

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

**By Christopher T. Baer**

**1827**

**May 2015 Edition**

**All data subject to correction and change**

- |               |  |
|---------------|--|
| Jan. 1, 1827  | David Bates Douglass reports to Canal Commissioners on surveys for French Creek Feeder made in 1826. (CC)  |
| Jan. 2, 1827  | N.Y. Gov. DeWitt Clinton again calls for a state road through the Southern Tier. (JHammond)  |
| Jan. 3, 1827  | Last portion of Bedford & Somerset Turnpike Road completed and licensed to take tolls. (PaArch)  |
| Jan. 4, 1827  | Last portion of Somerset & Mount Pleasant Turnpike Road completed and licensed to take tolls. (PaArch)   |
| Jan. 5, 1827  | Baltimore committee appointed in 1826 reports to a public meeting chaired by Philip E. Thomas (1776-1861) and proposes that the Mayor appoint a committee to draft a bill to submit to the Legislatures of Maryland and Pennsylvania for a canal from Baltimore to the Susquehanna River above Conewago Falls of the same dimensions as the Pennsylvania Canal. (Rept) |
| Jan. 9, 1827  | Union Canal Company of Pennsylvania arranges with the Smith Brothers, pioneer anthracite coal operators of Plymouth, Pa., for a supply of coal for the Lebanon pumping engine. (MB)  |
| Jan. 10, 1827 | Railroad meeting at Boston calls for a survey to Albany. (Rubin)   |
| Jan. 10, 1827 | Pennsylvania & Ohio Canal Company incorporated in Ohio to link Ohio Canal at Portage Summit (Akron) with Pennsylvania Canal or C&O Canal at Pittsburgh via the Mahoning Valley; pushed by Judge Leicester King of Akron. (PL, Perrin)  |
| Jan. 10, 1827 | Representatives of the wool-growing and woollen textile interests led by   |

Daniel Webster, unable to stem cheaper British imports, introduce a bill to raise the tariff on cheap woollens to prohibitive level; it also calls for duties on raw wool, that will benefit wool-growing areas like southwestern Pennsylvania; the bill is supported by the Adams Administration and passes the House. (EAH, Howe)

- Jan. 11, 1827 Baltimore committee chaired by Philip E. Thomas reports to a town meeting recommending a charter for a Pennsylvania & Maryland Canal Company to build from Baltimore to the Conewago Falls, with \$500,000 to be subscribed by the state of Maryland. (Rept)
- Jan. 13, 1827 Martin Van Buren writes to Thomas Ritchie (1778-1854), editor of the *Richmond Enquirer* and the leader and spokesman of the dominant group of states-rights Jeffersonian Republicans called the "Richmond Junto"; Van Buren urges Ritchie to shift their support from the Southern Old Republican's traditional national standard bearer, William H. Crawford, to Andrew Jackson; Van Buren proposes a new party system run by an alliance of New York and Virginia, or "the planters of the South and the plain Republicans of the North"; they are to revive the strong party feeling of 1795-1815 and tar their opponents as "Federalists"; Van Buren holds out such a party as the only alternative to parties based on free vs. slave states, as had happened during the Missouri crisis; in return for national power, the Jackson party will protect slavery from Northern interference down to the Civil War; the New York-Virginia alliance has the side effect of relegating Pennsylvania to secondary status, expected to toe the party line, often in opposition to its own economic interests. (Howe, Kline, )
- Jan. 1827 Canvass White reports on first survey for Juniata Division; estimates cost at \$367,465. (CC)
- Jan. 18, 1827 Jonathan Knight reports to Gen. Alexander Macomb (1748-1831), Chief Engineer, on survey for the National Road between Columbus and Indianapolis, plus new location between Zanesville and Columbus via Newark and alternate route via Springfield, Dayton, Eaton and Richmond. (Rept)
- Jan. 19, 1827 Committee of the Massachusetts Legislature reports in favor of a railroad survey between Boston and Albany, but funding is rejected. (Bliss, Salisbury)
- Jan. 19, 1827 Borough of Pennsborough, Pa., renamed Muncy after the Monsey or Munsee Indians. (Meginness/Lycoming)
- Jan. 19, 1827 New York declares Mead's Creek from its mouth to the north line of the Town of Hornby to be a public highway. (PL)

- Jan. 23, 1827      Springfield, Ohio, incorporated as a town. (SprngfldDir)
- Jan. 26, 1827      James Geddes makes report to Canal Commissioners on canal survey from mouth of West Creek on Driftwood Branch down West Branch and Susquehanna River to mouth of Juniata; estimate \$1.33 million. (CC)
- Jan. 26, 1827      Lancaster Lateral Canal Company organized at Lancaster, Ohio; Thomas Ewing, Pres. (Meyer)
- Jan. 26, 1827      Hancock County, Indiana, created from part of Madison County; not fully organized. (Long)
- Jan. 27, 1827      Delaware & Raritan Canal Company votes to distribute assets among shareholders and dissolve; state returns \$90,000 of the \$100,000 bonus and the balance in Mar. 1828; company has net loss of \$15-20,000. (Thompson, Cranmer)
- Jan. 30, 1827      Canvass White presents report to Canal Commissioners on survey for canal and portage railroad from mouth of Juniata to mouth of Kiskiminetas; George T. Olmstead (1804-1876), Canvass White's assistant, presents his final reports on surveys for Allegheny Portage Railroad and upper Western Division, setting junction of canal and railroad at Johnstown, the gorge of the river being too narrow east of that point for a transfer basin; Olmstead as had only enough time to make a general location, estimated at 41 miles, 32 chains, and 2,939.39 feet total ascent and descent. (CC - Wilson has White recommending a turnpike for the immediate future and suggesting inclined planes capable of transporting boats in two or three sections)
- Jan. 30, 1827      Rep. Charles Fenton Mercer of the U.S. House Committee on Roads & Canals makes a report on the petition of the Chesapeake & Ohio Canal Company. (Rept)
- Jan. 31, 1827      Tazewell County, Illinois, created from non-county area with county seat at Mackinaw. (Long)
- Feb. 1, 1827      Canal Commissioners review reports of James Geddes on West Branch-Allegheny canal; Canvass White and George T. Olmstead on Portage Railroad; David B. Douglass on French Creek Feeder; and John Bennet on North Branch Canal. (CC)
- Feb. 1, 1827      William Strickland, James Geddes, Nathan S. Roberts and Canvass White report recommending moving feeder dam of Eastern Division Canal to Clarks Ferry and raising level of canal. (CC)
- Feb. 2, 1827      Gen. Alexander Macomb submits reports of surveys by Jonathan Knight on extension of the National Road from Wheeling to Missouri to Secretary of

War James Barbour. (19thCong II rept 74)

- Feb. 3, 1827 Canal Commissioners approve moving Eastern Division feeder dam to Clarks Ferry. (CC)
- Feb. 5, 1827 Committee from Pittsburgh asks Canal Commissioners to rescind stop order of Sept. 1826 on work below Pine Creek. (HazR)
- Feb. 5, 1827 Maryland act permits the Chesapeake & Ohio Canal to substitute a railroad or inclined planes for a full canal and tunnel across Allegheny Mountain. (PL)
- Feb. 6, 1827 Canal Commissioners issue supplemental report for 1826 with additional survey reports on Northern Route, Allegheny River and French Creek Feeder; Commissioners choose Juniata-Conemaugh route with indefinite method of portage across summit, plus a canal up the Susquehanna from the Juniata to New York State. (CC)
- Feb. 8, 1827 Canal Commissioners order extension of Western Division Canal to Monongahela River under Grant's Hill provided damages are under \$10,000; follows two days of meetings with a Pittsburgh delegation. (CC)
- Feb. 8, 1827 Schuylkill Navigation Company appoints a committee to examine for extending the canal above Mount Carbon with George Duncan as engineer; engages Thomas H. Gill to make an accurate survey of the entire Schuylkill Navigation. (MB)
- Feb. 12, 1827 Two dozen Baltimore merchants, concerned over loss of trade to New York and Philadelphia, hold first meeting to discuss a railroad to the West along the line of the National Road at the home of George Brown (1787-1859) of the banking house of Alex. Brown & Sons; group is led by Brown and merchants Philip and Evan Thomas; the meeting appoints a seven-man committee chaired by Philip E. Thomas (1776-1861). (Scharf, Dilts)
- Feb. 12, 1827 Illinois act authorizes a state road from Peoria to Springfield. (Rice)
- Feb. 13, 1827 Bill for a New York state road through the Southern Tier is defeated again by the votes of the Erie Canal counties; the project eventually gives way to plans for the New York & Erie Railroad. (JHammond)
- Feb. 13, 1827 Pennsylvania & Maryland Canal Company incorporated in Maryland to build from Baltimore to Columbia in response to Baltimore committee. (PL)
- Feb. 16, 1827 Stephen H. Long submits report to War Dept. on survey of four possible routes for a "National Road" from Washington to Buffalo; recommends possibility of a railroad; route prefigures the future Northern Central

Railway. (19th Cong. II Rept 105)

- Feb. 19, 1827 Second Baltimore meeting hears a report of the Thomas Committee stressing the trade of the Ohio Valley rather than the Susquehanna; it is still believed that the Ohio River and not the Great Lakes will be the great artery of commerce of the West, and Baltimore is 100 miles closer to the Ohio than Philadelphia and 200 miles closer than New York City; the meeting resolves to build railroad to Wheeling; cost estimated at \$5 million and appoints a committee to obtain charters from Maryland, Pennsylvania and Virginia and another to examine the Quincy Railroad and Mauch Chunk Railroad. (Dilts)
- Feb. 20, 1827 New York declares Cayuta Creek from the Pennsylvania state line to Swartswood's mills to be a public highway. (PL)
- Feb. 22, 1827 Massachusetts creates a three-man Board of Internal Improvement consisting of Josiah J. Fiske, Willard Phillips and James Hayward, but limits funds to \$4 a day. (Bliss, Salisbury)
- Feb. 22, 1827 Isaac Warner Roberts (1789-1859) proprietor of Pencoyd Farm, marries Rosalinda Evans Brooke (1800-1873); they will be the parents of fifth PRR Pres. George Brooke Roberts (1833-1897). (ancestry)
- Feb. 27, 1828 Pennsylvania act assents to the B&O passing through the state on its way from Baltimore to the Ohio River; is to connect with other railroads and canals and with the city of Pittsburgh; work is to be finished by Mar. 8, 1842. (PL)
- Feb. 28, 1827 Baltimore & Ohio Railroad Company (B&O) incorporated in Maryland with a capital of \$3 million to build from Baltimore to the Ohio River as a replacement for the turnpikes; the state may subscribe \$1 million and the City of Baltimore \$500,000. (PL, Digest)
- Feb. 28, 1827 Woolens Bill raising tariff on raw and manufactured wool tabled in Senate by the tie-breaking vote of VP John C. Calhoun; Sen. Martin Van Buren, Calhoun's rival, absented himself so that Calhoun would be forced to vote and declare his new opposition to protection. (Howe)
- Mar. 2, 1827 Massachusetts Legislature directs the Board of Internal Improvement to survey for a railroad from Boston to the Rhode Island state line and for a canal from Boston to the Blackstone Canal. (Bliss)
- Mar. 2, 1827 Act of Congress appropriates \$30,000 to repair the National Road east of Wheeling. (CongGlobe)
- Mar. 2, 1827 Military appropriation act provides for \$170,000 for a road from Zanesville

to Canton, Ohio, and surveying the National Road west to St. Louis.  
(Searight)

- Mar. 2, 1827 First federal land grants to an internal improvement project made to Wabash & Erie Canal in Indiana; five square miles per mile on each side in an alternating checkerboard pattern, totaling 527,271 acres; similar grant of 291,000 acres to Illinois to fund the Illinois & Michigan Canal; however, most people live along the Ohio River in the southern part of the state, and they consider the Wabash & Erie a land speculation plot of John Tipton, the Indian agent at Fort Wayne. (StatutesatLarge, Fatout, Larson)
- Mar. 2, 1827 Act of Congress authorizes Pres. Adams to lay out roads from Detroit to Saginaw Bay and Detroit to Fort Gratiot at the outlet of Lake Huron; appropriates \$12,000 for a road from Detroit to the Western Reserve & Maumee Road in Indiana and \$20,000 for the Detroit & Chicago Road. (StatutesatLarge)
- Mar. 3, 1827 Act of Congress grants 31,840 acres to the State of Ohio to aid in the construction of the Columbus & Sandusky Turnpike. (Taylor)
- Mar. 6, 1827 Village of Jamestown, N.Y., incorporated in Chautauqua County. (French)
- Mar. 7, 1827 Future General Manager of the Allegheny Valley Railroad John Jacob Lawrence (18727-1893) born. (ancestry.com)
- Mar. 7, 1827 Pa. act appropriates \$1,285 for improving the navigation of Tuscarora Creek. (PL)
- Mar. 8, 1827 Virginia approves the Baltimore & Ohio Railroad charter; may not strike the Ohio River lower than the Little Kanawha River (Parkersburg) in order to protect the James River-Kanawha project; the B&O had considered building up the Shenandoah River and over to the Kanawha; eastern Virginia is entirely opposed to allowing the B&O very far into the state. (PL, Ambler)
- Mar. 10, 1827 New York act grants the Delaware & Hudson Canal Company a loan of \$500,000 in state stock in \$100,000 installments, to be secured by a mortgage on the company's property; the D&H also receives a tax exemption for 6 years or until it earns a 6% profit. (Val, CntryofPrgrss)
- Mar. 10, 1827 State of Maryland authorizes \$500,000 subscription to Pennsylvania & Maryland Canal. (PL)
- Mar. 12, 1827 Secretary of War orders the Board of Internal Improvement to survey a fourth route for the projected National Road between Washington and New Orleans as a variant of the western route but running across the Cumberland

Mountains into northern Alabama. (Rept)

- Mar. 13, 1827 Seat of Perry County, Pa., moved from Landisburg to New Bloomfield. (Long)
- Mar. 13, 1837 Future iron industry executive Samuel Thomas (1827- ) born at Ynisedwyn, South Wales; son of David Thomas (1794-1882) and Elizabeth Hopkins Thomas. (Mathews/Hngrfrd)
- Mar. 14, 1827 Cornerstone of Lock No. 6, Eastern Division at Walnut Street, Harrisburg, known as the "Penn Lock", laid with Masonic ceremonies attended by Gov. Shulze and other public officials. (Donehoo)
- Mar. 14, 1827 Benjamin Wright resigns as Chief Engineer of the Delaware & Hudson Canal Company to devote more time to the Chesapeake & Delaware Canal and is replaced by John B. Jervis. (CntryofPgrss, Jervis/FitzSimons)
- Mar. 1827 Capt. Lemuel G. Taylor begins operating the *Maryland* between Baltimore and Chestertown with a stop at Queenstown; first steamboat on the Chester River. (Usilton)
- Mar. 20, 1827 Books opened for B&O Railroad; City of Baltimore subscribes for 5,000 shares and is allowed to appoint 2 of 12 directors. (Scharf, Dilts)
- Mar. 20, 1827 Schuylkill Valley Navigation Company incorporated in Pa. to build a slackwater from the head of the Schuylkill Canal at Mill Creek (Port Carbon) to Reber's Mill (Middleport). (PL)
- Mar. 27, 1827 York Haven & Harrisburg Bridge Turnpike Road Company incorporated in Pa. to build from the York & Conewago Turnpike at York Haven to the west end of the Harrisburg Bridge. (PL)
- Mar. 28, 1827 First Delaware & Raritan Canal Company files resolution surrendering its charter. (NJCorp)
- Mar. 29, 1827 Baltimore ordinance provides for election of two B&O directors by the city. (Digest)
- Apr. 1, 1827 Delaware County, Indiana, created from part of Delaware New Purchase with county seat at Munseytown; remnant of Delaware New Purchase named Adams New Purchase. (Long)
- Apr. 2, 1827 William Teeters files the plat of Williamsport, Ohio, which now forms the northern part of Alliance. (Heald)
- Apr. 2, 1827 City of Baltimore appoints Solomon Etting and Patrick Macauley as the

first city directors of the B&O; as a condition of their subscription, they demand that the railroad enter the city at an elevation of 66 feet above tide to prevent it from simply running down to the mouth of the Patapsco and developing a rival port below the city; this forces the company to enter Baltimore overland from the west at the end of Pratt Street. (Stover)

- Apr. 4, 1827 Delaware & Hudson Canal Company directs Chief Engineer John B. Jervis to survey a railroad over Moosic Mountain between Honesdale and Carbondale. (CntryofPrgrss)
- Apr. 5, 1827 Carlisle, Pa., *American Volunteer* publishes an article on the Stockton & Darlington Railway. (Majewski)
- Apr. 1827 Pottsville *Miners Journal* reports the New York & Schuylkill Coal Company running levels for a railroad from its lands on the West Branch of the Schuylkill River to the Schuylkill Canal. (Heydinger/RRH 107)
- Apr. 9, 1827 Commonwealth of Pennsylvania authorizes construction of Juniata Division of Canal to Lewistown, Western Division from Freeport to Blairsville, Susquehanna Division from Duncans Island to Northumberland, Delaware Division between Bristol and Taylors Ferry, and French Creek Feeder from French Creek to Summit level; calls for survey between Frankstown and Johnstown for portage road or railroad and for all-water like between West Branch and Allegheny Rivers; authorizes issue of \$1 million state bonds; authorizes survey for canal across South Philadelphia from Arsenal to Navy Yard, from the Lehigh to the North Branch, Down both sides of the Susquehanna below Middletown, and from Bristol to Carpenters Point (Port Jervis); also surveys between Susquehanna and Potomac via Conodoguinet, Yellow Breeches and Conocheague Creeks and for railroads from Harrisburg to Chambersburg and Columbia to York and Gettysburg; Canal Commissioners are to reconsider all-canal route but also survey for a railroad between Philadelphia and the Susquehanna River; first surrender to local demands for branch canals; appropriates \$1 million loan. (PL)
- Apr. 11, 1827 Oxford Railroad Company of Chester County incorporated in Pa. to build from the Maryland line through Oxford to Octoraro in the Great Valley; nothing done under this charter. (PL)
- Apr. 11, 1827 Dauphin & Susquehanna Coal Company authorized to build a slackwater navigation in Stony Creek and a railroad to its mines. (PL)
- Apr. 12, 1827 Columbus & Sandusky Turnpike Company organized at Bucyrus, Ohio. (Lee/Columbus)
- Apr. 13, 1827 Elizabethtown, Pa., incorporated as a borough. (Ellis/Evans)



- Apr. 1827 In response to convention of Dec. 1826, Pres. Adams appoints James Geddes and Nathan S. Roberts to resurvey C&O Canal east of Cumberland. (Ward)
- Apr. 14, 1827 New York act authorizes Farmers Turnpike Company (Troy-Hudson) to abandon its road to the counties. (PL)
- Apr. 14, 1827 Pennsylvania incorporates Pennsylvania & Ohio Canal Company to link Pennsylvania and Ohio canal systems via the Mahoning Valley; concentration on the state canal systems of Pennsylvania and Ohio delay organization until the next cycle of canal construction, about 1835. (PL, HistPrtgCo)
- Apr. 14, 1827 Pennsylvania incorporates Shamokin Canal Company to build up Shamokin Creek with feeder railroad to the coal mines. (PL)
- Apr. 14, 1827 Williamsburgh (Brooklyn), N.Y., incorporated as a village. (NYState)
- Apr. 14, 1827 Pennsylvania act appoints commissioners to improve the road between Northumberland and Jersey Shore. (Meginness/Lycoming)
- Apr. 1827 *Albion*, first steamboat to ascend the Allegheny River, leaves Pittsburgh for Kittanning. (HistPitts)
- Apr. 1827 At the Philadelphia Yearly Meeting, the followers of Elias Hicks of Long Island, secede and found a rival Philadelphia Yearly Meeting, thus splitting the Society of Friends into Hicksite and Orthodox factions, each with its own organization and practices; British Quakers side with the Orthodox; Hicks is opposed to the growing infiltration of evangelical Christian ideas, including that of Jesus as Redeemer, into the Society of Friends from the surrounding culture, and calls for a return to early Quaker austerity and reliance on the Inner Light; he also opposes the growing worldliness of the successful Quaker merchants and entrepreneurs in Philadelphia and other urban centers; about 40% of Quakers, mostly in rural areas and the Midwest, become Hicksites; Hicks also rejects politics, banks, and internal improvements; paradoxically, later Hicksites take unpopular, cutting edge positions on modern reform issues like abolition and women's rights. (Howe)
- Apr. 16, 1827 Pennsylvania act makes Canal Commissioners serve one-year terms beginning June 1; cuts engineers' salaries to \$2,000 per year effective June 1 and forbids outside consulting, which enables engineers to earn the most from their scarce expertise; Canal Commissioners may appoint Superintendents of construction at \$3 per day. (PL)

- Apr. 16, 1827 New York act authorizes the Canal Commissioners to dredge between Troy and Coeymans; appropriates \$14,000 if individuals raise \$7,000. (PL)
- Apr. 17, 1827 Peter Little petitions Secretary of War James Barbour for the use of army engineers to survey the B&O Railroad. (Hill)
- Apr. 23, 1827 B&O Railroad organized by election of first 12 directors. (Dilts)
- Apr. 23, 1827 New York declares Cattetunk Creek from its mouth to the forks in the town of Candor to be a public highway. (PL)
- Apr. 24, 1827 B&O elects Philip E. Thomas (1776-1861) Pres. and George Brown Treasurer. (Dilts)
- Apr. 25, 1827 Pittsburgh City Councils endorse a canal tunnel under Grants Hill to the Monongahela River, the most expensive route, but the one causing the least disruption to settled parts of the city. (HazR, Ilisevich)
- Apr. 25, 1827 Gen. Alexander Macomb orders Jonathan Knight to resurvey and locate the National Road from Indianapolis to St. Louis; also to have an assistant begin securing right-of-way west of Zanesville. (Rept)
- Apr. 28, 1827 Future Baltimore flour merchant and banker, leader of PRR's expansion south of Baltimore, and founder of Atlantic Coast Line Railroad Benjamin Franklin Newcomer (1827-1901) born near Hagerstown, Md., the son of John Newcomer, a grain merchant and local politician, and Catherine Newcomer; the family are descended from Swiss immigrants to Lancaster County. (AmScssflMen, Scharf)
- Apr. 30, 1827 Ground broken for the Olentangy Feeder of the Ohio Canal at Columbus. (Taylor)
- Spring 1827 The first through line established via the Erie Canal between New York City and points on the Great Lakes as west as far as Sandusky; it consists of the Troy Steam & Tow Boat Line on the Hudson River and the Troy & Black Rock Line on the canal; it is owned by a series of agents along the line; Sheldon, Thompson & Co. and Townsend & Coit of Buffalo own 25%; G.P. Griffith & Co. of Troy own 50%; the Line offers through service via schooners on Lake Erie and wagons overland from the Lake to Cincinnati. (Waggoner)
- May 1, 1827 The Merchants Exchange opens in New York City on Wall Street between Hanover and William Streets; the New York Stock & Exchange Board takes rooms there, moving out of the coffee houses; the Board trades the shares of 19 insurance companies and 12 banks. (Stokes, Cleveland/Huertas)

- c. May 1, 1827      Seat of Madison County, Indiana, moved from Pendleton to Andersontown. (Long)
- May 2, 1827      Canal Commissioners appoint the following Principal Engineers: James Geddes to examine the North Branch and Chester Valley, Nathan S. Roberts to locate the Western Division to Blairsville, William Strickland to locate Suquehanna Division to Northumberland and Juniata Division to Lewistown, Maj. David B. Douglas to locate French Creek Feeder and survey between the Allegheny River and Lake Erie, and Simeon Guilford to locate the Delaware Division; also notify engineers of salary cuts and ban on consulting; on the same day, Nathan S. Roberts, David B. Douglass and James Geddes refuse to accept terms; William Strickland also refuses but offers to work as unpaid consultant; Simeon Guilford is only engineer to accept; results in a dearth of engineering expertise and many poor designs. (CC)
- May 2, 1827      Secretary of War James Barbour replies favorably to the request of the B&O for the services of the Board of Engineers for Internal Improvements; three topographical brigades are assigned, headed by Dr. William Howard, Col. Stephen H. Long, and Capt. William G. McNeill. (Hill, Stover)
- May 4, 1827      William Darlington (ex-Federalist) resigns as President of Canal Commission and replaced by David Scott (1781-1839) of Wilkes-Barre (Democrat). (CC)
- May 4, 1827      William Gibbons's new steamboat *Swan* makes trial run between New York and New Brunswick in 3:08, a new record. (SsetMessngr)
- May 5, 1827      Lehigh Coal & Navigation Company opens nine-mile railroad operated by horses and gravity between Summit Hill mines and Mauch Chunk, Pa.; first permanent railroad in Pennsylvania and second of any consequence in U.S.; future civil engineer Solomon White Roberts (1811-1882), who had assisted his uncle Josiah White in the construction, is among the passengers on the first trip. (Hare, )
- May 5, 1827      George Weems, Charles Nichols, Hugh McElderry and James Corner enroll the new steamboat *Patuxent*, the first steamer of the Weems Line; Weems begins running to Herring Bay and the Patuxent River, but with little success. (Holly)
- May 7, 1827      Canal Commissioner David Scott leaves Harrisburg and tours New York and Connecticut attempting to recruit canal engineers; Canal Commissioners impose salary cuts on assistant engineers; order construction of Grant's Hill tunnel; Acting Commissioner Abner Lacock of Beaver, who wants canal extended down Ohio and up Beaver River, gets authorization to build outlet lock into Allegheny at Allegheny City. (CC)

- May 7, 1827 Steamboat *Swan* replaces *Emerald* on New York leg of Union Line. (SsetMessngr)
- May 8, 1827 Capt. George Weems begins running the *Patuxent* on Tuesdays between Baltimore and Benedict and Nottingham on the Patuxent River, the first regular steamboat service on that stream; Weems begins running to Annapolis and back on Sundays on May 13; the line is not successful. (BaltAm, Holly)
- May 15, 1827 Canal Commissioners order William Wilson and John Mitchell to survey summits for possible canal between West Branch and Allegheny Rivers via Sinnemahoning, Bennets Branch or Black Lick. (HazR)
- May 1827 Canal Commissioners appoint Nathan S. Roberts Engineer of Western Division Canal with George T. Olmstead and Alonzo Livermore as Assistants to locate the canal between the mouth of the Kiskiminetas River and Blairsville; Roberts locates first 20 miles, and then transferred to the Allegheny Portage Railroad; Olmstead completes the location, and Livermore revises it adding an 817-foot tunnel through a horseshoe bend and present day Tunnelton. (HistIndCo)
- May 1827 Philadelphia, Dover & Norfolk Steam Boat & Transportation Company service extended from Norfolk to Richmond with *Franklin* on Delaware and *Norfolk* and *Philadelphia* on Chesapeake Bay. (Alexander)
- May 1827 Committee of B&O visits the Mauch Chunk Railroad. (Dilts)
- May 1827 A second through line, the Pilot Line, is established on the Erie Canal. (Waggoner)
- May 1827 Thomas H. Barlow (1789-1865), a mechanic, and Joseph Bruen (1794-1848) a mill and foundry owner of Lexington, Ky., exhibit a small locomotive with a vertical boiler and walking beam at Bruen's machine shop; it runs on a circular track at 25 cents a ride. (JWhite)
- May 23, 1827 John Thomson (1769-1844), the father of J. Edgar Thomson, declares bankruptcy with debts of \$17,615 and makes an assignment of all his property, excepting his surveying and conveyancing fees, to his eldest son Levis P. Thomson ( - ) for the benefit of his creditors; it is possible that he never rebuilds his estate, which would explain why a once-prominent person apparently did not make a will; what effect his father's bankruptcy has on the teenaged J. Edgar Thomson, now just starting his career, can only be guessed at; clearly, he has to leave home and work; it may also explain Thomson's noted coolness towards his older brother. (DelcoDeeds, Ward)

- May 23, 1827 Future New Jersey Railroad VP John P. Jackson (1805-1861) marries Elizabeth Wolcott (1806-1875) of the prominent Connecticut family, whom he has met while a student at the famous Litchfield Law School. (huntington.tierranet, LitchfieldHS)
- May 30, 1827 Board of Engineers for Internal Improvement assigns a surveying brigade headed by Dr. William Howard to the B&O with expenses to be paid from the Survey Act funds. (Hill)
- May 30, 1827 Board of Engineers for Internal Improvement assigns three surveying parties to B&O Railroad, headed by Capt. Stephen Harriman Long, Capt. William Gibbs McNeill (1801-1853) and William Howard and including Lt. William Cook and Lt. Isaac R. Trimble; all three had done prior work for the C&O Canal or National Road in the same territory. (What source - see below - Dilts gives no date - see below)
- June 1, 1827 Nathan S. Roberts, James Geddes, David B. Douglass and William Strickland leave service of Pennsylvania Canal Commissioners. (CC)
- June 2, 1827 Jonathan Roberts (1771-1854) and James Clarke replace William Darlington and George M. Dallas as Pa. Canal Commissioners.
- June 2, 1827 Pa. Canal Commissioners hire new, usually less experienced, engineers, mostly from New York canals at \$4.00 per day: DeWitt Clinton, Jr. (1805-1833) on Juniata, James Ferguson (1797-1867) on French Creek-Erie and Conneaut Feeder, John Randel, Jr. (1787-1865), on North Branch to the New York state line, John Wilson (1789-1833) on Philadelphia-Columbia, James D. Harris on Western Division, Henry G. Sargent (1802-1834) on Delaware Division, and Charles T. Whippo (1793-1858) on Pittsburgh-Beaver-Conneaut Lake lines. (CC - appointments of Clinton and Harris are separate entry - same day??)
- June 2, 1827 Canal Commissioners approve Nathan S. Roberts's location of the first 20 miles of the Western Division Canal. (HistIndCo)
- June 3, 1827 Schuylkill Navigation Company reduces toll on coal to \$1 per ton, net. (MB)
- June 4, 1827 Butler & Kittanning Turnpike Road Company receives letters patent. (PaArch)
- June 1827 Committee from B&O visits the Quincy Railroad. (Dilts)
- June 11, 1827 William Wilson and John Mitchell begin canal surveys between West Branch and Allegheny Rivers. (HazR)

- June 12, 1827 Committee of B&O reports on visits to the Quincy Railroad and Mauch Chunk Railroad; cite as proof that railroads are simple enough for Americans to build. (Rept)
- June 14, 1827 Massachusetts Legislature appoints Nahum Mitchell and Samuel M. McKay commissions, two men to survey the Boston-Albany route with \$10,000 and an second to survey between Boston and Providence; the Albany commissioners select James F. Baldwin as engineer and the Providence commissioners James Hayward. (Bliss, Kirkland, Salsbury)
- June 1827 Small party under Maj. John Wilson begins surveys between Philadelphia and the Susquehanna River via Great Valley and Lancaster at Valley Forge on the Schuylkill River; future PRR Pres. J. Edgar Thomson begins his engineering career as a chainman at age 19; Robert Pettit (1804-1878), later a civil engineer and Pay Director of the Navy is \_\_; Wilson's 16-year old son, William Hasell Wilson (1811-1902), joins the party as a volunteer; Wilson selects John P. Baily (1805-1874), then teaching school in Chester County, as another assistant. (Wilson, CycBioPa, Futhey - late June) (according to Watkins, Thomson was unable to get into West Point, which was his first ambition; failing this he wished to join an engineering corps)
- June 1827 Charles Ellet, Jr. (1810-1862), serves under John Randel, Jr., on the North Branch Division Canal survey; they are of similar temperament and quickly come to admire each other. (Holloway)
- June 1827 Boatmen stop paying tolls to the Potomac Company. (Kapsch)
- June 1827 Daily line of stages established between Columbus and Sandusky. (Hopley)
- June 1827 Surveys for the Wabash & Erie Canal between Fort Wayne and the Tippecanoe River resume under Col. Asa Moore ( -1828). (Helm/Allen)
- June 19, 1827 Future Lines West officer Francis Martin Hutchinson (1827-1882) born at Philadelphia. (HistAllghnyCo)
- June 20, 1827 Canal Commissioners let first contracts for upper Western Division Canal between Kiski Jct. and Blairsville. (CC)
- June 21, 1827 Canal Commissioners let contract for branch and outlet lock for Western Division Canal at Allegheny City. (CC)
- June 22, 1827 B&O appoints committee to investigate railroads in England. (Dilts)
- June 22, 1827 War Dept. assigns a second brigade under Maj. William Gibbs McNeill to the B&O survey. (Hill)

- June 22, 1827 War Dept. assigns Dr. William Howard (1793-1834), Walter B. Guion, Frederick Harrison, Jr. (1804- ), civil engineers, Col. Stephen H. Long and Capt. William Gibbs McNeill of the Topographical Engineers, and Lts. William Cook, Walter Gwynn, Lt. Joshua Barney (1799/00-1867), Isaac Ridgeway Trimble, Richard Edward Hazzard (1803/4-1831), John N. Dillahunty (1800?-1844), and William Beverhout Thompson (1805?-1862) to engineering duty for B&O. (Long)
- June 23, 1827 Since Feb. 28, the following descending traffic passes Harrisburg, most bound for Port Deposit: 631 rafts containing 40.77 Million board feet of timber, 1,370 arks with 11,000 tons anthracite coal and 468,000 bbls. whiskey, and about 300 keelboats with 6,857 tons of wheat and flour. (HazR)
- July 23, 1827 Acting Canal Commissioner Abner Lacock awards a contract for the Western Division Canal's Pittsburgh Aqueduct to William LeBaron and Sylvanus Lothrop for \$100,000; contracts the Grants Hill Tunnel and four locks stepping down to the Monongahela River to John McAvery, Daniel Malloy & Co. for \$61,000. (Ilisevich)
- June 23, 1827 Water first admitted to the Ohio Canal at Licking Summit. (Lee/Columbus)
- June 25, 1827 Secretary of War James Barbour agrees to have Jonathan Knight, then employed on the National Road, go to Europe to investigate railroad technology for the B&O. (Hill)
- June 25, 1827 Dr. William Howard reports on his 1826 survey for canal from Baltimore to the Chesapeake & Ohio Canal near Georgetown. (Rept, Rubin)
- June 27, 1827 State tariff convention held at Harrisburg in the wake of the defeat of the Woolens Bill to demand higher tariffs on woolens, cotton, hemp, flax, iron and glass; supported by Mathew Carey and Freidrich List, then a newspaper editor at Reading, Pa. (Klein, Ratner)
- July 1, 1827 Simeon Guilford reports on survey for Susquehanna Division Canal between mouth of Juniata and Northumberland; estimates cost at \$472,298; Guilford and DeWitt Clinton, Jr., report on lower Juniata Division from mouth of river to Lewistown; estimate \$597,775. (CC)
- July 1, 1827 Future Lehigh coal operator and railroad director George Bushar Markle (1827-1888) born at Milton, Pa. (Bradsby)
- July 1, 1827 Boston & Springfield Manufacturing Company operating a large textile factory at Chickopee Falls near Springfield renamed the Chickopee Manufacturing Company. (PL)

- July 1, 1827 Water first admitted to the Miami Canal at Middletown. (Blount)
- July 1, 1827 National Road opens to a point three mile west of Cambridge, Ohio. (Lee/Columbus)
- July 2, 1827 Canal Commissioners adopt location of Susquehanna Division on west bank and lower Juniata Division. (CC)
- July 2, 1827 War Dept. assigns Col. Stephen H. Long to the B&O survey. (Hill)
- July 2, 1827 Preliminary reconnaissance for B&O begins under Dr. William Howard, Col. Stephen H. Long and Capt. William G. McNeill, with Frederick Harrison and Lts. Joshua Barney, Isaac R. Trimble and John N. Dillahunty. (Scharf, Long)
- July 4, 1827 First section of Ohio & Erie Canal opens between Portage Summit (Akron) and Cleveland, although not all structures are completed, including the outlet locks and basin at Cleveland; canal boat *State of Ohio* carries Gov. Allen Trimble and other dignitaries; *Enterprise* carries the first cargo of flour and whiskey; 33 tons of bituminous coal are shipped from mines at Tallmadge in Summit County to Cleveland in the first year; the arrival of the canal causes northeastern Ohio farmers to begin commercial wheat production, and the price of wheat at Akron more than doubles. (ClvlnHrld, McClelland, Eavenson, Scheiber)
- July 5, 1827 Secretary of War James Barbour informs Massachusetts Gov. Levi Lincoln that there are no army engineers available for the survey of a railroad from Boston to the Hudson River. (Hill)
- July 5, 1827 Ohio Canal Commissioners adopt operating rules. (ClvlnHrld)
- July, 6, 1827 Engineers Dr. William Howard, Col. Stephen H. Long and Capt. William G. McNeill attend a meeting of the B&O Board. (NilesReg)
- July 7, 1827 Chief Engineer Canvass White recommends to the Union Canal Company of Pennsylvania that 6 miles of the summit level be lined with plank; the letting in of water has revealed that the limestone soil is more extensive and treacherous than originally estimated. (AR)
- July 8, 1827 Jonathan Knight arrives in Indianapolis to survey the National Road. (Esarey)
- July 11, 1827 Austin Corbin (1827-1896), future banker and reorganizer of the Long Island Railroad (LIRR), Pres. of Philadelphia & Reading Railroad and head of various Midwestern enterprises, born at Newport, N.H. (DAB)



- July 13, 1827      Union Canal managers decide to line entire summit level with plank to stop percolation into underlying limestone strata. (HazR)
- July 13, 1827      Jacob Barker and Thomas Vermilyea found guilty of bank frauds on appeal in the aftermath of the 1826 New York financial bubble; Matthew L. Davis found not guilty. (PatIntllgncr, Casebk)
- July 1827          Steamboat *Essex* of Exchange Line ceases operation between New York and Elizabethtown (and ?); starved out by Gibbons and Vanderbilt. (NJJrnl, Lane)
- July 1827          John B. Jervis examines the Quincy Railroad as a prelude to designing the Delaware & Hudson Canal Company's railroad over Moosic Mountain between present Carbondale and Honesdale. (Jervis/FitzSimons)
- July 1827          Surveys begin for B&O; William Gibbs McNeill and Dr. William Howard are in charge of section from Baltimore to the Potomac. (Dilts)
- July 1827          Lt. Isaac Ridgeway Trimble, a West Point graduate, begins survey on section of B&O west of Cumberland via the Cheat and Little Kanawha Rivers; Stephen H. Long has been prostrated by fever contracted on an earlier survey in Alabama and could not join him. (Dilts)
- July 19, 1827      Ohio railroad committee appoints Col. J. Mills, Col. A. Stone and Joseph Holden as agents to collect subscriptions for a survey for a railroad between Marietta and Clarksburg. (Andrews - what company??)
- July 21, 1827      George Weems begins running the *Patuxent* to Chestertown and Queenstown on Saturdays in competition with the *Maryland*. (BaltAm)
- July 21, 1827      Balance of the National Road to Zanesville, Ohio, let to contractors. (Lee/Columbus)
- July 23, 1827      Capt. Lemuel G. Taylor of the *Maryland* [or the Maryland Steamboat Company] opens the new Corsica Wharf on the farm of a Mr. Blake on the Corsica River and ceases stopping at Queenstown. (BaltAm)
- July 30, 1827      Five-day protectionist convention convenes at Harrisburg, Pa., with delegates from 13 states; calls for minimum valuation principal and tariff levels to protect a wide array of raw materials and manufactured goods, including textiles and iron. (EAH)
- Aug. 1, 1827      Canal Commissioners let first contracts for portion of lower Western Division Canal between Kiski Jct. and Pine Creek. (CC)

- Aug. 1, 1827 Thomas Benton Kennedy (1827-1905), future Pres. of the Cumberland Valley Railroad, born in Warren County, N.J.; son of farmer James J. Kennedy (1793-1863) and Margaret Cowell Kennnedy (1799-1866); the family moves to Chambersburg, Pa., in 1839. (BioAnnalsFrnklnCo)
- Aug. 3, 1827 Representatives of Baltimore & York Turnpike, York & Conewago Canal Turnpike and York Haven Company hold convention in Baltimore for improving route between York Haven and Baltimore with a railroad. (HazR)
- Aug. 6, 1827 Union Canal Company of Pennsylvania begins planking 6 miles of the summit level. (AR)
- Aug. 6, 1827 Anglo-American treaty establishes joint occupation of the Oregon country, consisting of present-day Oregon, Washington and lower British Columbia. (WwasW - verify)
- Aug. 14, 1827 New York Supreme Court overturns fraud convictions of Jacob Barker and Thomas Vermilyea on grounds of improper conduct by the prosecution; Barker sues District Attorney Hugh Maxwell on grounds of manipulating evidence and conspiring with Henry Eckford and William P. Rathbone against him; Barker is later convicted of libeling Maxwell in a pamphlet and is forced to start a new career as a lawyer in New Orleans. (Casebk, Barker, Turner)
- Aug. 15, 1827 Canal Commissioners let first contracts for French Creek Feeder between Bemus's Mill above Meadville and the Conneaut Outlet; this section is totally isolated from other canals but is commenced on the grounds that it is common to both Shenango and Allegheny routes for Pittsburgh-Erie canal. (CC)
- Aug. 1827 After surveying as far west as Gap and finding insufficient water for a canal, Maj. John Wilson's survey party proceeds to Middletown and begins surveying for an extension of the Eastern Division Canal from Middletown to Columbia; the river is low, leaving pools to breed malarial mosquitoes; the party then resumes its exploration from Columbia eastwards to Gap, but is soon prostrated by fevers. (Wilson)
- Aug. 1827 Miami Canal is navigable between Middletown and Hamilton, Ohio. (Blount)
- Aug. 20, 1827 Henry G. Sargent reports on survey of Delaware Division Canal to Easton; estimates cost at \$686,596. (CC)
- Aug. 1827 York Haven Company and other Baltimore businessmen authorize George Winchester and General Joseph G. Swift to survey for a railroad between

Baltimore and York Haven.

- Aug. 1827 Meeting held at Pittsburgh in support of the B&O; appoints a committee to ask the Legislature for permission to extend into Pennsylvania to Pittsburgh. (StdHistPitts)
- Aug. 27, 1827 Ground broken for French Creek Feeder at Meadville, Pa. (HistCrawfrdCo)
- Sep. 4, 1827 Jonathan Knight completes the survey of the National Road to the Illinois line. (Esarey)
- Sep. 10, 1827 Canal Commissioners let first contracts for lower Juniata Division Canal from mouth of river to Lewistown; authorize Henry G. Sargent to locate the first 18 miles of the Delaware Division Canal from Bristol as a narrow canal with 100 x 11 locks that are half the size of those being built on the Lehigh Canal, limiting the size of boats that can be used on the latter and nullifying its advantage of large size. (CC)
- Sep. 10, 1827 Canal Commissioners adopt Alonzo Livermore's location of the balance of the Western Division Canal between the mouth of the Kiskiminetas River and Blairsville; Livermore has added the tunnel and aqueduct at future Tunnelton, cutting off a bend in the river that George T. Olmstead had followed. (HistIndCo)
- Sep. 20, 1827 John Mitchell reports on surveys for all-canal routes between the West Branch and the Allegheny via Two Lick Creek; William Wilson had reported earlier on survey via Bennetts Branch and Sandy Lick Creek. (CC)
- Sep. 25, 1827 Internal Improvement convention held in Princeton, N.J., for promoting various projects to link New York City with Delaware River, including a revived Delaware & Raritan Canal; dominated by counties in the "waist" of the state; agree to meet in Trenton on Nov. 14 and form a state internal improvement society. (Thompson)
- Sep. 25, 1827 Canal packet *Sun* begins operating between Cleveland and Akron twice a week. (ClvIndHrld)
- Oct. 1, 1827 First B&O annual report notes that preliminary surveys have progressed as far west as Cumberland. (Stover)
- Oct. 13, 1827 Canal Commissioners let contracts for first section of Delaware Division Canal from Bristol to Taylor's Ferry. (CC)
- Oct. 1827 Freshets damages some of the locks and dams of the Conestoga Navigation Company before they can be brought into use. (Ellis/Evans)

- Oct. 1827 Col. Lathrop Minor Taylor establishes a trading post at "St. Joseph's," at the South Bend of the St. Joseph's River in northern Indiana, for Samuel Hanna & Co. of Fort Wayne. (Howard)
- Oct. 1827 Ohio Canal Fund Commissioners sell \$900,000 in 6% bonds to a syndicate of Philadelphia capitalists including Thomas Biddle & Co. and William Woolsey, and an additional \$300,000 to Prime, Ward & King in New York. (Scheiber)
- Oct. 16, 1827 David Leech (1791-1858) purchases a tract of 172 acres on the lower Kiskiminetas River, where he has a contract to build Dam No. 1 and a lock on the Western Division Canal, and where he will lay out the town of Leechburg. (Smith/Armstrong)
- Oct. 17, 1827 Future PRR Comptroller Samuel G. Lewis (1827-1895) born at Pottsville, Pa. (PubLdgr)
- Oct. 22, 1827 Meeting held in Camden, N.J., in support of a railroad to Amboy; Joseph Kaighn, John Clement and Jeremiah H. Sloan appointed a committee to engage William Strickland to run a preliminary survey. (Boyer)
- Oct. 24, 1827 John B. Jervis reports on the survey for the railroad of the Delaware & Hudson Canal Company, which is to consist of a series of inclined planes and levels worked by a combination of horse and locomotive power; 5 planes will be required to reach the summit from Carbondale and 3 planes to descend to the canal at Honesdale. (CntryofPrgrss)
- Oct. 27, 1827 Future Trunk Line Commissioner Albert Fink (1827-1897) born at Lauterbach, Hesse, Germany. (RRGaz)
- Oct. 29, 1827 Charles T. Whipple of New York begins canal survey from Curwensville to Sinnemahoning \_\_\_\_\_. (HazR)
- Nov. 3, 1827 Bill introduced in N.J. House for Warren, Morris & Essex Railroad to build from Elizabethtown Point to Easton via Morristown; not passed; first railroad bill since Stevens charter of 1815. (AssyMin)
- Nov. 5, 1827 William Strickland reports on first railroad survey between South Amboy and Camden via Hightstown and Mt. Holly to meeting at Camden Academy. (Boyer)
- Nov. 5, 1827 William W. Woolsey (1766-1839) elected Pres. of Associates of the Jersey Company. (MB - check dir - NY banker??)
- Nov. 5, 1827 New Jersey Assembly Committee on Delaware & Raritan Canal reports in favor of a state canal and introduces a bill "For the Internal Improvement of

the State" to carry it out; is to be 60 feet wide and 8 feet deep, estimated to cost \$1,142,741; to be financed by a \$1 million bond issue, with interest paid from the existing tax on bank stock. (Rept, AssyMin)

- Nov. 5, 1827 William Gibbs McNeill, Dr. William Howard and Isaac R. Trimble report to B&O Board on surveys west of Cumberland running to the Little Kanawha and Kanawha Rivers; survey of Shenandoah-Kanawha route was undertaken at request of residents of Kanawha Valley, but the state had reserved this route for the James River Company. (Dilts)
- Nov. 6, 1827 Petition for railroad from South Amboy to Camden introduced in N.J. Assembly. (AssyMin)
- Nov. 7, 1827 After three days of voting in New York's legislative elections, the Andrew Jackson faction wins by a large margin, carrying New York City. (Stokes)
- Nov. 14, 1827 Isaac Jones Wistar (1827-1905), future head of PRR's canal and anthracite coal companies, born at Philadelphia; son of Caspar Wistar, M.D. (1801- ) and Lydia Jones Cooper Wistar, daughter of Isaac Cooper and Hannah Firth Jones. (RyW, HvrfdClgBios, Wistar)
- Nov. 1827 *Royal George* built by Timothy Hackworth at Shildon is placed on the Stockton & Darlington Railway; it is a powerful 0-6-0. (Rolt)
- Nov. 18, 1827 Flood washes out half of Western Division Canal Dam No. 1, under construction on the Kiskiminetas River; contractors Leech & Truck lose \$3,000. (Smith/Armstrong, HazR)
- Nov. 20, 1827 U.S. engineers assigned to B&O survey leave Baltimore on final survey between Baltimore and Potomac River; include Col. Stephen H. Long, Capt. William Gibbs McNeill, Dr. William Howard, and Lts. William Cook, Walter Gwynn, Joshua Barney, Isaac R. Trimble, John N. Dillahunt, John M. Fessenden (1802-1883), Richard Edward Hazzard, William B. Thompson and Mr. Walter B. Guion. (Scharf)
- Nov. 24, 1827 Gen. Abbott Green and William Cameron (1795-1877), brother of Simon Cameron, are awarded a contract for Section No. 2 of the Eastern Division Canal; William Cameron builds a fortune as a canal and railroad contractor. (McNair, HistJuniata/Susq)
- Nov. 28, 1827 Canal Commissioners contract for canal aqueduct over Allegheny River at Pittsburgh. (HistPitts)
- Nov. 28, 1827 First portion of Miami Canal opens; first three boats leave Howell's Basin on north side of Cincinnati for Middletown; the canal enters Cincinnati along the line of what is now Central Parkway to East 11<sup>th</sup> & Main Streets.

(McClelland, Blount, Condit)

- Fall 1827 Five groups approach New Jersey Legislature for charters: railroad between Camden and South Amboy, railroad from Bordentown to South Amboy, railroad from Trenton to New Brunswick, railroad from Elizabethtown Point to Easton, and a canal between Trenton and New Brunswick. (Thompson)
- Late 1827 Moncure Robinson returns to U.S. from his European tour. (Osborne)
- Dec. 3, 1827 20th Congress convenes with anti-Adams Administration, pro-Andrew Jackson majorities in both houses, the first instance of a divided national government. (EAH, Howe)
- Dec. 4, 1827 In his annual message, Pres. John Quincy Adams notes that the recent increase in postal stagecoach subsidies is making travel by ordinary Americans more possible. (John)
- Dec. 6, 1827 Bank of England begins contracting the currency and rebuilding its gold reserves. (Parks)
- Dec. 10, 1827 Virginia legislative resolution directs the Board of Public Works to survey a railroad from the Richmond Coal Field in Chesterfield County to tidewater on the James River below Richmond. (PL, Harrison)
- Dec. 12, 1827 Charles T. Whippo reports on preliminary canal surveys between Pittsburgh and Erie; estimates cost at \$1.7 million. (CC)
- Dec. 15, 1827 Charles T. Whippo reports on his examination of Mitchell and Wilson's surveys between the West Branch and the Allegheny; finds insufficient water on Sandy Lick summit and feeder for Two Lick summit too expensive; estimates will require large reservoirs and feed pipes costing \$4 million. (CC)
- Dec. 1827 The nine dams of the Conestoga Navigation Company are repaired and completed. (Ellis/Evans)
- Dec. 1827 Landowners who will form the Lycoming Navigation, Railroad & Coal Company next year open 3 coal seams on their tract of 3,000 acres on Red Run near present Ralston, Pa., they build a road 1.5 miles to Lycoming Creek and clear Lycoming Creek; this month they send 2 arks with 20 tons down the creek and Susquehanna River to Harrisburg, where part is sold, and the rest down to Port Deposit and around to New York. (Rept)
- Dec. 1827 Treasury Dept. classifies punched railroad rails as manufactured iron subject to only a 25% ad valorem duty, instead of bar iron, taxed at \$30 per

ton; done after lobbying by John Bolton, Pres. of Delaware & Hudson Canal. (Dilts)

- Dec. 17, 1827 "Jerseyman" writing in the Trenton *Federalist*, begins a series attacking a Delaware & Raritan Canal built by the state on the grounds that it will benefit mostly New York and Philadelphia and harm the commerce of places like New Brunswick and Trenton and that cited comparisons with the Erie Canal or British canal experience are unrealistic. (Cranmer)
- Dec. 19, 1827 South Carolina Canal & Railroad Company incorporated to build from Charleston to Hamburg on the Savannah River opposite Augusta, Ga. (Harrison, ICC)
- Dec. 20, 1827 John Randel, Jr., reports on surveys from Northumberland to New York state line; estimates \$2.2 million for east bank and \$1.9 million for west bank; Charles Ellet, Jr. (1810-1862), works on the crew as his first engineering job. (CC, Gray)
- Dec. 20, 1827 Planking of Union Canal summit level completed. (AR)
- Dec. 24, 1827 Memorial of Harrisburg Convention on tariff presented to Congress; the South, which sells staples on the world market and imports its manufactured goods, opposes the tariff, compounding sectional tensions that already exist over the slavery issue. (EAH)
- Dec. 25, 1827 Reports of Maj. John Wilson on surveys between Philadelphia and Susquehanna River; finds canal wholly impracticable and recommends construction of railroad. (CC - canal rept date 12/14, RR 12/17)
- Dec. 25, 1827 Charles T. Whippo reports on survey of canal down east bank of Susquehanna from Chickies Creek to Maryland state line; estimates cost at \$1.05 million. (CC)
- Dec. 28, 1827 Union Canal opens between Reading and Middletown on Susquehanna River; a cargo of 20 tons of Susquehanna coal completes a transit of the canal; built as a narrow canal limited to 25-ton boats; this and chronic problems of supplying water to the summit level near Lebanon render it unsatisfactory as an outlet for the western trade of the state canals. (AR, Brks&SchJrnl)
- 1827 New York is now the nation's leading flour-exporting port, with over 1 million barrels; Baltimore is second with half that amount. (Albion)
- 1827 Abraham Bower begins operating the first omnibus service at New York City. (Trager)

- c. 1827 Modern ferry bridges and racks installed on Jersey City-New York ferry replacing Robert Fulton's log raft bridges of 1812; single-hull ferry *Jersey City* placed on route. (Watkins)
- 1827 The Fulton-Livingston North River Steamboat Company ceases operation. (Heyl)
- 1827 William Gibbons sells the ferry rights between New York and Elizabethtown Point to Cornelius Vanderbilt. (Stiles)
- 1827 Heirs of Daniel Wilmurth (d. 1824) sell South Amboy dock property to William Gibbons, who later sells it to the Stevens family and the Camden & Amboy Railroad. (Clayton)
- 1827 Enoch Lewis, Sr. (1776-1856) appointed Surveyor of Philadelphia. (Scharf)
- 1827 Hudson & Erie Six Day Line established on the Erie Canal designed to court people opposed to traveling or doing business on Sunday. (Shaw)
- 1827 Delaware & Hudson Canal opens between Kingston and Port Jervis for light boats. (Munsell)
- 1827 Lehigh Coal & Navigation Company begins the construction of a full ascending navigation between Mauch Chunk and Easton, to consist of alternating sections of canal prism and slackwater pools; Canvass White first recommends a narrow canal the size of the Erie Canal for 25-ton boats; Josiah White and Erskine Hazard demand a 60 x 5 x 45 canal with 100 x 22 locks for 120-ton boats; engineer corps is as follows: on the upper division, Isaac A. Chapman, W. Milnor Roberts and Solomon White Roberts; on the middle division Anthony B. Warford and Ashbel Welch of New York and Benjamin Aycrigg of N.J.; on the lower division, John Hopkins and George E. Hoffman of N.Y. and William K. Huffnagle of Bucks County; Edward Miller joins soon after. (Mathews/Hngrfrd)
- 1827 Abraham Pott ( - ) builds the first railroad in Schuylkill County, leading from his mine near Port Carbon to the Schuylkill Canal, a distance of a half-mile. ( , Daddow/Bannan)
- 1827 Union Canal plagued by leaks in limestone area at summit; first steam pumping engine, built in Pittsburgh, breaks; builds two water wheels and a second steam engine. (AR)
- 1827 Susquehanna River Commissioners report that the greater part of the work is completed, and that craft of 50-60 tons will be able to descend from Columbia to the head of the Susquehanna Canal in Maryland. (HseJrnl)



- 1827 Dr. William Howard of the U.S. Engineers surveys for a National Road between Washington and Buffalo, running up the Susquehanna River and then to Elmira, N.Y.; precursor of the Williamsport & Elmira Railroad. (Meginness/Lycoming)
- 1827 James Kennedy Moorhead (1806-1884) becomes a contractor on the Pennsylvania canal system. (BioAnnalsofFrnklnCo.)
- 1827 James Reeside secures the New York-Philadelphia mail contract and moves his base of operations to Philadelphia. (Holmes/Rohrbach)
- 1827 Competition on the Philadelphia-Reading-Harrisburg stagecoach route between John & Nicholas Coleman's "Old Line," which has the mail contract; Reeside & Platt, and Miltimore & Mintzer; by 1830, the "Old Line" has driven the others off the run. (Montgomery)
- 1827 Stephen A. Duncan and John D. Mahon establish the Duncannon Iron Works on the Susquehanna River northwest of Harrisburg. (HistJuniata/Susq)
- 1827 First board rafts run from the West Branch of the Susquehanna River. (EEBrown)
- 1827 Josiah Woodford and Reeder King run the first raft down the West Branch of the Susquehanna River from the Cherry Tree section. (HistIndCo)
- 1827 John (or Alonzo?) Livermore lays out the village of Livermore on the line of the Western Division Canal in Westmoreland County. (Albert)
- 1827 Pittsburgh-Erie mail stagecoaches operating via Butler and Meadville. (HistButlerCo)
- 1827 First stagecoach line established between Erie and Cleveland. (HistErieCo - AshtabulaCo says 1815?)
- 1827 First two piers completed in Ashtabula Harbor. (Williams/Ashtabula)
- 1827 Virginia's James-Kanawha portage road completed from Covington to a point within 26 miles of Charleston. (Dunaway)
- 1827 Cleveland & Wellsville Turnpike completed in Ohio running via Ravenna. (HistPrtgCo)
- 1827 Line of stages put on between Ravenna, Ohio, and Middlebury (Akron). (HistPrtgCo)

- 1827 Crowds gather at Main Street, Cincinnati, to watch the Miami Canal filled; the water percolates into the ground as fast as it is admitted, and it requires four months of puddling before it can hold enough water to float a boat. (shelbycohs)
- 1827 National Road completed through Centreville and Wayne County, Ind.
- 1827 Knightstown, Ind., laid out by Waitzel M. Cary on the route of the National Road; named for Jonathan Knight, engineer of the National Road. (Hazzard)
- 1827 A new Michigan highway act calls for road commissioners in each township, which are in turn divided into road districts, each with an overseer; this remains the basic Michigan road law in the Antebellum era. (Parks - verify PL)
- 1827 A new and improved road is completed from Detroit to the Maumee Rapids (Toledo) with \$32,000 in federal funds; at the same time, a road is completed from the Maumee across the Black Swamp to the settled parts of Ohio with the proceeds of an Ohio land grant. (Dunbar)
- 1827 Congress appropriates money to extend the military road between Detroit and Fort Dearborn (Chicago) as far as the Indiana line; it follows the Old Sauk Trail, or approximately the line of U.S. Route 12. (Dunbar)
- 1827 James Carey Evans moves from Batavia to Medina, N.Y., as bookkeeper to the large merchant flour mill of David E. Evans and Joseph B. Ellicott. (Evans)
- 1827 Robert L. Stevens designs the *North America*, the first steamboat with lengthwise trussed "hog frames" to stiffen the hull. (Kirkland)
- 1827 Firman Leaming, Benjamin Reeves, David Reeves, James Whitaker and Joseph Whitaker buy the Phoenix Iron Works at Phoenixville, Pa. (Paskoff ed, Futhey)
- 1827 James Rodgers & Co. builds the Union Furnace, the first blast furnace in the Ohio portion of the Hanging Rock District, just north of Hanging Rock; by 1880, there are about 60 furnaces in this territory. (Swank)
- 1827 Great Britain drops restrictions on emigration; this opens the gates to a great influx of Irish immigrants to the U.S.; most of the earlier Irish immigrants were Protestant or non-sectarian refugees from the failed revolution of 1798; the new immigrants are defiantly Catholic, unskilled, poor and young; most crowd into cities, especially New York, or work as migratory unskilled laborers on internal improvement projects or in mining and

factory towns. (Burrows/Wallace)