

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

By Christopher T. Baer

1826

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All data subject to correction and change

- Jan. 1, 1826 John Randel, Jr., sues the Chesapeake & Delaware Canal Company in the U.S. District Court at Philadelphia for breach of contract; the final hearing is delayed for 6 years in disputes over which court has proper jurisdiction. (Holloway)
- Jan. 2, 1826 Exchange Line runs the steamboat *Bolivar* to New Brunswick, with stage to Trenton. (Brown)
- Jan. 3, 1826 New York Gov. DeWitt Clinton again calls for a state road across the Southern Tier. (JHammond)
- Jan. 4, 1826 Thomas Handasyd Perkins (1764-1854), William Sullivan, Amos Lawrence, Solomon Willard, David Moody and Gridley Bryant (1789-1867) petition the Massachusetts General Court (Legislature) for a charter for a railroad from the granite quarries at Quincy to tidewater for moving granite to be used in an obelisk commemorating the Battle of Bunker Hill. (Trains)
- Jan. 6, 1826 Duff Green (1791-1875), a politician-entrepreneur and close friend of VP John C. Calhoun, begins publishing the *United States Telegraph* in Washington as a national organ of the anti-Adams forces. (EAH)
- Jan. 7, 1826 Sandusky *Clarion* publishes a proposal for a railroad to the Miami Canal at Dayton. (RRH)
- Jan. 9, 1826 Letson & Bayles operate the Union Line stages from Hoboken Ferry to Philadelphia via New Brunswick and Trenton. (Brown)
- Jan. 10, 1826 Mathew Carey, writing in *United States Gazette*, concedes the necessity for a portage road or railroad in place of the canal tunnel to cross Allegheny

Mountain. (Rubin)

- Jan. 11, 1826 Report of Massachusetts commissioners and engineer Loammi Baldwin transmitted to the Legislature; a canal from Boston to the Hudson will require 3,281 feet of lockage and a four-mile tunnel through Hoosac Mountain and will cost \$6 million; the best route for a canal avoids the major industrial centers of Worcester, Springfield and Pittsfield; Boston does not control the Legislature, and the farmers who do have no interest in facilitating the movement of competitive grain from the West or in being taxed; the state has a current deficit of about \$50,000; the Legislature abolishes the commission. (Bliss, Kirkland, Rubin, Salsbury)
- Jan. 11, 1826 Hill, Fish & Abbe of the Union Line note that while steamboat navigation is obstructed for the winter, they will operate sloops between New York and Perth Amboy, with freight wagons thence to New Brunswick and Trenton. (Brown)
- Jan. 1826 Pres. Nicholas Biddle and his associates defeat a move by Jacob Barker (1779-1871), a prominent, if somewhat shady, New York merchant and banker, who was planning to get control of the Bank of the United States at the annual election by playing on the stockholders' desires for higher dividends; during the year, the Bank of the United States puts pressures on Barker's banks by periodically demanding that they redeem any notes that come into the national Bank's possession. (Govan)
- Jan. 1826 Henry Eckford, whose Life & Fire Insurance Company has \$1.2 million in notes coming due, against only \$350,000 in assets, and who has not been paid for the four 44-gun frigates he has built for several South American republics because of the failure of Goldschmid's Bank in London, seeks help from Jacob Barker; Barker proceeds to buy Life & Fire Insurance Company bonds and advance funds to its directors, by juggling money among several insurance companies and banks controlled by himself or by Eckford and his associates; these include the Fulton Bank, the Tradesmen's Bank, the Morris Canal & Banking Company, the Mercantile Insurance Company, and others. (Barker, Casebk, Turner, Morrison)
- Jan. 1826 Thomas Handasyd Perkins and other Bostonians petition the Legislature for a survey for a railroad from Boston to the Hudson River; it is rejected. (Salsbury)
- Jan. 19, 1826 Indiana act authorizes a state road from Terre Haute to Fort Wayne. (Helm/Carroll)
- Jan. 20, 1826 Illinois repeals the charter of the Illinois & Michigan Canal Association; Democratic politicians have pointed out that the federal government is more likely to grant aid to a state enterprise than a private company. (PL, Smith)

- Jan. 21, 1826 Philip Hone resigns as Pres. of the Delaware & Hudson Canal Company, having been elected Mayor of New York City; replaced by Treasurer John Bolton, a native of Philadelphia, who had grown up in Savannah, Ga. (CnrtlyofPrgrss)
- Jan. 21, 1826 Whitewater Canal Company incorporated in Indiana with a capital of \$1 million to build from Lawrenceburgh up to Brookville with a possible extension to Fort Wayne; surveyed in 1826 by U.S. Engineers under Col. James Shriver. (PL, Esarey)
- Jan. 21, 1826 Indiana act authorizes commissioners to clear the east and west forks of the White River as high as Sample's Mills in Randolph County; supervisors are to call on those local people liable for road work. (PL)
- Jan. 23, 1826 Public meeting in favor of an east-west canal held at Bellefonte, Pa. (Linn/Centre)
- Jan. 23, 1826 Illinois act authorizes a state road from Peoria to Danville and the Indiana state line. (Rice)
- Jan. 24, 1826 Canvass White, then at Albany, writes to Garret D. Wall of the Delaware & Raritan Canal Company informing him of the strength of opposition in Philadelphia to his proposed plan to extend the D&R Canal into Pennsylvania below the shallows at Tullytown and north to Easton; Philadelphia merchants rightly fear that such a unified canal will draw much of the commerce of the Delaware Valley to New York; the Pennsylvania Legislature will successfully defeat any plan to link the Pennsylvania and New Jersey canals that does not pass through Philadelphia. (Pam)
- Jan. 25, 1826 McDonough County, Illinois, created from non-county area; not fully organized. (Long)
- Jan. 28, 1826 New Board of Delaware & Raritan Canal Company elected giving greater control to New York, Newark and Elizabethtown investors; the New Yorkers are George Griswold, Elisha Tibbetts, Chancellor James Kent, Peter Remsen, Francis Depaw and Floyd S. Bailey; also Peter Kean, William Halsted, Jr., and Looe Baker of Elizabethtown, Richard Stockton and John Potter of Princeton, John N. Simpson, James Neilson and Richard Hartshorn of New Brunswick, and Thomas Cadwalader, Garret D. Wall and John T. McDowell of Trenton. (Cranmer)
- Jan. 28, 1826 Ohio repeals its 1821 law outlawing the Bank of the United States. (Huntington)
- Jan. 30, 1826 Rep. Andrew Stewart (1791-1872) of the House Committee on Roads &

Canals reports in favor of a federal subscription to the Washington Turnpike Company to enable it to complete its road between Rockville and Frederick, linking Washington to the National Road. (Rept)

- Jan. 31, 1826 Columbus & Sandusky Turnpike Company incorporated in Ohio to replace the canal originally projected on that route; organizers include William Neil of Neil, Moore & Co., the "stage coach king of Columbus," and Orange Jackson; company later gets a federal land grant of 27,000 acres, which is given to contractors who build the road in sections. (PL, Marvin, HistMarionCo)
- Jan. 31, 1826 Crawford County, Ohio, fully organized. (Perrin/CrwfrdCo)
- Feb. 3, 1826 Pennsylvania Canal Commissioners issue their first report; find difficulties with water supply on all summits between Susquehanna and Allegheny Rivers; northern route is most likely to be feasible for an all-canal line, but is long and the most expensive at \$4.3 million via Tobys Creek or \$4.7 million via Cherry Tree; Juniata route is cheapest at \$3.05 million but Commissioners question the plan for a tunnel; William Strickland, who is engaged to turn the surveys of 1825 into finished maps, suggests replacing the canal tunnel with a portage railroad; Commissioners recommend creation of a state Improvement Fund and financing by state stock (i.e., bonds); final choice of route to be made by a disinterested panel of five engineers. (CC)
- Feb. 8, 1826 Lancaster Canal Company incorporated in Ohio to build canal from Lancaster to the Ohio & Erie Canal at Carroll. (McClelland)
- Feb. 8, 1826 Joseph Shipley (1795-1867), Liverpool representative of S. & J. Welsh of Philadelphia, joins the Anglo-American merchant banking house of W. & J. Brown & Co. at Liverpool. (Brown)
- Feb. 9, 1826 Pennsylvania authorizes construction of Chesapeake & Ohio Canal within the state after defeating two previous bills, providing it begins the western section within three years and uses and federal funds equally between eastern and western ends; passage engineered by William Lehman to reduce western opposition to Pennsylvania Canal. (PL, Rubin, CHTP7)
- Feb. 10, 1826 Tioga Navigation Company incorporated in Pa. to build a canal or slackwater up the Tioga River from the New York state line to the coal mines in the Blossburg Coal Field. (PL - see below!!)
- Feb. 10, 1826 Maryland House Committee on Internal Improvements reports in favor of creating a Board of Public Works; to subscribe \$1 million to Chesapeake & Ohio Canal, \$500,000 to a company linking it with Baltimore, and \$500,000 to a canal from Baltimore to York Haven. (Rubin)

- Feb. 13, 1826 West Point Foundry Association writes to the Union Canal Company of Pennsylvania Board re brass castings for the pumping machinery on the summit level. (MB)
- Feb. 1826 Pennsylvania Society for the Promotion of Internal Improvement in the Commonwealth cuts initiation fee from \$100 to \$20 and annual dues from \$10 to \$5. (Rubin)
- Feb. 1826 Newark, Ohio, incorporated as a town. (NNHill/Licking)
- Feb. 20, 1826 Schuylkill East Branch Navigation Company incorporated in Pa. to improve the navigation of the Little Schuylkill River up to the coal mines (Tamaqua). (Rdg)
- Feb. 20, 1826 Tioga Navigation Company incorporated in Pa. to improve the Tioga River from the New York state line up to the Tioga Coal Field. (PL)
- Feb. 20, 1826 Rep. William Cabell Rives (1792-1868) of Virginia makes a speech in the House claiming that the Adams Administration is allotting surveys under the General Survey Act to buy votes in the next presidential election, short-changing pro-Jackson districts; he calls for discontinuing the program. (Larson)
- Feb. 24, 1826 Town of Clinton, later Canal Clinton, Ohio, laid out; one of many villages created by the Ohio & Erie Canal. (Heald)
- Feb. 25, 1826 Commonwealth of Pa. authorizes construction of canal portions of Main Line of Public Works (Pennsylvania Canal) between Middletown and Duncan's Island (Eastern Div.) and between Pittsburgh and Freeport (Western Div.); also the French Creek Feeder between Bemus Mill and Conneaut Lake; the latter is completely disconnected from the rest of the system but is the common portion of rival routes via Allegheny or Beaver/Shenango valleys; Board may appoint Acting Commissioners to superintend work at \$4 per day; \$300,000 appropriated. (PL); passes House 60-32 and Senate 19-14 (Klein)
- Feb. 25, 1826 Pennsylvania act authorizes Canal Commissioners to make agreement with Harrisburg Canal, Fire Insurance & Water Company for taking water from the canal to supply Harrisburg or for use by mills. (CC)
- Feb. 25, 1826 Delaware & Hudson Canal Company forces Maurice Wurts, the sole representatives of the Wurts brothers, off the Board; at the election a few days later, the local representatives from Ulster and Orange Counties are also removed. (Lowenthal)

- Feb. 28, 1826 Maryland legislative resolution calls for requesting U.S. Engineers to survey for canal from Baltimore to C&O Canal. (PL)
- Mar. 1, 1826 Virginia act orders Principal Engineer Claudius Crozet to lay out a turnpike on a direct route from Richmond to Covington at the foot of Alleghany Mountain; there is no easy route across the Blue Ridge, and only the portion between Lexington and Covington is ever built. (Hunter)
- Mar. 1, 1826 Tippecanoe County, Ind., created, and Lafayette established as the county seat. (Vexler)
- Mar. 3, 1826 Pa. Canal Commissioners offer engineering jobs to James Geddes (1763-1838) and Nathan S. Roberts (1776-1852) of New York. (CC)
- Mar. 4, 1826 Canal Commissioners ask Sylvester Welch (1798-1852), formerly of the Erie Canal, to report for work on Eastern Division Canal. (CC)
- Mar. 4, 1826 Pennsylvania Republicans nominate John Andrew Shulze for a second term as Gov. unanimously; the Federalists nominate no state candidates and become defunct at all but the local level; many Federalists in the Mid Atlantic States gravitate either to John Quincy Adams, who represents the idea of an activist government, or to Andrew Jackson, who embodies the idea of a strong leader; in Pennsylvania, James Buchanan begins forming an Amalgamation Party of ex-Federalists and anti-Family Party Republicans, uniting the Federalist German farmers of the southeast and the Scots-Irish Republicans of the west in favor of Andrew Jackson; however, most Amalgamators are also partial to Henry Clay succeeding Jackson in the presidency. (Klein)
- Mar. 4, 1826 Maryland act creates a Board of Public Works consisting of Gov. Joseph Kent (1779-1837), Thomas Buchanan, Richard Potts, Robert W. Bowie, Isaac McKim, William Howard, E.F. Chambers, Robert H. Goldsborough and Littleton Dennis; to establish an Internal Improvement fund and arrange surveys for a canal leading from the Chesapeake & Ohio Canal to Baltimore with a branch to Annapolis and to improve the Susquehanna, Pocomoke, Manokin, Wicomico, Great Choptank and Chester Rivers; may solicit funds from Congress and private subscribers. (PL)
- Mar. 4, 1826 Granite Railway Company incorporated in Massachusetts to build a railroad to carry granite from quarries near Quincy, Mass., to a dock on the Neponset River; oldest rail component of the New Haven system. (PL, NHCorp)
- Mar. 4, 1826 Public meeting held at Pittsburgh in support of a canal from the Beaver River to Portage Summit in Ohio. (HistPrtgCo)
- Mar. 6, 1826 Canal Commissioners recommend increasing the number of Commissioners

from five to nine to prevent recent difficulties in securing a quorum with Commissioners who serve part-time; also to allow all Commissioners to disburse money instead of only Acting Commissioners as at present. (CC)

- Mar. 6, 1826 Pennsylvania, Delaware & Maryland Steam Navigation Company incorporated in Maryland to operate a steamboat and stagecoach route between Philadelphia and Baltimore; organized with William Meeteer Pres. (PL, Holmes)
- Mar. 6, 1826 Maryland “Act for the promotion of Internal Improvements” authorizes the creation of a Maryland Canal Company to build from Baltimore to the Chesapeake & Ohio Canal and authorizes a state subscription of \$200,000; authorizes the Treasurer of the Western Shore to exchange the state’s stock and debt of the Potomac Company for stock in the Chesapeake & Ohio Canal, plus and additional \$500,000 to the C&O; also authorizes a subscription of \$500,000 to any company formed to build a canal from Baltimore to York Haven, and \$200,000 for improving rivers on the Eastern Shore, none of which are actually made. (PL)
- May. 6, 1826 “The Susquehanna & Patapsco Canal Company” incorporated in Maryland with a capital of \$2.5 million; the Proprietors of the Susquehanna Canal may subscribe 1,500 shares to be paid for by deeding their old canal and rights to the new company; the City of Baltimore may subscribe to both the Susquehanna & Patapsco and Maryland Canal Companies. (PL)
- Mar. 6, 1826 Last 14-mile portion of Pittsburgh & Steubenville Turnpike Road completed and licensed to take tolls. (PaArch)
- Mar. 6, 1826 Lafayette College chartered at Easton, Pa.; it opens on May 9, 1832. (Alderfer)
- Mar. 8, 1826 A new Havre-de-Grace Bridge Company incorporated in Maryland; not built. (PL)
- Mar. 10, 1826 Canal Commissioners accept William Strickland's terms for employment; set this season's surveys as: Philadelphia to New York state line via North Branch of Susquehanna and between Susquehanna and Potomac Rivers via Cumberland Valley, Conococheague, Mononcacy or Conewago Creeks, with supervision divided between Commissioners David Scott and Robert M. Patterson; Scott takes North Branch; authorize secretary to ask Secretary of War for loan of U.S. Engineers. (CC)
- Mar. 10, 1826 Canal convention of citizens of Pennsylvania and Ohio in favor of a canal from the Beaver River to Portage Summit held at Beaver, Pa. (HistPrtgCo)
- Mar. 11, 1826 Canal Commissioners hire William Strickland as Engineer at \$3,000 per

year plus expenses, effective Apr. 1; to evaluate work of surveyors and especially lay out Eastern Division from Middletown to the Juniata with assistant, Samuel Honeyman Kneass. (CC)

- Mar. 13, 1826 Canal Commission Pres. John Sergeant and William Strickland view the Susquehanna from Middletown to mouth of Juniata; find that the Harrisburg Canal, Fire Insurance & Water Company has already staked out much of the route sought by the state between Stony Creek and Harrisburg; in the first mile there is only room for one canal at the foot of the mountain. (CC)
- Mar. 13, 1826 Act of Congress subscribes \$100,000 to the Louisville & Portland Canal Company. (StatutesatLarge)
- Mar. 15, 1826 Village of Waynesburg, Pa., incorporated as the borough of Jersey Shore; the name derives from the fact that the earliest settlers came from Essex County, N.J. (Meginness/Lycoming)
- Mar. 1826 Line of stages between Pittsburgh and Cleveland now runs twice a week and 4-horse stages have replaced 2-horse stages. (HistPrtgCo)
- Mar. 17, 1826 After a personal interview, Canal Commissioners agree to employ Erie Canal engineer James Geddes, who is to locate a canal from the mouth of the Juniata up the Susquehanna, West Branch and Sinnemahoning Creek across to the confluence of the Kiskiminetas and the Allegheny. (CC)
- Mar. 17, 1826 Ohio Canal Commissioners contract the lowermost sections of the Ohio & Erie Canal running down the east bank of the Cuyahoga River to a point in Cleveland near its mouth. (AmCnls)
- Mar. 20, 1826 Steamboat *Susquehanna & Baltimore* arrives in Sunbury. (Sipes - verify)
- Mar. 21, 1826 General Simon Bernard issues a preliminary report on Chesapeake & Ohio Canal east of the Alleghenies; cost of \$8 million is four times the previous estimates. (Ward)
- Mar. 21, 1826 Public meeting held at Warren, Ohio, in favor of a canal from the Beaver River to Portage Summit. (HistPrtgCo)
- Mar. 25, 1826 Congress appropriates \$110,749 for the continuation of the National Road. (Searight)
- Mar. 28, 1826 Pennsylvania places further restrictions on Delaware & Raritan Canal; combined with engineer's estimate of \$3 million kills project; New York investors withdraw funds. (PL, Thompson)
- Mar. 28, 1826 John Tipton moves the Fort Wayne Indian agency to the mouth of the Eel

River near present-day Logansport. (Esarey)

- Mar. 29, 1826 New York state commissioners Jabez D. Hammond (-), Nathaniel Pitcher (-) and George Morell report on a state road through the Southern Tier; the common route would run from the Town of Gerry in Chautauqua County through Ellicottville and Angelica to Bath; from there the preferred northern route would go via the head of Seneca Lake, Ithaca, Unadilla and Delhi to Catskill on the Hudson River; the southern route would go via Newtown (Elmira) and Binghamton to Nyack; the commissioners recommend building the northern route and the southern route only as far as Warwarsing on the Delaware & Hudson Canal; they believe the roads can be built for only \$2,000 a mile or a total cost of less than \$1 million; a bill for the road is defeated 50-48 by the votes of the Erie Canal counties. (JHammond)
- Mar. 30, 1826 Gov. Shulze appoints Thomas G. Kennedy (1783-1836) and Joseph Burke to investigate the work of the Delaware River Commissioners appointed under the act of 1817. (PaArch)
- Mar. 30, 1826 U.S. assistant civil engineer James Shriver (1794-1826) reports to the Army's Engineer Dept. on a survey for canal between the C&O Canal and the Juniata River near Bedford via Wills Creek; notes there is not enough water or good sites for reservoirs on the route and calls for a further study of the water supply. (Rept)
- Apr. 1, 1826 Commonwealth of Pa. establishes the Internal Improvement Fund and state borrowing to finance canals; Secretary of Commonwealth, Auditor General and State Treasurer are to constitute the Commissioners of the Internal Improvement Fund; authorizes first state loan of \$300,000 for canal construction; existing state debt was then \$1.84 million; funds earmarked for paying interest on the improvement bonds are grossly inadequate, in expectation of income from tolls that never materialize, unlike New York's fund, which makes no reliance on toll income; act also appropriates \$20,000 for improving North Branch of Susquehanna. (PL, Bishop)
- Apr. 1, 1826 Crawford County, Ohio, fully organized with county seat at Bucyrus. (Long)
- Apr. 2, 1826 Engineers report on a survey of a proposed National Road from Washington to New Orleans running through Warrenton and then down the west side of the Blue Ridge through Abington or Knoxville. (Rept)
- Apr. 4, 1826 Peter Kean of Elizabethtown elected Pres. of Delaware & Raritan Canal Company, replacing John N. Simpson of New Brunswick, who is forced out; the Board also appoints a committee of Chancellor James Kent, Elisha Tibbetts and Looe Baker to consider the state of the company in light of the

Pennsylvania law. (Cranmer, Thompson)

- Apr. 4, 1826 Pa. act declares Sandy Lick or Red Bank Creek to be a public highway only for a descending navigation; persons may build mill dams providing the include a chute for the passage of boats and rafts in high water. (Smith/Armstrong)
- Apr. 4, 1826 Maryland act creates Board of Public Works to plan roads and canals; appropriates \$200,000 to improve the navigation of the Pocomoke, Manakin, Wicomico, Choptank, Chester, Elk and North East Rivers, providing that Congress subscribe 10,000 shares to the Chesapeake & Ohio Canal. (PL - need full act - see 3/4)
- Apr. 5, 1826 Canal Commissioners hire Nathan S. Roberts, formerly of Erie Canal, as engineer at \$3,000 per year plus expenses; assigned to Western Division to survey between Pittsburgh and mouth of Kiskiminetas River; appoint James Dunlop Harris (1797-1842) of Bellefonte as his assistant (CC); Harris is son of James Harris (1755-1825), state legislator and co-founder of Bellefonte. (CC, Cummings)
- Apr. 5, 1826 New Brunswick Steam-Boat Ferry Company replaces *Legislator* with *Long Branch*; runs against *Emerald* of New Exchange Line controlled by Vanderbilt and Gibbons; they soon drive it out of business by cutting fare to \$2. (Lane, Benedict - is New Exchange Vand or Long Br?? - NJJ has Exchange Line putting *Long Branch* on Jan.16, at least as far as NY-Eport - Stiles notes *Emerald* constructed later in 1826)
- Apr. 5, 1826 Pa. act authorizes the Delaware & Hudson Canal Company to build a railroad to carry coal over Moosic Mountain from Carbondale to the head of the canal at Dyberry Forks, now Honesdale. (PL)
- Apr. 5, 1826 Dauphin & Susquehanna Coal Company incorporated in Pa. with a capital of \$50,000 by Benjamin Kugler, Charles Bird, John Goddard and Joseph Lyon to work mines at the extreme southwestern end of the Southern Anthracite Coal Field in Dauphin County; may hold 10,000 acres on Short Mountain and Stony Creek. (PL)
- Apr. 7, 1826 Pennsylvania orders all estate taxes be paid into Internal Improvement Fund; \$20,000 appropriated for paying engineers and surveyors. (PL)
- Apr. 7, 1826 Columbia, Lancaster & Philadelphia Railroad Company incorporated in Pennsylvania with a capital of \$650,000 to replace John Stevens's Pennsylvania Rail Road charter of 1823, which is repealed; subscriptions are received over the summer, including one from the Bank of Pennsylvania, but the company is never organized and does nothing. (PL, C&C)

- Apr. 7, 1826 Pennsylvania appoints Charles Treziyulny engineer of improvement of the Susquehanna River (PaArch)
- Apr. 7, 1826 Pennsylvania assents to Susquehanna & Patapsco Canal but must build side cuts into river opposite Columbia and mouth of Conestoga Creek. (PL)
- Apr. 8, 1826 Danville & Pottsville Railroad Company incorporated by Daniel Montgomery (1765-1831) of Danville, George W. Smith (1800-1876), Mark Richards (1785?-1843), et al. to link Schuylkill and Susquehanna Rivers between Pottsville and Danville with branch to Sunbury; may hold 1,000 acres of coal lands, providing are more than five miles from Pottsville. (PL)
- Apr. 8, 1826 U.S. Engineers report on the surveys for a National Road between Buffalo and New Orleans via Washington; Congress then selects the western route. (Hemphill)
- Apr. 8, 1826 Erie Bank incorporated in Pa.; R. S. Reed, Pres., and P. D. V. Hamot, Cashier. (PL, Holdsworth)
- Apr. 8, 1826 Thomas Sarchet, Sr., leaves the Wills Creek salines above Cambridge, Ohio, with the first flatboat to descend from Wills Creek to the Muskingum and Ohio Rivers, with a cargo of wheat, flour and salt, which he sells in Louisville. (Sarchet)
- Apr. 10, 1826 On recommendation of Canal Commissioners, Pennsylvania act increases number of Commissioners from five to nine, giving more representation to branch line advocates. (PL)
- Apr. 10, 1826 Pennsylvania act establishes basic operating rules for canals and provides for penalties for injuring or misusing works. (PL)
- Apr. 10, 1826 Pennsylvania appropriates \$500 to clear Penns Creek from the Union County line to Spring Mills. (PL)
- Apr. 10, 1826 Pennsylvania declares Red Bank Creek to be a public highway from the second fork to the eastern line of Jefferson County. (PL)
- Apr. 10, 1826 Canal Commissioners appoint James Geddes as Engineer to survey from the mouth of the Juniata up the Susquehanna to the West Branch and across to the Allegheny River via Tobys Creek and the Clarion River; William Wilson appointed assistant. (CC)
- Apr. 11, 1826 Steamboat *Albion* arrives at Kittanning from Pittsburgh, the first experimental ascent of the Allegheny River by a steamboat.

(Smith/Armstrong)

- Apr. 12, 1826 Steamboat *Codorus*, built by Davis [Gartner & Co?] of York arrives at Wilkes-Barre; it has a sheet iron hull drawing only 8 inches of water and a 9 HP engine; it proceeds to Athens and finally to Binghamton, returning after a 4-month trip; it is considered a failure, as the Susquehanna River is too shallow, the gradient too steep with too many falls and riffles for practical steamboat navigation. (Bradsby)
- Apr. 15, 1826 Virginia delegation petitions for the Army Engineer Dept. to survey for a canal between the Roanoke, James and Kanawha Rivers, and if a canal is impracticable, the cost of a railroad between the highest points of navigation. (Hill)
- Apr. 1826 Canal Commissioners employ Sylvester Welch (1798-1852) of the New York Canals to do engineering work in the Harrisburg area. (CC)
- Apr. 1826 Marble Manufacturing Company fails at New York. (Lanier)
- Apr. 1826 New stagecoach line established between Beaver, Pa., and Cleveland. (HistPrtgCo)
- Apr. 17, 1826 Mohawk & Hudson Railroad Company, oldest component of New York Central System, incorporated in New York to bypass the numerous locks on the Erie Canal between Albany and Schenectady; charter granted on application of George W. Featherstonhaugh (1780-1866) of Duanesburgh, N.Y. (Stevens, GrnBk)
- Apr. 17, 1826 Lehigh Coal Company incorporated in N.Y. by Floyd S. Bailey, David Johnson, John Van Nostrand, J. Phillips Phoenix, et al., with a capital of \$600,000; hopes to achieve a monopoly of supplying New York City with Lehigh coal brought via the projected Delaware & Raritan Canal. (PL, Thompson)
- Apr. 17, 1826 New York declares Conewango Creek from its junction with the Little Conewango up to John Kent's mills to be a public highway. (PL)
- Apr. 17, 1826 Saratoga Springs, N.Y., is incorporated as a village; it later becomes a major summer resort for the New York City business elite. (French)
- Apr. 18, 1826 New York act creates the Canal Board consisting of Stephen Van Rensselaer, Samuel Young, Henry Seymour and William C. Bouck, Canal Commissioners; the Lieutenant Gov. (James Tallmadge), Secretary of State (Azariah C. Flagg), Comptroller (William L. Marcy), Treasurer (Abraham Keyser), Attorney General (Samuel A. Talcott) and Surveyor General (Simeon DeWitt). (Sweet)

- Apr. 19, 1826 Union Canal Company of Pennsylvania orders Chief Engineer Canvass White to run a survey up Swatara Creek to the foot of Broad Mountain for extending a branch canal and investigating the potential of the coal trade at Pine Grove; done by Assistant Engineer Alonzo Livermore (1803?-). (MB, AR)
- Apr. 19, 1826 Nathan S. Roberts begins surveys for Western Division Canal on the Monongahela River at the foot of Liberty Street, Pittsburgh, and continues up the east side of the Allegheny River; upon reaching Lawrenceville, Roberts dines with failed businessman and politician William B. Foster, Sr.(1779-1855), and being in need of help, invites his son, William B. Foster, Jr. (1808?-1860), to join the corps as an axeman and learn to be an engineer; because of his family's political credentials, Foster becomes one of the most important engineers in the state and eventually VP of the PRR. (Wilson, Hare)
- Apr. 22, 1826 Auxiliary Internal Improvement Society of Crawford County organized at the suggestion of the main Pennsylvania Society for the Promotion of Internal Improvement, which has called for auxiliary societies in several counties; Henry Shippen Pres. (HistCrawfrdCo)
- Apr. 24, 1826 Canal Commissioners recommend a survey up the Juniata across to the Mouth of the Kiskiminetas, although using the Raystown Branch, rather than the Frankstown Branch as actually done later; hope to engage Canvass White of New York. (CC)
- Apr. 25, 1826 Rep. Charles F. Mercer, also Pres. of the Chesapeake & Ohio Canal (?), introduces a resolution to create a federal fund and an enlarged engineer corps comprising both military and civil engineers, who would also create cost estimates and oversee actual construction projects. (Hill)
- Apr. 25, 1826 First graduation at the Rensselaer School at Troy, N.Y. (Rezneck)
- Apr. 26, 1826 Nathan S. Roberts reports to Canal Commissioners on progress of work on Western Division Canal. (CC)
- Apr. 29, 1826 Pa. Gov. Shulze appoints Daniel Montgomery (1765-1831) of Columbia County as an additional Canal Commissioner. (PaArch)
- Apr. 29, 1826 William Strickland completes report on plan and location of Eastern Division Canal from Swatara Creek to mouth of Juniata River. (CC)
- Apr. 29, 1826 Schuylkill Navigation Company authorizes the construction of a complete towpath from Fairmount to Duncan's Canal. (MB)

- Spring 1826 152 flatboats pass Vincennes coming down the Wabash River en route to New Orleans. (Esarey)
- May 1, 1826 Pennsylvania advertises for a \$300,000 loan from the banks to begin work on the state canals. (PaArch)
- May 2, 1826 *New Jersey Journal* reports that Delaware & Raritan Canal Company lobbyist Garret D. Wall has returned from Washington and that Congress will not pass a subscription bill this session. (Cranmer)
- May 2, 1826 Pa. Gov. Shulze appoints Thomas Enochs of Allegheny County, Gen. John Phillips of Erie County, and Charles Mowry (1777-1838) of Dauphin County as additional Canal Commissioners. (PaArch)
- May 3, 1826 The steamboat *Susquehanna*, with a 30 HP engine and drawing 32 inches of water, suffers a boiler explosion as it struggles to force its way up the Nescopeck Falls at Berwick; 4 killed; many internal improvement advocates who are aboard, including Christian Brobst of Catawissa, are scalded or otherwise injured. (Bradsby)
- May 3, 1826 Two-day convention convenes at New Castle, Pa., in support of a canal through the Mahoning Valley. (HistPrtgCo)
- May 5, 1826 Liverpool & Manchester Railway, the first general-purpose railroad in Britain, chartered. after heavy opposition from the local canal interests. (Marshall - Rolt says 5/1!!)
- May 8, 1826 Nathan S. Roberts reports that cheapest route for Western Division Canal is down west bank of Allegheny River, much to the consternation of Pittsburgh interests, who want it to terminate in the city; Commissioners set canal prism of Western Division at 40' x 4' x 28'. (CC)
- May 9, 1826 Canal Commissioners appoint Abner Lacock Acting Canal Commissioner in charge of Western Division; authorize a committee of Board to examine the Susquehanna from Northumberland to the New York state line. (CC)
- May 10, 1826 Henry Eckford borrows 2,000 shares of Fulton Bank stock from bank directors Spencer and Brown and exchanges them for 2,500 shares of Morris Canal & Banking Company stock; the Morris shares are then used as collateral for loans from Jacob Barker. (Casebk)
- May 10, 1826 Pennsylvania Canal Commissioners thank Gov. DeWitt Clinton for supplying copies of New York canal reports and answering questions. (CC)
- May 12, 1826 Future railroad promoter George Ingraham Seney (1826-1893) born at Astoria, Queens, New York. (RyW)

- May 15, 1826 Commonwealth of Pa. subscribes for 100 shares of the Robbstown & Mount Pleasant Turnpike Road Company for \$5,000. (PaArch)
- Spring 1826 Swartwout & Company purchase the single-hull, double-ended ferry *George Washington* for the Paulus Hook ferry; supposedly built for Catherine Street ferry (Fulton Ferry) on East River. (HC)
- May 1826 Canal convention held at New Castle, Pa. (HistButlerCo)
- May 1826 Union Stage Company begins tri-weekly stagecoach service between Buffalo and Erie running along the lake shore. (Young/Chautauqua)
- May 1826 William Neil and A. I. McDowell begin running a line of mail stages between Cincinnati and Portland via Dayton and Columbus. (Lee/Columbus)
- May 1826 Reacting to the improved transport facilities such as the Erie Canal and National Road, the Presbyterian General Assembly urges all Presbyterians in the U.S. to boycott every transportation company that operates on Sundays. (John)
- May 16, 1826 Steamboat entrepreneur Thomas Gibbons (1757-1826) dies at Elizabethtown of diabetes; his steamboat fleet is inherited by his son William Gibbons (1795?-1852?). (DAB - Stiles said he had moved to NY and dropped dead in the street at Hudson & Beach Streets)
- May 16, 1826 Town of Fulton, Ohio, Canal Fulton after 1830, laid out by James W. Lathrop just across the Tuscarawas River from the earlier settlement of Milan, which it absorbs in 1853. (Heald)
- May 17, 1826 Daniel Montgomery (1765-1831) of Danville, Thomas Enochs of Allegheny County, Gen. John Phillips of Erie County and Charles Mowry (1777-1838) of Dauphin County added to Board of Canal Commissioners by Gov. Shulze; William Strickland reports on location of Eastern Division, which is approved except for the means of supplying with water at the upper end; Mowry is editor of the *Pennsylvania Intelligencer*, which he gives to his partner Simon Cameron. (CC, McNair)
- May 18, 1826 Nathan S. Roberts reports on the comparative costs of building the Western Division Canal down the east bank of Allegheny River between Pittsburgh and the Kiskiminetas River, \$661,851 vs. \$296,122 on the west bank. (CC)
- May 18, 1826 Congress appropriates money for the twin lighthouse on the Highlands of Navesink overlooking the approach to New York Bay. (Ellis)

- May 18, 1826 Act of Congress subscribes for 600 shares of the Dismal Swamp Canal Company for the purpose of enlarging the canal and locks; Gen. Simon Bernard envisions it as an equal link in an intracoastal waterway that includes the Delaware & Raritan and Chesapeake & Delaware Canals. (Brown)
- May 19, 1826 Canal Commissioners order James Geddes, Nathan S. Roberts, Canvass White or any two of them to meet with Strickland at Harrisburg and help fix the final location between Middletown and the mouth of the Juniata; Harrisburg Canal, Fire Insurance & Water Company breaks off all negotiations with state; however, Commissioners order prism between Juniata and Harrisburg increased to 43 x 4.5 x 31 to permit future sale of water power. (CC)
- May 22, 1826 U.S. House Committee on Roads & Canals supports \$20 million full canal from Washington to Pittsburgh. (Rubin - Kapsch has date of Stewart Rept. on C&O Canal)
- May 29, 1826 (Exchange?) Line places *Essex* on New York-Elizabethtown run, replacing *Long Branch*. (NJJrnl)
- May 30, 1826 The Philadelphia Bank and Farmers & Mechanics Bank offer to take the entire state loan of \$300,000 at a 3.65% premium, which is accepted on June 2. (PaArch)
- May 31, 1826 Nathan S. Roberts reports on revised estimate for crossing Western Division Canal to west bank and back into Pittsburgh by aqueduct. (CC)
- June 1, 1826 U.S. Engineers led by Col. James Shriver (1794-1826) arrive in Brookville, Ind., to begin surveying the Whitewater Canal in Indiana; they are soon ordered to Fort Wayne to survey the Maumee-Wabash Canal, but all become sick, and Shriver dies soon after arrival. (Helm/Allen, Fatout, Poinsette)
- June 3, 1826 Canal Commissioners report to Gov. Shulze in favor of the Juniata route but that a tunnel through Allegheny Mountain is impracticable because of lack of water. (Wilson - get more info)
- June 3, 1826 Canvass White (?) reports on new survey for Allegheny Portage; rules out canal and recommends a railroad with inclined planes; is first to suggest that Portage Railroad be used to carry loaded canal boats divided transversely into separate sections, each of which can fit on a railroad car. (recheck CC - rept. covered various surveys; recommends Juniata route but finds tunnel under Allegheny Mountain infeasible; White recommends a turnpike road which can be converted to a railroad when traffic warrants it. (not in MB - CC havent ordered survey - is 1827)

- June 1826 William Gibbons and Cornelius Vanderbilt place the new steamboat *Emerald* on the Union Line between New York and New Brunswick. (Stiles/NYPost)
- June 5, 1826 Gov. Shulze accepts the offer of the Farmers Bank of Lancaster to loan the state \$25,000 at 4½%, and of the Bank of Montgomery County for \$60,000 at 4¾%. (PaArch)
- June 12, 1826 Kensington Bank in the County of Philadelphia receives letters patent. (PaArch)
- June 13, 1826 Gov. Shulze accepts the offer of the Harrisburg Bank to loan \$50,000 at 5% and of the Easton Bank for \$50,000 at 5%; accepts the bond of Abner Lacock as Acting Commissioner on the Western Division. (PaArch)
- June 13, 1826 Pioneer Dorchester County, Md., captain James Trippe (1758-1826) dies. (findagrave)
- June 15, 1826 Canal Commissioners accept Nathan S. Roberts's recommendation that Eastern Division be fed from lower Fosters Reef near the south end of Peters Mountain; dam called for by Strickland is to be dispensed with by lowering canal below level of river at inlet; prism of Eastern Division fixed at 40 x 4 x 28 with locks 90 x 17. (CC)
- June 1826 In addressing the June session of the Legislature, Massachusetts Gov. Levi Lincoln (1782-1868) favors canals over railroads. (Bliss)
- June 1826 In another harbinger of the breaking financial bubble in New York, one Antoine Malepar, Pres. of a speculative vehicle called the Marble Manufacturing Company with ties to the Fulton Bank, and before 1825 merely the proprietor of a refreshment stand at Castle Garden, turns up in Haiti with a satchel full of embezzled cash and banknotes. (PatIntllgncr, Scoville)
- June 1825 Ohio Canal Fund Commissioners place \$1 million in bonds in New York at 101; \$800,000 to John Jacob Astor, \$180,000 to Rathbone & Lord and \$20,000 to Lewis Cass. (Scheiber)
- June 1826 Erie & Chautauqua Steamboat Company launches the *William Penn*, the first steamboat to be launched at Erie. (HistErieCo)
- June 1826 The Congregational Churches of Connecticut issue a milder call for a boycott of Sunday travel. (John)
- June 17, 1826 Canal Commissioners order Congressman John Mitchell (1781-1849) of

Bellefonte, a skilled turnpike surveyor, to make canal surveys between the Susquehanna and the Potomac via the Cumberland Valley and also via Conococheague Creek; report have engaged Canvass White on same terms as Geddes, and he will report for duty in a few days; White also brings his assistant George T. Olmstead; a committee of Henry Baldwin and Harmar Denny from Pittsburgh appears before the Board and asks that the Western Division terminate in Pittsburgh, not on the west bank in Allegheny City as located by Nathan S. Roberts. (CC)

- June 18, 1826 John Hough James (1800-1880) moves from Cincinnati to Urbana, Ohio, where he soon becomes the leading lawyer and banker. (Smiths)
- June 19, 1826 William Strickland reports to Canal Commissioners on increasing dimensions of Eastern Division Canal for purpose of supplying water to Harrisburg; Nathan S. Roberts reports on Strickland's plan for Eastern Division Canal suggesting eliminating the feeder dam at the Juniata by lowering the canal. (CC)
- June 19, 1826 Canal Commissioners appoint Charles Mowry (1777-1838) Acting Commissioner for Eastern Division; fix dimensions of Eastern Division at a larger size (prism 43' x 4'6" x 31') between Harrisburg and the Juniata to accommodate the water company; set locks as 85' x 17' in chamber; approve location of the Eastern Division Canal between Middletown and the mouth of the Juniata; approve location of Western Division above Pine Creek to be on west bank as located by Nathan S. Roberts because of slips, but order Roberts and Strickland to resurvey on east bank between Pine Creek and Pittsburgh; Western Division Canal is to have same prism with locks 85 x 15. (CC)
- June 19, 1826 Gov. Shulze approves William Strickland's location of Eastern Division and Nathan S. Roberts's location of Western Division. (CC, PaArch)
- June 26, 1826 Pa. Gov. Shulze accepts the bond of Charles Mowry as Acting Commissioner on the Eastern Division. (PaArch)
- June 26, 1826 Books opened for the Mohawk & Hudson Railroad at Albany. (Reynolds)
- June 27, 1826 John & Nicholas Coleman, Jacob Peters, and Calder & Co. pool their resources to run a daily stage line between Philadelphia and Harrisburg via Reading; it breaks up the following year. (Montgomery)
- Summer 1826 Discussions held in Baltimore for a railroad to the west along the line of the National Road. (Dilts)
- Summer 1826 Capt. Stephen Harriman Long (1784-1864) and Lt. Isaac Ridgeway Trimble (1804-1888) survey for a "National Road" between Washington and

Buffalo; Long later brings Trimble to surveys for the Baltimore & Ohio Railroad. (Dilts, Tucker)

- July 3, 1826 Descending trade of the Susquehanna River to tide since Mar. 3 totals 1,037 arks, 164 keelboats, and 1,090 rafts with a total value of about \$5 million. (Myers/NYHist, Livingood)
- July 4, 1826 Gov. John Andrew Schulze presides at groundbreaking ceremony for first portion of Pennsylvania Canal at Harrisburg.
- July 4, 1826 Future bridge engineer Lucius Bolles Boomer (1826-1881) born at Sutton, Mass., the son of the Rev. Job Boomer. (ThurstonGenealogies)
- July 4, 1826 Former Pres. John Adams (1735-1826) and Thomas Jefferson (1743-1826) both die on the 50th anniversary of the Declaration of Independence. (EAH)
- July 6, 1826 Jersey Bank at Jersey City suspends, prompting runs on other New York and northern New Jersey banks; speculative bubble in New York begins to break as a ripple of the English panic of Dec. 1825. (PatIntllgncr)
- July 9, 1826 Pres. John Quincy Adams leaves Washington by carriage for Massachusetts, not realizing that his father has passed away; he learns of the death at Baltimore, and then rushes north using steamboats between Baltimore and Frenchtown, New Castle and Philadelphia, and New Brunswick, arriving in New York in 45 hours from Washington; steamboats have caused the Washington-New York fare to drop from \$24 to \$9. (Bryan)
- July 10, 1826 Pa. Gov. Shulze directs the Philadelphia Bank and the Farmers & Mechanics Bank of Philadelphia to place the first installment of \$50,000 of the \$300,000 loan to the credit of the state. (PaArch)
- July 10, 1826 First sale of lots at Peoria, Ill. (Rice)
- July 13, 1826 Ground broken for the Delaware & Hudson Canal [in Pa.?]. (Munsell)
- July 13, 1826 Campbell P. White, a director of the New York Branch of the Bank of the United States, writes to Nicholas Biddle; he confirms the existence of a "conspiracy" led by Jacob Barker, that has controlled the Franklin Bank, Franklin Fire Insurance Company, City Bank of New York, New York Coal Company, Life & Fire Insurance Company, Dutchess County Insurance Company, Mercantile Insurance Company, the Fulton Bank, the Morris Canal Bank and lately the Tradesman's Bank; they now boast that their next object is to control the BUS; Campbell urges to avoid lending money or granting discounts to the banks controlled by the combination. (Wilburn - see Jan. - verify if possible from publ Biddle papers)

- July 14, 1826 Run begins on Fulton Bank in New York City; Franklin Manufacturing Company and United States Lombard Association stop payments. (NYPost)
- July 15, 1826 Several New York brokers fail; Hudson Insurance Company fails after discovered overdrawn for \$122,000 against the Fulton Bank without security. (PatIntllgncr; Barker, Casebk)
- July 15, 1826 John Bennet, a surveyor of Luzerne County, begins survey for canal along Susquehanna River at Tioga River on New York state line in company with Canal Commissioner David Scott; had been delayed by unusual floods in Susquehanna watershed. (CC)
- July 1826 Mintzer & Green begin operating canal packet *Planet* on the Schuylkill Canal between Fairmount and Reading twice a week. (NrthAm)
- July 1826 Virginia engineer Claudius Crozet issues a report on the James River & Kanawha project; would require 3,913 feet of lockage and 17,000 feet of tunneling versus 3,837 feet of lockage and 7,000 feet of tunneling on the Chesapeake & Ohio route; favors the combination of slackwater locks and dams with steamboats for the James River; rejects the idea of a railroad along the James River as requiring broad curves, low grades and expensive bridging over side creeks. (Hunter)
- July 1826 Additional Ohio Canal loan of \$1 million taken by John Jacob Astor at a small premium. (ClvlnHrld)
- July 17, 1826 Tradesmen's Bank closed by injunction; Jacob Barker arrives with \$17,000 to enable the Fulton Bank to weather a run; lesser runs on Franklin Bank and one or two others. (NYPost, Barker Letters)
- July 17, 1826 Members of the Albany Regency, including Martin Van Buren, William L. Marcy and Benjamin Butler petition Nicholas Biddle for a branch of the Bank of the United States in Albany, which has inadequate banking capital for the flood of trade now passing the city to and from the canals; in Oct., Biddle refuses, making permanent enemies of the Regency. (Wilburn)
- July 17, 1826 Stage coach operator J. Peters & Co. begin operating the canal packet *Independence* on the Schuylkill Canal between Manayunk and Reading three times a week. (NrthAm)
- July 18, 1826 Henry Eckford's Life & Fire Insurance Company fails despite much thimble-rigging in an unsuccessful attempt to save it; all assets transferred to Jacob Barker. (Barker, Casebk, Letters)
- July 21, 1826 Morris Canal & Banking Company calls on Jacob Barker for a loan but

- rejects his harsh terms. (Barker)
- July 24, 1826 Tradesmen's Bank enters receivership. (NYPost)
- July 24, 1826 Citizens Line moves Philadelphia dock from first wharf north of Market Street to Arch Street. (NrthAm)
- July 27, 1826 Mohawk & Hudson Railroad organized; controlled by investors in New York City. (Stevens)
- July 27, 1826 Pa. Gov. Shulze authorizes the taking of tolls on the last 5 miles of the Somerset & Mount Pleasant Turnpike Road between Mount Pleasant and Williamsport on the Monongahela River. (PaArch)
- July 29, 1826 Board of Internal Improvement assigns Maj. William Gibbs McNeill (1801-1853) to survey for a canal or railroad between the Roanoke, James and Kanawha Rivers. (Hill)
- Summer 1826 Alexander Chamberlain becomes the first permanent settler on the site of Logansport, Ind. (Powell)
- Aug. 2, 1826 Conestoga Navigation Company holds excursion from Riegert's Landing at the head of navigation near Lancaster to Lock No. 1. (Ellis/Evans)
- Aug. 3, 1826 First contracts let on Western Division Canal. (CC)
- Aug. 5, 1826 In the Treaty of Fond du Lac, the Objibwa grant to the U.S. all mineral rights in what is now Wisconsin and northeastern Minnesota, including the great iron ranges. (Walker)
- Aug. 7, 1826 Democratic-Republican Ninian Edwards (1775-1833) elected Gov. of Illinois, defeating Jacksonian Thomas Sloo. (Sobel)
- Aug. 9, 1826 Canal Commissioners meet at Pittsburgh and hear remonstrances against canal being on west bank of the Allegheny River; authorize David Bates Douglass (1790-1849) of West Point to examine and give his opinion on location; in afternoon, Douglass and Strickland issue a joint report advising that an aqueduct across the Allegheny would not be permanently safe and recommending the entire canal be on the east bank; Commissioners authorize crossing the canal back to the east bank by an aqueduct at Pine Creek and a location that would permit connection with either the Allegheny or Monongahela at Pittsburgh; revise all locks to be 90 x 17 on Eastern Division and 90 x 15 on Western Division. (CC)
- Aug. 11, 1826 Pa. Gov. Shulze authorizes the taking of tolls on 5 miles of the Somerset & Mount Pleasant Turnpike Road extending eastward from Lobenguires Mill.

(PaArch)

- Aug. 12, 1826 Canal Commissioners meet at Meadville to view Conneaut Summit; ask Secretary of War that Topographical Engineers now working on routes between Lake Erie and the Ohio River as extension of the C&O Canal give any useful information to D.B.Douglass for use by Canal Commission. (CC)
- Aug. 12, 1826 Henry Eckford, Joseph G. Swift, William P. Rathbone and Thomas Vermilyea are indicted for fraud against the Fulton Bank and the Morris Canal & Banking Company. (Casebk)
- Aug. 14, 1826 Additional indictments for fraud issued against Mark Spencer, G.W. Brown, Cornelius W. Oakley, Abraham A. Leggitt, Henry Eckford, Thomas Vermilyea and John Franklin for fraud against the Fulton Bank. (NYPost)
- Aug. 14, 1826 Receivers appointed for Life & Fire Insurance Company. (Casebk)
- Aug. 1826 Henry Eckford, Joseph G. Swift, William P. Rathbone and Thomas Vermilyea resign as directors of Morris Canal after indicted for fraud in the hypothecation of canal certificates to the Fulton Bank; temporarily cripples the Morris Canal project. (NYAmerican)
- Aug. 1826 Pennsylvania Improvement Society publishes a volume of Strickland's reports with plates but deletes Strickland's unqualified endorsement of railroads and substitutes a preface by the Society urging immediate construction of a canal. (Rubin)
- Aug. 16, 1826 Henry Eckford, John Franklin and Thomas Vermilyea indicted for fraud against the Mechanics Fire Insurance Company; Matthew L. Davis, Matthew Reed, Samuel L. Gouverneur and Samuel Cox indicted for fraud against the Tradesmen's Bank. (Casebk)
- Aug. 23, 1826 Philadelphia, Dover & Norfolk Steam Boat & Transportation Company begins operating steamboat *Norfolk* twice a week between Philadelphia and Dona Landing, connecting with *Philadelphia* between Seaford and Norfolk; runs through in 34:00 vs. 56:00 by outside route; later uses steamboat *Franklin* on Delaware and *Norfolk* and *Philadelphia* on Chesapeake Bay. (Alexander, Gibb)
- Aug. 24, 1826 Union Canal Company of Pennsylvania accepts Frederick Graff's recommendation for a steam pump at Lebanon and approves contract with Joshua Malin (1782-1849), now of Pittsburgh, for a steam engine. (MB)
- Aug. 29, 1826 With the dissolution of the North River Steamboat Company, the Stevens family enters the Hudson River business by placing the *Albany* and *New*

Philadelphia, built by Robert L. Stevens at Philadelphia, in revenue service between New York and Albany; joined by the *North America* in 1827; they reduce the time to Albany to a little under 12:00. (Morrison, Heyl)

- Aug. 30, 1826 John G. Biddle (1793-1826) dies at Philadelphia; his brother continues the family business, renaming it Thomas Biddle & Co. by 1829; it becomes the leading brokerage and private banking house in the city and plays a role in financing internal improvements, particularly the Cumberland Valley Railroad. (findagrave, HWest)
- Aug. 31, 1826 James Geddes makes report on examination of Elk Creek and Clarion River done in Aug.; finds insufficient water on this route. (CC)
- Sep. 1, 1826 Assistant U.S. civil engineer William Howard begins a survey for a canal from the Chesapeake & Ohio Canal above Georgetown to Baltimore. (Rept)
- Sep. 1, 1826 McKean County, Pa., fully organized with county seat at Smethport. (Long)
- Sep. 4, 1826 Gov. John Andrew Shulze approves revised location of lower Western Division Canal and an alteration in the size of the locks on the Eastern and Western Divisions. (CC, PaArch)
- Sep. 6, 1826 Nathan S. Roberts reports on comparisons of crossing to the east bank of the Allegheny River at Pine Creek (Etna) or continuing down the west bank; also reports on the survey of three routes within the city of Pittsburgh, including a tunnel under Grants Hill to the Monongahela River. (CC, Ilisevich)
- Sep. 12, 1826 James Geddes makes report on survey by northern route between Susquehanna and Allegheny Rivers; can't use the West Branch-Sinnemahoning summit as it is too long and dry; has stopped there because the area to the west down the Clarion Valley is a perfect wilderness. (CC)
- Sep. 12, 1826 William Morgan (1774-1826) is abducted after being released from jail in Canandaigua, N.Y. and never seen again; rumor spreads that he was murdered because he was in the process of exposing the secret rituals of the Order of Free & Accepted Masons; Morgan's disappearance and the subsequent roadblocks and cover-ups orchestrated by Masons spark the rapid formation of an Anti-Masonic political movement, which attains great strength in New York and Pennsylvania and shapes state politics for the next dozen years; Anti-Masonry is a radical populist movement (elites of both parties were usually Masons, John Quincy Adams being one of the exceptions); associated with Evangelical Calvinist Christianity (Masons were seen as Enlightenment freethinkers or neo-pagans), with rural areas and small towns, and with transplanted New England Yankee culture; Anti-Masons often support entrepreneurship, but of a small-town type opposed to

wealthy urban merchants; they also support free schools, abolition, and other programs of social improvement; Anti-Masonry provides a democratic alternative to movements led by Masonic slave owners like Jackson or Calhoun, fast-livers like Clay, or secret intriguers like Van Buren and proves attractive to those shut out of government jobs by the Jacksonians' lock on patronage; Freemasonry goes into decline and does not recover until after the Civil War, and then as an ordinary middle-class fraternal organization built around social networking and old-age relief , shorn of elite status. (Howe, Fox, JHammond)

- Sep. 13, 1826 Canal Commissioners resolve it is inexpedient to proceed with Western Division south of Pine Creek; authorize construction of aqueduct over the Allegheny at Freeport, thus committing to the west bank location; order Geddes to make a sketchy reconnaissance from the summit to Foxburg on the Allegheny and then full survey down to Freeport and up to French Creek; he is to examine the Clarion River when the water is higher. (CC)
- Sep. 14, 1826 Commonwealth of Pa. subscribes for 120 shares of the Somerset & Bedford Turnpike Road Company for \$6,000. (PaArch)
- Sep. 15, 1826 Union Line runs *Emerald* (Capt. Cornelius Vanderbilt) and *Thistle* on Raritan, *Trenton* and *Philadelphia* on Delaware River, and stage between New Brunswick and Trenton. (Ad repro in RRGaz)
- Sep. 1826 Work begins on Western Division Canal between mouth of Kiskiminetas and Pine Creek. (CC)
- Sep. 20, 1826 John Bennet and North Branch survey party return to Wilkes-Barre and are immediately prostrated by bilious fevers. (CC)
- Sep. 25, 1826 Unsuccessful light-draft Susquehanna River steamboat *Susquehanna* put up for auction at the Baltimore Exchange. (BaltAm)
- Sep. 28, 1826 Fraud trials of Henry Eckford, Jacob Barker and their cronies begin at New York; in part politically motivated, the trials demoralize the New York money market. (Casebk)
- Oct. 3, 1826 *Congress*, formerly used on the Delaware River, replaces the *Aetna* as the New York boat of the Citizens Line. (NrthAm)
- Oct. 5, 1826 Abner Lacock contracts aqueduct over Allegheny River at Freeport to Sylvanus Lothrop and William Le Baron. (CC)
- Oct. 7, 1826 Granite Railway opens at Quincy, Mass.; first permanent commercial railroad in U.S.; used to carry granite blocks for the Bunker Hill Monument from a quarry three miles to a dock on the Neponset River; designed and

built by Gridley Bryant (1789-1867); uses a combination of wooden and stone rails plated with strap iron. (NHCorp, Humphrey, Trains)

- Oct. 10, 1826 Pa. Gov. John A. Shulze reelected in landslide of 73,710 to 1,175 for Federalist John Sergeant; other factions are not yet ready for open warfare, and Jackson and Calhoun supporters are waiting to consolidate their power in the next Legislature. (Klein)
- Oct. 10, 1826 Henry Clay Republican Allen Trimble (1783-1870) is elected to a second, non-consecutive term as Gov. of Ohio, defeating Democratic-Republican J. W. Campbell. (Sobel)
- Oct. 1826 Swartwout & Company dissolved; Cadwallader D. Colden surrenders lease of Paulus Hook ferry to Associates of the Jersey Company, who assume actual operation. (HC)
- Oct. 1826 His health already impaired by subtropical diseases, Maj. John Wilson quits his post as Chief Engineer of the Board of Public Works of South Carolina and settles with his family in Philadelphia; son William Hasell Wilson (1811-1902) completes his education at the High School of the Franklin Institute. (EncycBioPa)
- Oct. 16, 1826 Stockton & Darlington Railway becomes first in world to begin a regular, scheduled revenue passenger service; passenger cars remain horse-drawn until 1833. (James)
- Oct. 16, 1826 At the Treaty of Mississinewas with Indiana Gov. James B. Ray, the Potawatomis cede a strip of land north of the Wabash River running from the Ohio state line to the Tippecanoe River and bounded on the north by the St. Joseph and Eel Rivers, plus a strip in the northwestern corner of the state lying west of South Bend and north of the parallel of the southernmost point on Lake Michigan; also a right-of-way 100 feet wide for a road from the Wabash River at Logansport through South Bend to Lake Michigan (at Michigan City) and a right-of-way 396 feet wide along the north bank of the Wabash for a canal. (IndLndCessions)
- Oct. 16, 1826 Future bituminous coal operator Robert Hare Powel (1826-1883) born at the family estate "Powelton" in West Philadelphia; son of John Hare Powel (1786-1856) and Julia de Veaux Powel. (Africa - may be 1825?)
- Oct. 18, 1826 Canvass White writes to Canal Commissioners suggesting best method of crossing Susquehanna River at the mouth of the Juniata, including locating the Eastern Division feeder dam above the mouth of the Juniata to Duncans Island and raising the first level to eliminate rock cutting. (CC)
- Oct. 19, 1826 Delaware & Raritan Canal Company committee reports that legally,

Pennsylvania has not given its assent as required; as the New Jersey deadline for Pennsylvania's assent was June 1, 1826, the charter is now void and the state bonus should be returned to the company. (Cranmer)

- Oct. 19, 1826 Two-day convention held in Newburgh, N.Y., for a state road to Ohio. (Mott)
- Oct. 23, 1826 First fraud trials of Henry Eckford, Jacob Barker, et al., end in a hung jury. (NJJrnl)
- Oct. 23, 1826 At the Treaty of Mississinewas, the Miamis surrender their claims to the same tracts of land as the Potawatomis. (IndLndCessions, Treaties)
- Oct. 23, 1826 Gen. Simon Bernard, Capt. Guillaume Tell Poussin, and Assistant Civil Engineer William Howard of the Board of Engineers report on the extension of the Chesapeake & Ohio Canal to Pittsburgh, which may require a tunnel up to 4 miles long; estimates cost for canal of enlarged dimensions required by federal government at \$22.4 million, \$10 million for portage section alone; Western Division changed from Youghiogeny to Casselmans River route; considers either full canal or portage railroad with inclined planes to cross Allegheny Mountain. (Rept, Rubin, Sanderlin - notes backers want smaller canal costing \$5-6 million)
- Oct. 24, 1826 Pa. Gov. John Andrew Shulze appoints George M. Dallas, a leader of the Family Party, as Canal Commissioner, replacing Robert M. Patterson, resigned. (PaArch)
- Oct. 25, 1826 Gen. Alexander Macomb orders William Howard to survey a branch canal from the Washington-Baltimore line to Annapolis. (Rept)
- Oct. 25, 1826 Convention at Warren, Ohio, drafts a bill to incorporate a Pennsylvania & Ohio Canal Company. (HistPrtgCo)
- Oct. 27, 1826 Post Office Dept. orders the Board of Internal Improvement to survey a series of routes for improving the post road between Baltimore and Philadelphia. (Rept)
- Fall 1826 James Carey Evans (1809-1901), future founder of the Anchor Line on the Great Lakes, moves from his native Baltimore to Batavia, N.Y., to become the assistant of David E. Evans in the land department of the Joseph Ellicott Estate. (Evans)
- Nov. 5, 1826 William Gibbons's Union Line steamboat *Emerald* is destroyed by fire at New Brunswick. (NJJrnl)
- Nov. 6, 1826 New York Gov. DeWitt Clinton is reelected largely on the basis of votes

from the Southern Tier, which is hoping for his State Road, and from the Irish immigrants; this time Clinton has the support of his old enemy Martin Van Buren; both men are jockeying to be Andrew Jackson's running mate in 1828 and his political heir; the Albany Regency regains control of the New York Legislature; it passes no new bank charters until the 1829 Safety Fund bill, greatly restricting credit. (JHammond, Howe, Seavoy)

- Nov. 7, 1826 New Congress elected hostile to the tariff and federal spending on internal improvements. (Ward - verify - put under date convened!!)
- Nov. 10, 1826 Oden Bowie (1826-1894), future Pres. of Baltimore & Potomac Railroad and Governor of Maryland, born at "Fairview", the family estate in Prince Georges County, Md. (Sobel)
- Nov. 1826 New survey for Maryland Canal Company by Dr. William Howard finds route to Little Falls practicable with a deep cut. (NilesReg)
- Nov. 1826 Trader Louis Campau (1791-1871) builds the first log house on the site of Grand Rapids, Mich. (Baxter)
- Nov. 19, 1826 N.J. Legislature begins four days of hearings on the return of the \$100,000 bonus to the Delaware & Raritan Canal Company; Jeremiah H. Sloan and George Wood speak for return to the company; Garret D. Wall and John N. Simpson speak for the state's subscribing enough to complete the canal. (Cranmer)
- Nov. 21, 1826 Second fraud trial begins for Jacob Barker, Mark Spencer, G.W. Brown, Matthew L. Davis and Thomas Vermilyea; Henry Eckford's trial is postponed; prosecution of Rathbone was dropped in return for evidence against Barker. (NJJrnl, Casebook)
- Nov. 22, 1826 Report of Susquehanna Commissioners notes extensive interference with navigation caused by fish traps, even installed by local residents on commissioners' own wing dams; also, the Canal Commissioners have enclosed the shore canal with their own work at Hunters Falls, thus destroying the ascending navigation, although they are now correcting it. (PaArch)
- Nov. 24, 1826 New Jersey Legislature appoints three commissioners to examine the affairs of the Jersey Bank, the Franklin Bank of New Jersey and the Hoboken Banking & Grazing Company. (Winfield)
- Nov. 24, 1826 Massillon, Ohio, laid out on the Ohio & Erie Canal opposite the older settlement of Kendal by James Duncan; it is named by his French-born wife for Jean Baptiste Massillon, a French bishop. (Heald)

- Nov. 29, 1826 New Jersey legislative committee agrees that Pennsylvania has not assented to Delaware & Raritan Canal charter and orders return of \$100,000 bonus. (Thompson)
- Dec. 1, 1826 Jacob Barker, Mark Spencer, G.W. Brown, Thomas Vermilyea and Matthew L. Davis found guilty of fraud after two and a half hours deliberation. (NJJrnl)
- Dec. 1, 1826 William Mahone (1826-1895), later a civil engineer, a major factor in Virginia railroading and politics, a Confederate general, and a bane to the PRR, born at Monroe, Va. (Striplin)
- Dec. 4, 1826 *George Washington* and *Richard Varick* reported on the Cortlandt Street ferry; the latter was designed as a team-boat to be called *General Jackson*, but converted to steam during construction. (HC)
- Dec. 5, 1826 First steamboat arrives in Reading from Philadelphia via the Schuylkill Canal. (Montgomery)
- Dec. 6, 1826 N.J. Assembly refuses to accept the report of the committee on the return of the Delaware & Raritan Canal bonus, 28-13. (Cranmer)
- Dec. 6, 1826 In his annual message, Gov. Shulze rhapsodizes on the growth of internal improvements and underlines the superiority of canals for heavy, bulky freight; notes that on the Schuylkill Canal, one horse does the work of at least 7 wagons and 28 horses on roads; Shulze recommends that the state issue transferable bonds to be sold to the highest bidder rather than book loans from the banks. (PaArch)
- Dec. 1826 Jacksonians in Pennsylvania Legislature begin a purge of all officers opposed to Jackson's presidential candidacy; Joseph Ritner (1780-1869), spokesman for the wool-growing region of southwestern Pennsylvania who had broken with the Jacksonians on the Woolens Bill, is removed as Speaker of the Assembly; Ritner becomes a leader of the Anti-Masons. (Klein - verify in Jrnl or a newspaper)
- Dec. 6, 1826 James Geddes reports to Canal Commissioners on survey for canal up Allegheny River from mouth of Kiskiminetas to mouth of French Creek; notes steep bank and abundant iron ore and numerous furnaces; estimate \$1,754,932. (CC)
- Dec. 6, 1826 Chesapeake & Ohio Canal Convention reconvenes at Washington to review Bernard's report; includes eight delegates from Baltimore; supporters believe estimate is too high and press for resurvey. (Sanderlin, Rept)
- Dec. 7, 1826 James Geddes reports on survey between mouth of Kiskiminetas River and

French Creek. (CC)

- Dec. 7, 1826 Pres. John Quincy Adams transmits Gen. Simon Bernard's report on the Chesapeake & Ohio Canal to Congress, where it is referred to the Committee on Roads & Canals. (Rept)
- Dec. 8, 1826 Canal Commissioners elect William Darlington Pres., replacing John Sergeant, resigned to be U.S. delegate to Panama Congress. (CC, Scharf)
- Dec. 8, 1826 John Mitchell reports to Canal Commissioners on survey for canal between Juniata and Potomac Rivers via Cumberland Valley, Conococheague and Monocacy routes; Canvass White reports on best means of crossing the Susquehanna at Duncans Island at the mouth of the Juniata; George Mifflin Dallas (1792-1864), leader of the "Family Party" faction, secretly appointed a Canal Commissioner in place of Robert M. Patterson. (CC)
- Dec. 9, 1826 Canal Commissioners authorize a questionnaire to be sent to each of the counties asking for information on their productions, commerce and views on the impact of canals; William Strickland reports on resurvey of uppermost level of Eastern Division, recommending raising it and going back to plan for feeder dam. (CC)
- Dec. 11, 1826 Canal Commissioners make second annual report; Canvass White and most of his party on the Juniata-Kiskiminetas survey and John Bennet's survey party on the North Branch have been stricken with disease and as yet unable to make reports. (CC)
- Dec. 13, 1826 William Lehman, Superintendent of the Union Canal Company of Pennsylvania, writes to the Board on the passage of the boat *Alpha* on the Eastern Division. (MB)
- Dec. 1826 Gen. Joseph G. Swift is acquitted of fraud in the New York banking crisis in a separate trial, but his business and political careers are ruined, and he takes up civil engineering work in New Orleans; he later works for the Baltimore & Susquehanna Railroad and New York & Harlem Railroad. (Swift, Casebk, DAB)
- Dec. 18, 1826 Howard Bidwell Ensign (1826-1891), future Pres. of the Maryland Steamboat Company, born at New Haven, Conn. (findagrave)
- Dec. 22, 1826 In reaction to small size of canal authorized in Susquehanna & Patapsco Canal charter of 1826, a public meeting of Baltimore citizens appoints a committee to lobby for a canal of equal dimensions as the Pennsylvania state canals. (Rept.)
- Dec. 22, 1826 James Scott Negley (1826-1901), future Civil War general, congressman,

and railroad promoter, born at East Liberty near Pittsburgh. (CongBio)

- Dec. 27, 1826 New Jersey act authorizes the first Delaware & Raritan Canal Company to surrender its charter and the state to return the \$100,000 bonus with interest; liquidation of company is completed early 1828 at a loss of about \$20,000. (PL, Cranmer, Thompson)
- Dec. 31, 1826 Lenawee County, Mich., fully organized with county seat at Tecumseh. (Long)
- 1826 The old Fulton-Livingston North River Steamboat Company (New York-Albany) goes out of business under fierce competition from better boats, particularly those of the Stevens family. (Dunbaugh)
- 1826 With the retirement of Joseph Sands, the New York banking house of Prime, Ward, Sands & King becomes Prime, Ward & King, under which name it becomes the first large private merchant banking house in the city and the first to engage in activities later associated with investment bankers; the partners are Nathaniel Prime (1768-1840), Thomas Wren Ward (1786-1858) and James Gore King (1791-1853); they initially specialize in the resale through syndication of New York state canal bonds; it becomes the U.S. correspondent of Baring Brothers and one of the most important New York banking houses of the Ante-Bellum period. (Greenberg, Werner, Carosso)
- 1826 Trade of Kiskiminetas-Conemaugh valley to Pittsburgh is estimated at 573,160 bu. of salt and 17,440 tons of iron; westbound trade from Philadelphia and Baltimore to Pittsburgh is 9,300 tons with \$465,000 transportation costs; eastbound trade is 5,300 tons with cost of \$132,500; does not include land trade between Juniata Valley and Pittsburgh. (CC)
- 1826 Completion of Erie Canal and turnpike roads in the Southern Tier of New York have eliminated the entire ascending keelboat traffic on the North Branch of the Susquehanna River between Northumberland and the New York state line; descending navigation is confined to flood seasons of about two weeks; descending trade is about 100,000 tons in 2,000 arks, plus 175 million board feet of lumber in rafts; traffic from North Branch is 63,396 tons and from West Branch 29,907 tons; descending trade of Juniata is about 33,000 tons; about 1,500 arks have arrived at Port Deposit and about 500 landed at other points along the Susquehanna River; the trade of the Susquehanna watershed is thus much larger than the east-west trade to and from Pittsburgh, creating irresistible pressures for branch canals there. (CC)
- 1826 Because of Erie Canal, eastern goods reach Columbus, Ohio, from New York in 20 days at \$2.50 per cwt., vs. 30 days and \$5 from Philadelphia.

- 1826 New York survey at public expense through Southern Tier counties untouched by Erie Canal reveals the need to cross at least three high summits making the project unattractive. (Minor - date report from Hasse? - auth 1825)
- 1826 John Jacob Astor takes \$800,000 of Ohio canal bonds; Rathbone & Lord take \$180,000. (Greenberg)
- 1826 Financial panic in New York in later part of year caused by money shortage. (Wyckoff)
- 1826 Franklin Bank of New Jersey suspends. (McLean)
- 1826 Bank of the New Hope Delaware Bridge Company fails. (Battle)
- 1826 Depression on New York money market slows sales of Ohio canal bonds. (AmCnls)
- 1826 John Potter, a wealthy Scots-Irish merchant from Charleston, S.C., moves to Princeton, the home of his son-in-law, Robert F. Stockton. (Watkins)
- 1826 Thomas (?) Gibbons places the new steamboat *Swan* in service between New York and New Brunswick. (Morrison - verify)
- 1826 Steamboat *New Philadelphia* launched at Kensington for R.L. & E.A. Stevens. (Alexander)
- 1826 Second Stevens steamboat *Philadelphia* of 1813 is scrapped; its engine is placed in the new *Burlington*. (Heyl)
- 1826 Reuben Trexler (1781-1846) and Abraham Leshner (1757-1839) begin shaft mining of hematite iron ore at present Ironton, Lehigh County, Pa., to supply the local furnaces. (Mathews/Hngfrd)
- 1826 Susquehanna River Commissioners report that the sections from the head of the Susquehanna Canal in Maryland to Peach Bottom and from Whistler's Bar to Turkey Hill Falls are almost completed. (HseJrnl)
- 1826 Simon Cameron (1799-1889) secures his first construction contracts for sections of the Susquehanna Division Canal; all Cameron's contracts are awarded during the term of his friend Gov. John Andrew Shulze and of Canal Commissioner Charles Mowry, Cameron's partner in the *Pennsylvania Reporter*. (Bradley - verify CC??)
- 1826 Completion of the Schuylkill Canal touches off a "coal rush" in central Schuylkill County; the number of buildings in Pottsville increases sixfold

by 1829, while the population increases 27 times; as in many mining booms, most of the newcomers are young men; many hope to make their fortunes by platting towns and selling lots or by buying and selling coal tracts rather than mining coal. (Yearley)

- 1826 North American Coal Company, a New York corporation, buys 1,152 acres north of present-day Pottsville, Pa. (Powell/Sch)
- 1826 Schuylkill Coal Company, failing to secure incorporation, sells 11 tracts containing 2,000 acres near Pottsville. (Yearley)
- 1826 Lehigh Coal & Navigation Company builds a small blast furnace at Mauch Chunk to experiment with anthracite smelting. (Swank)
- 1826 Anthracite coal is discovered on the site of future Hazleton, Pa., by a hunter, John Charles, digging for a ground hog, but it is too remote from market. (Bradsby)
- 1826 Innis Green lays out a town site on the east bank of the Susquehanna River above Harrisburg as a transfer point for the Dauphin & Susquehanna Coal Company; it is originally named Port Lyon for Joseph Lyon, but later takes the name of its post office, "Dauphin." (Egle)
- 1826 Jacob M. Haldeman (1781-1857) builds a large grain depot at Haldemans Town, now New Cumberland, Pa., on the Susquehanna River, where the grain of the Cumberland Valley can be transferred to arks or the new canal. (HistCumbAdams)
- 1826 State road surveyed from Ligonier to Indiana via Blairsville. (HistIndCo)
- 1826 Col. Nathaniel Bird and Ira R. Bird of Westfield, N.Y., begin a daily mail coach between Buffalo and Erie via Mayville. (Young/Chautauqua)
- 1826 Samuel Whittemore of Concord, N.H., settles near the outlet of Chautauqua Lake, where he builds the Fluvanna House, the first summer resort hotel on the lake. (Young/Chautauqua)
- 1826 Congress approves \$12,000 to remove the natural obstructions at the mouth of Ashtabula Creek, beginning the development of Ashtabula Harbor; Matthew Hubbard (1783-1869) is appointed Superintendent. (Williams/Ashtabula)
- 1826 Canal Fulton laid out on the Ohio Canal in what is now the northwest corner of Stark County; named for Robert Fulton. (Heald)
- 1826 Eleutheros Cooke (1787-1864) of Sandusky, father of Jay Cooke, suggests

- construction of a railroad from Sandusky to connect with the Miami & Erie Canal. (Smiths)
- Early 1826 U.S. Senate orders surveys for canals in Indiana, including from the St. Mary's River to the Wabash, from Lake Michigan to the Wabash, from the Wabash to the White River and Ohio River, and around the Falls of Ohio. (Fatout)
- 1826 Board of Engineers for Internal Improvements surveys for connecting the James and Roanoke Rivers with the Kanawha River by either canal or railroad; its first railroad survey. (Hill)
- 1826 First mail stages begin running three times a week between Pittsburgh and Erie via Meadville. (HistErieCo)
- 1826 Largest iron ore deposit east of Lake Superior is discovered in the Adirondack Mountains near the hamlet of Tahawus, N.Y., although it is very remote from markets; Archibald MacIntyre (-1858) acquires 100,000 acres, but he and his partners are unable to make a success of it. (Paskoff, ed)
- 1826 George Crane and David Thomas of the Ynisedwyn Iron Works in South Wales blow in an experimental furnace with which they hope to smelt iron with the local anthracite coal; it is first blown in using coke, which is gradually increased to one-half anthracite, but as it uses a cold blast, the experiment is a failure. (Mathews/Hngrfrd/Thomas)
- 1826 Preliminary surveys for the National Road completed as far as Indianapolis running via Richmond, Ind. (Prince, Lee/Columbus)
- 1826 Fur trader Louis Campau establishes a trading post on the present site of Grand Rapids, Mich., where several Indian trails converge at the rapids of the Grand River. (Dunbar)
- 1826 Illinois Legislature appoints a new Board of Canal Commissioners composed of Dr. Gershom Jayne, Edward Roberts and Charles Dunn; they engage James M. Bucklin as engineer. (Smith - verify PL)
- ca. 1826 First multi-boat steam packet line begins operating on Ohio River between Cincinnati and Louisville.
- 1826 Cincinnati's exports of pork products at \$223,000 or nearly one-third of the city's total exports; Cincinnati passes Baltimore as the leading pork-packing city. (Pate)