receives letters patent. (PaArch)
- Sep. 26, 1825 York & Jersey Steam-Boat Ferry Company fails as a result of expenses from the July 12, 1824 explosion of the *New Jersey* at Jersey City; assigns ferry lease to Swartwout & Company, composed of Samuel Swartwout (1783-1856), Francis B. Ogden (1783-1857), and Cadwallader D. Colden (1769-1834). (HCotterell, Winfield)
- Sep. 26, 1825 New York City leases the Cortlandt Street Ferry to Francis B. Ogden, Cadwallader D. Colden and Samuel Swartwout for 15 years and 6 months at \$1,500 per year. (Valentine)
- Sep. 26, 1825 Fearing the growing dispute between canal and railroad advocates will fatally divide the internal improvement movement, Mathew Carey begins a five-month campaign of writing bitterly anti-railroad pamphlets and newspaper columns; publishes the first of six anti-railroad pamphlets under pseudonym "Hamilton." (Rubin, CHTP7)
- Sep. 26, 1825 Francis W. Rawle begins surveys for Canal Commissioners at mouth of Clearfield Creek; finds that summit between Clearfield and Conemaugh is higher than other routes. (CC)
- Sep. 26, 1825 Joseph S. Lewis (1778-1836) elected Pres. of the Schuylkill Navigation Company, replacing Cadwalader Evans, resigned. (MB)
- Sep. 27, 1825 Stockton & Darlington Railway, the first coal-hauling railroad that is also a common carrier, opens between Witton Park Colliery and the docks in Stockton in Durham, U.K., with a great public ceremony, following a trial

trip the previous day; road has two steam-operated and two self-acting inclined planes to cross hills at its western end near the mines; *Locomotion No. 1* built by George Stephenson (1781-1848) and Robert Stephenson (1803-1859) (Robert Stephenson & Co.), becomes the first steam locomotive to haul a regular passenger train; regular passenger service is in horse-drawn cars until 1833; William Strickland is in attendance. (Rolt, James, Marshall)

- Sep. 30, 1825 Chesapeake & Delaware Canal discharges John Randel, Jr., as contractor after long-running friction between him and Chief Engineer Benjamin Wright; Randel later sues the company for breach of contract and is eventually awarded \$226,886. (Holloway, Gray)
- Oct. 1, 1825 Defective section of Schuylkill Canal through Reading reopens.
- Oct. 2, 1825 Future Ohio railroad entrepreneur Henry Clark Lord (1825-1884) born at Amherst, Mass.; son of Nathan Lord (1792-1870), Pres. of Dartmouth College and Elizabeth King Leland Lord (1792-1870). (LordFamily, RRGaz obit)
- Oct. 5, 1825 Jonathan Knight, with a corps of engineers that includes future Confederate General Joseph E. Johnston, arrives in Columbus, having surveyed for the National Road from Zanesville. (Lee/Columbus)
- Oct. 7, 1825 Associates of the Jersey Company agree to close the lease of Cortlandt Street ferry to the York & Jersey Steam Boat Ferry Company; rent is unpaid for two years and they have only one boat; makes a new lease with Francis B. Ogden and Samuel Swartwout. (MB)
- Oct. 8, 1825 Meeting at Columbia, Pa., in favor of a railroad to Philadelphia; future Pres. James Buchanan makes the primary speech. (Scharf)
- Oct. 8, 1825 Mathew Carey writes a defense of John Randel, Jr. (Holloway)
- Oct. 1825 Work on the Chesapeake & Delaware Canal is suspended over a dispute with contractor John Randel, Jr. (Scharf)
- Oct. 15, 1825 Morris Canal & Banking Company breaks ground at the summit level. (CLJones)
- Oct. 18, 1825 Editorial in *United States Gazette* states that any delay in beginning Pennsylvania improvements will compound the lead enjoyed by New York and Baltimore; implies the railroad vs. canal debate must end. (Rubin)
- Oct. 19, 1825 Commonwealth of Pa. makes the last payment of \$4,000 on its \$12,000 subscription to the Pittsburgh & Steubenville Turnpike Road Company.



(PaArch)

- Oct. 20, 1825 William Strickland replies to the Pennsylvania Improvement Society underscoring his opinion on the superiority of railroads over canals, providing locomotives and inclined planes with stationary engines are used. (Rubin)
- Oct. 21, 1825 “The President and Managers of the Harrisburg Canal, Fire Insurance & Water Company” receive letters patent. (PaArch)
- Oct. 23, 1825 U.S. Board of Internal Improvement makes report on cost of Eastern Division of Chesapeake & Ohio Canal from Washington to the coal banks; recommends summit crossing between Wills Creek and Casselman's River; claims sufficient water to cross without a tunnel, but also considers portage railroad as alternative. (Rept)
- Oct. 24, 1825 Filling of the Lake Erie level of the Erie Canal begins. (HPSmith)
- Oct. 25, 1825 Gov. DeWitt Clinton and other dignitaries arrive in Buffalo from Albany in the evening for the opening of the Erie Canal. (HPSmith)
- Oct. 26, 1825 Erie Canal is completed between Black Rock and Lockport, including the Lockport flight of locks; completes the line between Albany and Buffalo, N.Y.; a flotilla of five boats led by Gov. DeWitt Clinton and other dignitaries in the *Seneca Chief* leaves Buffalo for New York; the departure at 10:00 AM is announced by the discharge of a chain of signal cannon whose signal is relayed to Sandy Hook and back in 3:20. (Sweet, Shaw, ClvIndHrld)
- Oct. 26, 1825 William Wilson and John Mitchell report on surveys made for Pennsylvania Canal Commissioners during summer. (CC)
- Oct. 29, 1825 *Benjamin Wright*, the first boat to traverse the entire Erie Canal westbound, arrives in Buffalo. (Reynolds)
- Oct. 31, 1825 James Brown (1791-1877), son of Alexander Brown of Baltimore, establishes the New York dry goods commission and merchant banking house of Brown Brothers & Co.; it is the last of the four Brown houses, the others being in Baltimore, Liverpool and Philadelphia; the dry goods business is spun off in 1833, and the New York house will become involved in railroad promotion during the 1860s and 1870s. (Brown)
- Nov. 2, 1825 Procession of boats opening the Erie Canal arrives at Albany; total cost of both Erie and Champlain Canals is \$7.85 million or \$18,136 per mile. (Sweet, Heyl)

- Nov. 3, 1825 The Erie Canal fleet departs Albany for New York, towed by steamboats; the *Seneca Chief* is taken in tow by the steamboat *Chancellor Livingston*. (Sweet, Heyl)
- Nov. 4, 1825 Erie Canal boats arrive in New York harbor, where Gov. DeWitt Clinton pours a keg of water from Lake Erie into the Atlantic in the Lower Bay near Sandy Hook; with the completion of the canal, the following engineers are discharged: James Geddes, Nathan S. Roberts, and David S. Bates, Principal Engineers; Holmes Hutchinson (1794-1865), Resident Engineer; Porteous R. Root (1800?-1882) and Charles T. Whippo (1793-1858), Assistant Engineers & Superintendents. (Whitford, Sweet)
- Nov. 1825 Foreign loans have drained £7.5 million in specie from the Bank of England. (Francis)
- Nov. 17, 1825 New Jersey Protective & Lombard Bank at Jersey City suspends after a run; its notes fall to 37 cents on the dollar. (McLean)
- Nov. 22, 1825 Bank of the United States increases loans at New York to ease increasing demand for specie; \$50,000 issued immediately; Nicholas Biddle works successfully to keep the effects of the developing asset bubble at New York from rippling through the entire economy. (Catterall)
- Nov. 23, 1825 Credit crisis in London, as the Bank of England contracts commercial discounts; failures of the country banks follow. (Francis)
- Nov. 29, 1825 Thomas Clayton (1778-1859) resigns as Pres. of the Philadelphia, Dover & Norfolk Steam Boat & Transportation Company because of his duties as U.S. Senator; succeeded by his cousin John M. Clayton (1796-1856). (WoodFmlyPapers)
- Dec. 1, 1825 Thomas Kimber, Jr. (1825-1890), future Quaker minister and Pres. of the Williamsport & Elmira and other railroads, born at Philadelphia. (HvrfdClgBios)
- Dec. 1, 1825 Runs that began in the West Country and Yorkshire in Nov. spread to the Bank of England; a crash follows on the London money market with the collapse of the bubble in canal shares and in investments in South American governments and mines. (Clapham, Kindleberger)
- Dec. 5, 1825 Banking house of Sir Peter Pole & Co. fails as the banking panic reaches London and spreads around the city. (Altorfer)
- Dec. 6, 1825 Pres. John Quincy Adams, in his first annual message to Congress, outlines a broad program of Federal activism in building internal improvements, including a second National Road from Washington to New Orleans, a

national university, a national observatory, exploration, and the encouragement of commerce, manufacturing and the arts and sciences; creates immediate reaction from Southern proponents of states rights; opposition to the administration grows, led in part by VP John C. Calhoun; Adams's refusal to remove political enemies or make partisan appointments prevents him from building a strong political base. (EAH, Larson)

- Dec. 6, 1825 London banking house of Williams & Co. fails. (Altorfer)
- Dec. 7, 1825 Gov. John A. Shulze, in his annual message, now notes that natural obstructions will render a Pennsylvania canal more expensive than those in New York; therefore prudence demands that the state delay in making a decision on the main line canal routes until all information is in; the state must also consider the work being done in England on railroads. (PaArch)
- Dec. 1825 Benjamin Wright, Canvass White and Ephraim Beach report on the survey of the Delaware & Raritan Canal, selecting the Millstone Route starting at New Brunswick instead of the direct route between the two rivers; they recommend a wide canal 60 x 8 to equal the Chesapeake & Delaware Canal; the feeder is to be 5 feet deep and extend to the Musconetcong River south of Easton. (Cranmer)
- Dec. 12, 1825 Delaware & Raritan Canal Company Board appoints Garret D. Wall (1783-1850) and James Neilson (1784-1862) a committee to go to Harrisburg and lobby for rights to build a canal across Penns Manor from Trenton to Tullytown and from Durham up to Easton, intending to realize Canvass White's plan of a canal that will serve the commerce of the Delaware River as well as across New Jersey. (Pam)
- Dec. 13, 1825 Bank of England raises the discount rate to 5%. (Francis)
- Dec. 14, 1825 Maryland internal improvement convention held at the Baltimore Exchange; favors two canals, one to join Chesapeake & Ohio Canal at Washington and one from Port Deposit to Middletown to join the Pennsylvania canal system. (Rubin, Vexler)
- Dec. 15, 1825 British Cabinet allows the Bank of England to issue £1 and £2 notes for the first time since 1821; it also increases the minting of gold sovereigns. (Altorfer)
- Dec. 1825 Simon Perkins (1771-1844) lays out the town of Akron on land he purchased in 1807 at the summit level of the Ohio Canal. (Allen)
- Dec. 17, 1825 Financial crisis peaks in London; the Bank of England's reserves have fallen to £1,027,000; 73 country banks have suspended; business failures continue well into 1826. (Clapham)

- Dec. 17, 1825 France begins sending gold to shore up the Bank of England. (Clapham)
- Dec. 21, 1825 Paper on “The Rivers of Pennsylvania” read to the Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth, mostly describing the Allegheny River system, which is navigable from Hamilton, N.Y. and Waterford, Pa., on French Creek during high water and can be improved for \$2,000 per mile. (Rept)
- Dec. 21, 1825 Erie Canal engineer Holmes Hutchinson (1794-1865) makes report on surveys for the improvement of the Connecticut River from Hartford to Barnet, Vt. to the Connecticut River Company; assistant is Edward F. Gay (1803?-1875), a native of Utica, N.Y., who will later play a large role in Pennsylvania canals and railroads. (Rept)
- Dec. 23, 1825 New York City Council denies a petition for a ferry to Brooklyn south of the existing Fulton Ferry; not granted for another 10 years. (Stokes)
- Dec. 24, 1825 Canvass White, then at Harrisburg, writes to William Lehman explaining his plan for a combined Delaware & Raritan Canal feeder and navigation canal along the Delaware River serving communities on both sides. (Pam)
- Dec. 24, 1825 Panic conditions begin easing on the London money market. (Altorfer)
- Dec. 27, 1825 Rep. John Test (1771-1849) of Indiana introduces a resolution to establish a national internal improvement fund. (Haney)
- Dec. 28, 1825 Canal Commissioners engage William Strickland, who has returned to Philadelphia, to examine and evaluate the surveys made during the summer. (CC)
- Dec. 29, 1825 Col. James Kilbourne publishes the first of three letters in the Columbus *Ohio State Journal* advocating construction of railroads in place of canals, citing the experience of the Stockton & Darlington Railway; Kilbourne owns extensive landholdings in north-central Ohio. (Marvin, Scheiber)
- Dec. 30, 1825 Pa. Canal Commissioners make first annual report to Gov. Shulze. (PaArch)
- Dec. 30, 1825 Anthracite coal pioneer, naturalist and advocate of internal improvements Jacob Cist (1782-1825) dies at Wilkes-Barre; his last project, a plan for a railroad from Wilkes-Barre to the Delaware river, undertaken with George P. McCulloch of the Morris Canal, is abandoned with his death. (Harvey)
- 1825 Hudson River line begins running between New York and Albany with the steamboats *Constitution* and *Constellation* in competition with the North River Steamboat Company. (Heyl)

- 1825 *Atalanta* operates on Citizens Line; *Bellona* and *Thistle* on Gibbons's Union Line. (NJJrnl)
- 1825 Stevens's Delaware River steamboat *Philadelphia* laid up; abandoned in 1827. (Stanton - probably at end of season)
- 1825 Benjamin Reeves and Isaiah Toy assume the operation of the Federal Street Ferry at Camden under lease from John Wessels. (Prowell)
- 1825 Col. James Reeside and William Shouse establish an opposition stagecoach line between Philadelphia and Easton; Reeside, known as the "land admiral," owns over 1,000 horses for his stagecoach empire. (Bean)
- 1825 Calder & Wilson operate the Reading-Harrisburg mail stage running three times a week. (Montgomery)
- 1825 Stagecoach operators John Coleman (1779-1831) and brother Nicholas Coleman (1790-1858) begin operating the passenger packets *Independence*, *Planet* and *Lady of the Lake* on the Schuylkill Canal between Philadelphia and Reading. (Montgomery - see above)
- 1825 Completion of the Schuylkill Canal creates a "coal rush" around the head of the canal at Pottsville; land is traded at inflated prices; many people engage in the more familiar activity of land speculation, laying out paper towns, few of which actually develop, buying by the acre and selling lots by the yard; the bubble continues until about 1830. (Nolan/Unger)
- 1825 Jacob Burd, Sr., and Peter Kimes discover an outcrop of anthracite coal on Short Mountain in the Lykens Valley of Dauphin County; the land is soon purchased by Simon Gratz of Philadelphia; the coal of the Lykens Valley veins \_\_ 8 feet and 4 feet, is a free-burning red ash coal that is easily ignited, and although limited in extent, will become the most desirable anthracite for domestic purposes in the mid-19th century. (Egle)
- 1825 Col. Washington Lee ( - ) opens the first anthracite coal mine at Nanticoke, Pa., in the Wyoming Valley; the mines will later be purchased by the PRR's Susquehanna Coal Company. (Harvey)
- 1825 Buffalo and Dry Valleys of Pennsylvania annually export 150,000 bu. of wheat, 6,000 bu. of clover seed and 200 tons of pork; Penns Valley in Centre County ships 180,000 bu. wheat, 6,000 bu. of clover seed and 1,000 bbls. of whiskey; the value of these goods exceeds \$500,000; this is but a small portion of the Susquehanna Valley trade, little of which would be served by the main line canal desired by Philadelphians. (EEBrown/PaHrtg)

- 1825 Charles Townsend and George Coit of Buffalo join with Griffith & Co. of Troy to organize the Troy & Erie Line, the first forwarding company to operate a line of boats over the whole length of the Erie Canal. (Shaw)
- 1825 Samuel Hays builds the first forge at Franklin, Pa., using charcoal and local bog ores. (Babcock)
- 1825 Line of sailing packets established between Baltimore, Charleston, Savannah and New Orleans. (Vexler - verify BaltAm)
- 1825 Washington & Baltimore Turnpike Road completed between Baltimore and District of Columbia line on line of present U.S. Route 1. (Dilts)
- 1825 Coal is sent down the Potomac from Cumberland in high water in 12-ton flatboats. (Eavenson)
- 1825 Potomac Company is bankrupt (verify?)
- 1825 James River Company completes an enlarged canal between the Richmond Basin and Maiden's Adventure Falls, about 30 miles, replacing its 1795 improvement. (Dunaway)
- 1825 Moncure Robinson leaves Richmond, Va., to tour France, Britain and the Netherlands to study civil engineering works; meets George Stephenson in England and becomes an early advocate of railroads instead of canals. (Osborne)
- 1825 Trans-Appalachian traffic on the National Road is about 10,000 tons per year, vs. about 30,000 tons on the Pennsylvania turnpike to Pittsburgh; freighting cost is about \$7-8 per cwt. (Mould)
- 1825 National Road completed through Belmont County, Ohio, from Bridgeport opposite Wheeling to Fairview. (ATMcKelvey)
- 1825 Depression of 1819-1824 lifts in the Old Northwest, accompanied by a big influx of new settlers. (Buley)
- 1825 New York Assembly passes 18 bank charters, but only three pass the Senate, the Commercial Bank of Albany, the Dutchess County Bank and the Dry Dock Bank. (Seavoy, PL)
- 1825 New York financier Jacob Barker (1779-1871) and his associates begin a program of empire-building; taking control of one bank, they use its resources to buy control of another and so on; they come to control 14 banks and insurance companies in New York and its hinterland, including the Franklin Bank, the Franklin Fire Insurance Company, the City Bank, the

New York Coal Company, the Life & Fire Insurance Company, the Dutchess County Insurance Company, the Mercantile Insurance Company, the Fulton Bank, the Morris Canal Bank, and the Tradesman's Bank; by the end of the year, they are making a play to gain control of the Bank of the United States. (Govan, Wilburn)

- 1825 James Gore King (1791-1853) joins the New York banking house of Prime, Ward & Sands, which becomes Prime, Ward, Sands & King. (Werner)
- 1825 Thomas S. Clarke comes to Pittsburgh to open a branch of Knox, McKee & Co., transporters of Wheeling, under name of McKee, Clarke & Co. (StdHistPitts)
- 1825 First regular steamboat service on the Monongahela River established between Pittsburgh and Brownsville in high water only; the river is not navigable in the summer dry season. (HistAllghnyCo)
- 1825 Village of Cuyahoga Falls, Ohio, laid out by Elkanah Richardson. (Perrin)
- 1825 Jabez Gilbert establishes a line of stagecoaches between Pittsburgh and Cleveland via Hudson, Ohio. (Perrin)
- 1825 A "mud pike" is cleared through the Black Swamp between the Sandusky River at Lower Sandusky (Fremont) and Perrysburg on the Maumee River; it is built across a glacial bog and uninhabited forest as a winter route when Lake Erie is frozen. (Waggoner)
- 1825 Michigan authorizes Chicago Road from Detroit via Ypsilanti, Coldwater, and Niles. (verify PL - Dunbar notes this is an act of Congress!)
- 1825 First stagecoach service begins between Terre Haute and Vincennes. (Greene/Sullivan)
- 1825 Kellogg's Trail laid out from Peoria to Galena, Ill. (Rice)
- 1825 Jonah Thompson and George Thompson are first to burn anthracite to fuel a steam engine at their Phoenixville rolling mill. (Swank)
- 1825 Connecticut Yankees Richard Alsop and William S. Wetmore (1801-1862) and John Cryder (1796-1868) of Philadelphia form Alsop, Wetmore & Cryder, trading to Chile. (wiki)
- 1825 Nicholas Wood (1795-1865), foreman of Killingworth Colliery in England where Stephenson locomotives are in use since 1814, publishes *Practical Treatise on Rail-Roads and Interior Communication in General*. (Dilts, Kirkland)

- 1825 English engineer and architect Thomas Tredgold (1788-1829) publishes *A Practical Treatise on Rail-Roads and Carriages*. (Kirkland, DLC)
- 1825 Britain finally repeals the last of its laws to prevent the emigration of skilled mechanics and inventors. (Swank)
- 1825 Congress passes the Post Office Act of 1825, which reenacts the 1810 regulations for opening post offices that receive mail for at least one hour on Sundays, reigniting a clerical and evangelical backlash. (Rohrer/JER 7 - verify StatutesatLarge)