

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

**By Christopher T. Baer**

**1828**

**May 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1828      B&O constitutes Col. Stephen H. Long, Jonathan Knight and Pres. Philip E. Thomas as a Board of Engineers. (Stover - verify Dilts)
- Jan. 3, 1828      Israel Reeves, executor of Sarah Reeves, deeds the Kaighn's Point ferry in Camden to Ebenezer Toole for \$13,500; Toole builds the ferry boats *Kaighn's Point* and *William Champion*; Toole operates the ferry until his death in 1850; William Champion runs the Champion House at the foot of South Street, Philadelphia; Toole surrenders the Cooper Street Ferry to Joseph English. (Boyer, MB, Prowell)
- Jan. 5, 1828      Indiana accepts federal land grant for Wabash & Erie Canal; establishes a three-man Board of Canal Commissioners consisting of Samuel Hanna (1797-1866) of Fort Wayne, Robert John of Franklin County, and David Burr of Jackson County; the state is split between partisans of the Whitewater and Wabash routes and those along the Ohio River who do not need any canal. (Esarey, Fatout)
- Jan. 11, 1828      Dr. William Howard and U.S. Engineers report on survey for Maryland Canal Company between Baltimore and C&O Canal; finds that no route via the Patapsco is feasible, only that via Bladensburg. (Rept, Kapsch)
- Jan. 11, 1828      Sandy & Beaver Canal incorporated in Ohio to connect Ohio River with Ohio Canals. (PL)
- Jan. 12, 1828      Maj. John Wilson makes preliminary estimate of \$1.012 million for a railroad from Middletown down the river to Columbia and thence to Philadelphia. (CC)
- Jan. 14, 1828      Public meeting for railroad from Camden to South Amboy held at Mount Holly, N.J., court house; participants include Isaac Wilkins, Jeremiah H.

Sloan, John Clement, Benjamin B. Cooper, Samuel Haines, et al. (Watkins, Boyer)

- Jan. 14, 1828 Jabez Hyde, Jr., John McManus and Samuel L. Wilson, Pennsylvania commissioners for improving the navigation of the Susquehanna River from Northumberland to tide, report that the work below Columbia is nearly done, and that will soon be able to send 50-60 ton boats to the head of the old Susquehanna Canal; have spent \$14,323; work between Columbia and Northumberland has cost \$1.201. (Egle)
- Jan. 14, 1828 Indiana appoints three Canal Commissioners, Samuel Hanna (1797-1866) of Fort Wayne, Robert John of Franklin County, and David Burr of Jackson County; John Tipton soon begins negotiating Indian removals in the northern part of the state. (Fatout, Larson)
- Jan. 16, 1828 Delaware & Hudson Canal Company Chief Engineer John B. Jarvis composes instructions for Horatio Allen, who is to be sent to Britain to buy railroad iron and 4 locomotives. (CntryofPrgrss)
- Jan. 17, 1828 Ohio Canal Commissioners report on the survey for a canal from Portage Summit (Akron) to the Pennsylvania state line in the Mahoning Valley, the Ohio portion of a Pennsylvania & Ohio Canal. (Kearny Rept)
- Jan. 18, 1828 Petition from Hunterdon County (including present Mercer County) favors a cross-state railroad in place of a state-owned Delaware & Raritan Canal. (AssyMin)
- Jan. 21, 1828 Bill for a Camden & Amboy Railroad Company introduced in N.J. Assembly. (AssyMin)
- Jan. 21, 1828 Bordentown & South Amboy Turnpike Company petitions the N.J. Legislature for an increase of capital to allow it to build a railroad on its line. (Cranmer)
- Jan. 22, 1828 Holmes Hutchinson (1794-1865) reports on a survey for the Chenango Canal between the Erie Canal and Binghamton. (Sweet)
- Jan. 24, 1828 Horatio Allen (1802-1889), Assistant Engineer of Delaware & Hudson Canal Company, leaves New York for England, where he is to examine railroads, including the Liverpool & Manchester and buy four locomotives of no more than 5½ tons weight for the D&H's railroad; one locomotive is to be from Robert Stephenson & Co. (CHTP22, RRH)
- Jan. 24, 1828 Indiana appoints commissioners to locate the Michigan Road north of Indianapolis; in order to bypass the marshes along the upper Kankakee River, it is necessary to go north to South Bend and then turn west to Lake

Michigan. (PL, Esarey)

- Jan. 25, 1828 Bill to incorporate Camden & Amboy Railroad & Transportation Company introduced in N.J. House. (AssyMin)
- Jan. 26, 1828 Gen. Simon Bernard and Lt. William Tell Poussin report on new surveys for the National Road between Washington (Georgetown) and New Orleans; crosses the Blue Ridge at Rockfish Gap, west of Charlottesville, then down the Great Valley to Knoxville, but diverging from the earlier route and crossing the Cumberland Mountains to Huntsville, Ala., and then via Columbus and Jackson, Miss., to Baton Rouge and down to New Orleans. (Rept)
- Jan. 28, 1828 Massachusetts railroad commissioners report on railroad surveys from Boston to Providence and Albany. (Salsbury)
- Jan. 28, 1828 *William B. Duncan*, a steamboat of 30 tons burden, is the first to ascend the Allegheny River to Franklin. (Reynolds/French Creek, HistCrawfrdCo - see below)
- Jan. 29, 1828 Pioneer civil engineer James Clinton Speer (1828-1905), later with the Pittsburgh, Fort Wayne & Chicago Railway, born at Albany, N.Y. (MB)
- Jan. 31, 1828 Alliance of Jackson supporters led by U.S. Sen. Martin Van Buren (1782-1862) of New York, Congressman Silas Wright (1795-1847) of New York, and Congressman James Buchanan (1791-1868) of Pa. introduce a bill in the House to raise the tariff to win Jackson protectionist votes in the Middle Atlantic States; they shape the bill to reward those sections that Jackson needs to carry, while ignoring those, such as the South, who have no other viable candidate, and punishing those regions like New England, which are staunchly pro-Adams; the most thorough recent scholarship indicates Van Buren intended the tariff to pass and not be merely a token gesture whose defeat could be blamed on Adams. (EAH, Howe)
- Early 1828 The Stevens brothers ask Moncure Robinson to be Chief Engineer of their proposed Camden to Amboy railroad; he demands full engineering control, including the hiring and firing of all subordinates; when the Stevenses refuse, Robinson declines the appointment. (Osborne)
- Winter 1828 Claude Crozet surveys a railroad from the coal mines of Nicholas Mills and Beverly Randolph on Falling Creek in Chesterfield County, southwest of Richmond, to tidewater at Manchester on the James River opposite Richmond. (Gamst/RRH 168)
- Feb. 1, 1828 Benjamin Fish and John Hutchings, agents of current Union Line, petition the N.J. Legislature against granting a charter to the Columbian Steam Boat

Company. (AssyMin)

- Feb. 1, 1828 Jonathan Knight reports to Gen. Alexander Macomb on survey for National Road west of Indianapolis via Terre Haute and Vandalia; location fixed as far as Terre Haute. (Rept)
- Feb. 2, 1828 N.J. Assembly tables a letter from John Stevens asking for a delay in considering railroad legislation while he prepares a formal presentation. (AssyMin)
- Feb. 2, 1828 Pa. House Committee on Inland Navigation & Internal Improvement, William Lehman, chairman, reports in favor of a bill to extend the Pennsylvania Canal and beginning a railroad as per John Wilson's survey, to be called the Pennsylvania Railroad. (HseJrnl)
- Feb. 7, 1828 Robert Livingston Stevens (1787-1856) and Joline Hone petition N.J. Assembly for a charter for a railroad between the Raritan and Delaware Rivers. (AssyMin)
- Feb. 7, 1828 Mill Creek & Mine Hill Navigation & Railroad incorporated in Pa. to build from the head of the Schuylkill Canal at Port Carbon back to Broad Mountain. (PL, Rdg)
- Feb. 8, 1828 In response to petition of Stevens and Hone, N.J. Assembly reports a bill to incorporate the New Jersey Railroad to build from New Brunswick to Trenton; the company offers to pay the state \$10,000 a year. (AssyMin, Cranmer)
- Feb. 8, 1828 Lowell Manufacturing Company incorporated in Mass. by Frederick Cabot, William Whitney and Richard C. Cabot. (PL)
- Feb. 1818 John Stevens petitions the New Jersey Legislature for a state-owned railroad between the Delaware and Raritan with the income used to defray the costs of government and to fund education. (DuBois)
- Feb. 11, 1828 Gov. DeWitt Clinton (1769-1828), "father" of New York State canal system, dies suddenly of a heart attack at his home at Albany; his old rival Martin Van Buren thus become the undisputed leader of the pro-Jackson forces in New York State; Lieutenant-Gov. Nathaniel Pitcher (1777-1836) serves the balance of Clinton's term; Van Buren is elected in Nov.; Clinton dies \$6,000 in debt, forcing the sale of his property; the Legislature appropriates \$10,000 for the support of his widow and four minor children. (DAB, Howe, JHammond, Shaw)
- Feb. 12, 1828 N.J. Assembly passes bill for state-owned Delaware & Raritan Canal, 24-19, and defeats Camden & Amboy Railroad bill 21-20. (AssyMin)

- Feb. 12, 1828      Columbian Steam Boat Company incorporated in N.J. by William Sheepshanks, Nathaniel Davison, George Peterson, Michael Newbold, Daniel Woods, David C. Wood (1780-1859) and William McKnight, mostly representing the Delaware River interests; \$150,000 capital; to operate the previously unincorporated Columbian Line, New York-Raritan River and Bordentown-Philadelphia. (PL)
- Feb. 12, 1828      Ohio act transfers the federal land grant of 1827 to the Columbus & Sandusky Turnpike Company. (Hopley)
- Feb. 13, 1828      Baltimore & Susquehanna Railroad Company incorporated in Maryland to build from Baltimore in direction of York; states of Maryland and Pennsylvania and City of Baltimore may each subscribe \$100,000; first PRR predecessor in Maryland; Pennsylvania refuses to grant charter rights between Maryland line and York Haven. (Digest, Livingood)
- Feb. 13, 1828      Camden, N.J., incorporated as a city. (Boyer - Prowell has 2/14 - verify PL)
- Feb. 14, 1828      Bill for Gloucester & Amboy Railroad & Transportation Company introduced in N.J. Council (Senate). (CoucilMin)
- Feb. 15, 1828      Middletown, Pa., incorporated as a borough. (PL)
- Feb. 15, 1828      Committee of the Massachusetts General Court (Legislature) reports in favor of railroads and against at cross-state canal. (Bliss)
- Feb. 15, 1828      Horatio Allen arrives in Liverpool to buy railroad iron and locomotives for the Delaware & Hudson Canal Company. (CntryofPrgrss)
- Feb. 1828          A group of evangelical businessmen establish a Sunday-observing stagecoach line between Albany and Buffalo. (Rohrer/JER 7)
- Feb. 16, 1828      Commissioners of Baltimore & Susquehanna Railroad Company hold organization meeting at Franklin Bank in Baltimore. (MB)
- Feb. 18, 1828      Bill for a New Jersey Railroad introduced in the N.J. House. (AssyMin)
- Feb. 19, 1828      Pottsville, Pa., incorporated as a borough; center of the rapidly-growing Schuylkill coal trade. (PL)
- Feb. 20, 1828      Steamboat *Pittsburgh & Wheeling Packet*, belonging to the Harmony Society at Economy, arrives at Kittanning on the Allegheny River with an excursion party. (HazR, Smith/Armstrong)
- Feb. 21, 1828      N.J. House tables the New Jersey Railroad bill. (AssyMin)

- Feb. 21, 1828      The *Pittsburgh & Wheeling Packet* ascends the Allegheny River for a few miles above Kittanning but turns back in the face of high water and swift current. (Smith/Armstrong)
- Feb. 22, 1828      Steamboat *William D. Duncan* leaves Pittsburgh for Franklin; the first steamboat to ascend that far up the Allegheny River; arrives at Kittanning at 10:00 PM. (HazR, Smith/Armstrong - see above)
- Feb. 24, 1828      Steamboat *William D. Duncan* arrives at Franklin, running through in 52:00; runs at about 4.5 MPH upstream and 11 MPH downstream. (HazR, Smith/Armstrong)
- Feb. 25, 1828      Steamboat *William D. Duncan* makes a further excursion from Franklin to Oil Creek Furnace eight miles upstream. (VenangoDem, HazR)
- Feb. 26, 1828      N.J. Assembly reports bill to authorize Bordentown & South Amboy Turnpike to lay rails on its right of way in the interest of the Columbian Line. (AssyMin)
- Feb. 26, 1828      Steamboat *William D. Duncan* departs Franklin for Pittsburgh. (Babcock)
- Feb. 27, 1828      Pennsylvania grants rights to Baltimore & Ohio to build through state en route to Pittsburgh for 15 years. (PL)
- Feb. 27, 1828      Steamboat *William D. Duncan* returns to Pittsburgh from Oil Creek Furnace eight miles above Franklin, completing the first steamboat trip on the Allegheny River. (VenangoDem)
- Feb. 27, 1828      Chesterfield Railroad incorporated in Va. to build from the coal mines of Beverley Randolph and Nicholas Mills at Midlothian to a tidewater landing on the James River opposite Rocketts (now the Fulton section of Richmond); first long-term railroad in Va. and first railroad charter. (PL)
- Feb. 29, 1828      Future PW&B and Delaware Railroad official Edmund Quincy Sewall, Jr. (1828-1908) born at Newburyport, Mass.; son of Edmund Quincy Sewall (1796-1866), a Unitarian minister, and Caroline Ward Sewall (1797-?); he is the grandson of Chief Justice Samuel Sewall (1757-1814) and a descendant of the Rev. Samuel Sewall (1652-1729), the “hanging judge” of the Salem witch trials; at age 11, he is tutored at Concord, Mass., by Henry David Thoreau (1817-1862), who is also an unsuccessful suitor of his sister Ellen Devereaux Sewall (1822-1892); young Edmund will be the inspiration for Thoreau’s poem, “The Gentle Boy.” (sewallgenealogy)
- Mar. 1, 1828      Public meeting in favor of railroad between New Castle, Del., and Frenchtown, Md., held at New Castle. (PADA)

- Mar. 1, 1828 Hancock County, Indiana, fully organized with county seat at Greenville. (Long)
- Mar. 3, 1828 Maryland act authorizes a subscription of 5,000 shares (\$500,000) of B&O and permits doubling the stock; repeals authority to subscribe to Maryland Canal Company, Susquehanna & Patapsco Canal Company, and Pennsylvania & Maryland Canal Company. (PL)
- Mar. 4, 1828 N.J. Council defeats the bill for a state-owned Delaware & Raritan Canal by 7-7 tie vote, the main opposition coming from the southern counties on the Coastal Plain. (CnclMin, Cranmer)
- Mar. 4, 1828 George Winchester, H.W. Evans and William Frick report to Baltimore & Susquehanna commissioners on inability to get charter from Pennsylvania covering extension to York Haven; some Pennsylvania legislators want *quid pro quo* of having B&O build line through Cumberland Valley towards Philadelphia; Winchester, et al., urge proceeding with organization of company and opening books at Baltimore and York. (MB)
- Mar. 5, 1828 N.J. Assembly dismisses bill for building railroad on Bordentown & South Amboy Turnpike (Columbian Line) and defeats bill for New Jersey Railroad (Stevens's Union Line), 31-9; a new bill is introduced for a Bordentown Railroad Company, but it is quickly tabled. (AssyMin, Cranmer)
- Mar. 5, 1828 A crowd parades an effigy of Councilman (State Senator) Caleb Newbold of Burlington depicted with a sword cutting off the head of the Delaware & Raritan Canal, which they burn in front of the State House in Trenton; he is accused of campaigning in favor of internal improvements and then voting against the canal. (Cranmer)
- Mar. 6, 1828 Another crowd burns Gov. Isaac H. Williamson in effigy in front of the State House in Trenton for his alleged timidity in promoting internal improvements. (Cranmer)
- Mar. 6, 1828 B&O individual subscribers double their subscriptions; with the state subscription, this doubles the total stock from \$2 million to \$4 million. (Reizenstein)
- Mar. 7, 1828 New Jersey Legislature adjourns without passing any internal improvement bills. (Thompson)
- Mar. 8, 1828 Proprietors of the Central Locks & Canals on Connecticut River incorporated in Mass. to improve the river from South Hadley to the Deerfield River. (PL)

- Mar. 8, 1828 Washington & Baltimore Turnpike Road Company authorized to build railroad between Baltimore and Washington. (PL)
- Mar. 8, 1828 William C. Hull establishes the Lancaster & Port Deposit Mail Stage, connecting with steamboats for Baltimore. (Ellis/Evans)
- Mar. 10, 1828 U.S. Chief of Engineers forwards the report of former Erie Canal engineers Nathan S. Roberts and James Geddes on a resurvey of the Eastern Division of C&O Canal to the War Dept.; give estimate of \$4.5 million for a canal 60 x 5 x 45, with 102 x 14 locks, vs. \$8.17 million estimate of General Bernard in 1824; a canal of 40 x 4 x 28 with 90 x 15 locks is estimated at \$4 million. (House 20 Cong I no. 192, Ward)
- Mar. 11, 1828 Massachusetts Legislature passes an “act to provide for internal improvement by railroads”; creates a nine-member Board of Directors of Internal Improvements to make surveys; members are Gov. Levi Lincoln (1782-1868), Nathan Hale (1784-1863), Stephen White, David Henshaw (1791-1852), Thomas Wren Ward (1786-1858), Royal Makepeace, George Bond, William Foster, and Edward H. Robbins, Jr. (PL, Johnson/Supple, Salsbury)
- Mar. 14, 1828 New Castle & Frenchtown Turnpike Company renamed New Castle & Frenchtown Turnpike & Railroad Company by Maryland act, with charter rights to build railroad across the isthmus separating the Delaware River and Chesapeake Bay. (PL, Val)
- Mar. 14, 1828 Oswego, N.Y., incorporated as a village. (French)
- Mar. 14, 1828 Government orders the removal of the Indian agency from Fort Wayne to the Wabash River between Pipe Creek and the Eel River. (Poinsatte)
- Mar. 15, 1828 Maryland act authorizes B&O to extend into the city of Baltimore. (PL)
- Mar. 1828 George Weems charts his steamboat *Patuxent* to the Maryland Steamboat Company for service to Annapolis, Easton and the Choptank River, and stops service to the Patuxent River. (Holly)
- Mar. 1828 Maryland & Virginia Steam Boat Company incorporated in \_\_\_ with a capital of \$150,000 for the purpose of operating between Baltimore, Norfolk and Richmond. (Brown)
- Mar. 1828 John Tipton moves the Indian agency from Fort Wayne down the Wabash to the mouth of the Eel River, where Logansport, Ind., is laid out later in the year. (Powell, Fatout)



- Mar. 1828            The steamboat *Atlas* manages to ascend Muscle Shoals and reach Knoxville, Tenn., 650 miles up the Tennessee River, but does not return; east Tennessee remains isolated, with goods having to be hauled overland from Nashville and flatboats used to carry bulky goods from the river's headwaters. (Hunter)
- Mar. 16, 1828        Report of Nathan S. Roberts and James Geddes on new survey for the Chesapeake & Ohio Canal is forwarded to Congress. (20 Cong I no. 20)
- Mar. 16, 1828        Water on Miami Canal reaches Cincinnati and first boats arrive from Howell's Basin. (PADA)
- Mar. 18, 1828        Water let into Eastern Division Canal at McAllister's Mill; arrives at Harrisburg on Mar. 20; canal not opened because of leaks and poor construction. (HazR)
- Mar. 18, 1828        Formal celebration of the opening of the Miami Canal between Cincinnati and Middletown.
- Mar. 20, 1828        Eastern section of Chesapeake & Delaware Canal opens from Delaware City to Summit Bridge, where deep cut is unfinished; packet sloop *Lady Clinton* travels to Summit. (PADA)
- Mar. 20, 1828        Oxford Railroad Company of Chester County receives letters patent. (PaArch)
- Mar. 22, 1828        Isaiah Toy assumes management of Federal Street ferry at Camden in partnership with Benjamin Reeves; builds new ferries *William Wray* and *Philadelphia*. (Boyer)
- Mar. 22, 1828        New York declares Owego Creek from Cattatong Creek to McDonald's mill in Newark, Tioga County, to be a public highway; also Five Mile Creek from Little Lake to Wheeler's mills in Steuben County. (PL)
- Mar. 23, 1828        First westbound boat, the *Fair Trader*, arrives in Middletown, Pa., via Union Canal. (Montgomery)
- Mar. 24, 1828        Commonwealth of Pennsylvania authorizes construction of Philadelphia & Columbia Railroad; also extensions of Eastern Division Canal to Columbia, Ligonier Line of Western Division from Blairsville to 3½ miles below Johnstown, Juniata Division to Huntingdon and Delaware Division to Easton; also North Branch Division (Northumberland-Nanticoke); West Branch Division (Northumberland-Muncy); calls for surveys or resurveys of Juniata Division to Hollidaysburg, West Branch to Bald Eagle Creek, North Branch to New York state line and Delaware Division to Carpenters Point; survey for Allegheny Portage Railroad and a railroad from

Philadelphia to Columbia and York; further surveys for canals or slackwater on Monongahela River to Virginia state line, from Columbia to Conestoga Creek, on Allegheny River from Kiskiminetas to French Creek, on Ohio from Pittsburgh to Beaver River, and between Lehigh and Susquehanna Rivers; also railroad surveys between the Schuylkill River and the Susquehanna at Catawissa and Sunbury, from Harrisburg to Chambersburg and Chambersburg to York via Gettysburg; authorizes additional \$2 million state loan, which is placed with Baring Brothers & Co. via the Bank of Pennsylvania. (PL, WBSmith)

- Mar. 24, 1828 Congress authorizes federal subscription for 10,000 shares (\$1 million) of Chesapeake & Ohio Canal Company. (Moore)
- Mar. 24, 1828 Mine Hill & Schuylkill Haven Railroad incorporated in Pa. to build from Schuylkill Haven back into the anthracite coal field along the West Branch of the Schuylkill River, including lands of the New York & Schuylkill Coal Company; eventually develops an extensive network of branches in the territory west of Pottsville and becomes the primary feeder railroad to the Schuylkill Canal. (PL, Hare)
- Mar. 24, 1828 Maj. William Gibbs McNeill reports on surveys for canals or railroads between the Roanoke, James and Kanawha Rivers; says either canals or railroads are practicable. (Hill)
- Mar. 1828 Location of Philadelphia & Columbia Railroad begins at Columbia under Maj. John Wilson; Joshua Scott, Principal Assistant Engineer; J. Edgar Thomson, later PRR president, and Henry Pettit, Assistant Engineers; Wilson's son William Hasell Wilson, John P. Baily, Samuel W. Mifflin, and J. Brinton Moore, Rodmen; William J. Lewis, William W. Torbert, John G. Davis, and William Moore, Chainmen. (Wilson, C&C says Apr.)
- Mar. 1828 Canal Commissioners appoint Col. Johnston, Collector at Blairsville, to investigate New York's canal rules and regulations with a view to adopting them on the Pennsylvania canals. (CC)
- Mar. 26, 1828 Canal Commissioners order a survey for a railroad from Harrisburg to Chambersburg and thence to Gettysburg and York; William H. Hopkins from the Ohio Canals chosen as engineer. (CC, Wilson)
- Mar. 26, 1828 Canal Commissioners appoint Edward F. Gay, an ex-Erie Canal engineer now on the Conestoga Navigation Company, to survey for slackwater navigations on the Allegheny, Monongahela, and Ohio Rivers. (CC)
- Mar. 26, 1828 Breech on Union Canal repaired. (PADA)
- Mar. 26, 1828 Canal Commissioners place new Allegheny Portage surveys under Gen.

Abner Lacock, Acting Commissioner. (CC)

- Mar. 28, 1828 Baltimore ordinance allows B&O to extend from the First Stone into the city. (Digest)
- Mar. 30, 1828 Thirteen company boats arrive at Middletown on the Union Canal; shipping costs cut to 25 cents per cwt. (PADA)
- Spring 1828 B&O, Delaware & Hudson Canal and South Carolina Canal & Railroad Company petition Congress to remove all duties on imported British rails on grounds that U.S. iron makers cannot manufacture enough at reasonable prices. (Dilts - verify CongGlobe)
- Spring 1828 About 1,000 rafts containing 50 million board feet of lumber pass Trenton on the Delaware River. (HazReg)
- Spring 1828 David S. Bates appoints Jesse L. Williams (1807-1886) to make the final location of the Ohio Canal between Licking Summit and Chillicothe. (VllyUpprMaumee)
- Apr. 5, 1828 U.S. Board of Engineers, Dr. William Howard, Stephen H. Long and William Gibbs McNeill, issues a report on the B&O Railroad surveys to the Ohio River calling for maximum grade of 30 feet per mile; subsequent reports are made by the company through its Board of Engineers. (Rubin, Long)
- Apr. 6, 1828 B&O Board agrees to employ Col. Stephen H. Long and Jonathan Knight (1787-1858) as engineers on equal footing at \$3,000 per year. (Long, Dilts)
- Apr. 1828 B&O appoints ten topographical assistants: Frederick Harrison, Jr., Lt. William Cook (1801-1865), Lt. Joshua Barney, Lt. Isaac R. Trimble, Lt. Walter Gwynn, Lt. Lt. John N. Dillahunty, Lt. R. Edward Hazzard, Lt. John M. Fessenden, William B. Thompson, and Walter B. Guion. (Dilts)
- Apr. 9, 1828 VP John C. Calhoun casts the tie-breaking vote in the Senate restricting the amount of money appropriated for the Army Board of Engineers. (AnnalsofCong)
- Apr. 9, 1828 Tioga Coal, Iron, & Manufacturing Company incorporated in N.Y.; can mine coal and manufacture iron and glass; improve Tioga River or build canal or river improvement from the Chemung River to the Pennsylvania state line; aim is to open the Tioga Coal Field in Pennsylvania. (PL, GrnBk)
- Apr. 9, 1828 Lycoming Navigation, Railroad & Coal Company incorporated in Pa.; to hold 3,000 acres on Red Run off Lycoming Creek near present Ralston, Pa.; corporators include Daniel Graffius and Robert Allen of Lycoming County

and Robert Patterson (1792-1881) and Levi Ellmaker (1788-1835) of Philadelphia. (PL, Rept)

- Apr. 10, 1828 Pennsylvania act raises cap on Chief Engineer salaries to \$2,500 and on Principal Assistant Engineers at \$4 a day; total of four Acting Commissioners to be appointed and no Commissioner to serve as Superintendent. (PL)
- Apr. 10, 1828 Logansport, Ind., platted by Chauncey Carter; named for the Shawnee chief Logan. (Powell)
- Apr. 12, 1828 Delaware & Schuylkill Canal Company incorporated to build a canal across South Philadelphia between the Arsenal and the Navy Yard as per state survey by Henry G. Sargent. (PL)
- Apr. 12, 1828 Pennsylvania Legislature passes resolution authorizing Canal Commissioners to negotiate with New Jersey over sharing water of Delaware River for feeding canals. (PL)
- Apr. 12, 1828 Water let into Eastern Division Canal from Union Canal basin in Middletown; canal boat *Elizabeth* leaves Middletown for Harrisburg. (PADA)
- Apr. 12, 1828 Jonathan Knight enters employ of B&O; B&O creates Board of Engineers consisting of Col. Stephen H. Long, Jonathan Knight and Pres. Philip E. Thomas; supervises activities of Army engineers. (Long, AR)
- Apr. 14, 1828 Pennsylvania authorizes temporary loan of \$500,000 (\$490,000 issued) to make up shortfall on Public Works. (PL)
- Apr. 14, 1828 Canal boat *Elizabeth* arrives at locks two miles below Harrisburg where stopped by leaky section; is expected to reach Harrisburg Apr. 15. (PADA)
- Apr. 14, 1828 Charter supplement to Danville & Pottsville Railroad authorizes branches to Sunbury and Catawissa. (PL, Digest)
- Apr. 14, 1828 Charter supplement authorizes Schuylkill Valley Navigation to construct a railroad from Port Carbon to Rebers Mill instead of a slackwater navigation. (PL)
- Apr. 14, 1828 Northumberland, Pa., incorporated as a borough; Franklin, Pa., incorporated as a borough. (PL)
- Apr. 14, 1828 Pennsylvania legislative resolution directs the Canal Commissioners to connect the navigation of Penns Creek with the Susquehanna Division Canal if expedient. (HistJuniata/Susq)

- Apr. 14, 1828 Allegheny (Pittsburgh North Side) and Birmingham (Pittsburgh South Side) incorporated as boroughs. (HistPitts, PL)
- Apr. 15, 1828 New York act authorizes commissioners to survey a railroad from the Hudson River to the Massachusetts state line and pledges cooperation with Massachusetts in a railroad to Boston. (PL)
- Apr. 15, 1828 U.S. House Committee on Roads & Canals reports in favor of federal aid to a road from Lawrenceburg, Ind., to Fort Wayne. (Rept)
- Apr. 1828 Williamson & Paynter, stove manufacturers at 9<sup>th</sup> & Market Streets, Philadelphia, introduce an improved anthracite coal-burning cook stove that sells for as little as \$9. (Scharf)
- Apr. 1828 Daily stagecoach established between Harrisburg and Pittsburgh via the Juniata Valley and the Northern Turnpike. (Lytle)
- Apr. 1828 William Neil, Robert Neil and Jarvis Pike of Columbus, H. Moore & Co. of Wheeling, T. Squier & Co. of Dayton and J. Satterthwaite & Co. of Lebanon, announce the operating of the following stage coach lines: 1) Cincinnati-Springfield-Columbus-Mount Vernon-Portland; 2) Wheeling-Columbus-Springfield-Dayton-Lebanon-Cincinnati; 3) Cleveland-Wooster-Mount Vernon-Columbus-Springfield-Cincinnati; 4) Portland-Upper Sandusky-Lower Sandusky intersecting the Cincinnati line above Springfield. (Lee/Columbus)
- Apr. 16, 1828 Work begins on private canal of George Gray Leiper (1786-1868), son of Thomas Leiper, from quarries to tidewater on Crum Creek; William Strickland, engineer.
- Apr. 16, 1828 Baltimore resolution authorizes sale to B&O of two blocks at Harford Dock at Alice Anna & Fleet Streets; not accepted until four years later; various directors and the city interest vie to have terminus located to benefit their real estate interest. (Digest, Dilts)
- Apr. 16, 1828 Plat of Logansport, Ind., surveyed in the reserve granted to Indian trader George Cicott under the 1826 Treaty of Mississinewas. (Esarey, Poinsette)
- Apr. 18, 1828 First cargo sloops arrive at Summit Cut at end of Eastern Division of Chesapeake & Delaware Canal. (PADA)
- Apr. 18, 1828 New York & Boston Steamboat Company incorporated in New York to operate boats on the design of Elihu S. Bunker. (Stokes)
- Apr. 18, 1828 New York declares the Genesee River from Rochester to the Pennsylvania

state line to be a public highway. (PL)

- Apr. 19, 1828 Felician Slataper (1828-1906), future Chief Engineer of the Pennsylvania Company, born at Trieste, now in Italy, but then part of the Austro-Hungarian Empire; he is educated at Venice and at the Polytechnic College in Vienna before emigrating to the U.S. in 1850. (ASCE)
- Apr. 19, 1828 New York declares Cattetunk Creek from the west line of Township No. 9 in Tioga County to the forks to be a public highway. (PL)
- Apr. 20, 1828 John and Thomas Janiver of New Castle (begin? assume?) operation of Union Line of steamboats and stages between Philadelphia and Frenchtown; use steamboat *Delaware*, Capt. Wilmon Whilldin, with Hendersons providing boats on Chesapeake Bay. (Scharf - verify BaltAm?)
- Apr. 21, 1828 Bank of Pennsylvania offers to take \$450,000 of the temporary loan at 5% until July 14, when it is to be reimbursed in money or in 5% certificates at the lowest market price. (PaArch)
- Apr. 21, 1828 Hudson & Berkshire Railroad incorporated in New York to build from Hudson to the Massachusetts state line in West Stockbridge; no work under this charter, and it is revived in 1832. (PL)
- Apr. 21, 1828 Capt. William Gibbs McNeill (1801-1853) of the Topographical Engineers reports to Gen. Alexander Macomb on surveys run for the Chesapeake & Ohio Canal's proposed crossing of the Alleghenies between Deep Creek and Castleman's summits; assisted by Lts. William Cook (1801-1865) and John M. Fessenden (1802-1883). (Rept)
- Apr. 21, 1828 Village of Newtown, N.Y., renamed Elmira. (French)
- Apr. 22, 1828 Gen. Alexander Macomb orders Lt. William H. Swift to make railroad surveys between Ithaca and Owego, N.Y. (Hill)
- Apr. 23, 1828 Delaware & Hudson Canal Company Chief Engineer John B. Jervis writes to Horatio Allen that a 6-wheel locomotive will probably not work well on their railroad's sharp curves and that a 4-wheel locomotive should be no more than 5½ tons. (Jervis/FitzSimons)
- Apr. 28, 1828 Mechanicsburg, Pa., incorporated as a borough. (HistCumbAdams)
- Apr. 28, 1828 Steamboat *Triton*, attempting to reach Indianapolis from Louisville is stopped by a drift 14 miles below Spencer. (Esarey)
- Apr. 30, 1828 Lewis Atterbury (1779-1872), grandfather of future PRR Pres. William Wallace Atterbury, elected Secretary of the Associates of the Jersey

Company. (MB)

- Spring 1828 Over 1,200 flatboats descend the Wabash River and its tributary the White River for the Southern market. (Hunter)
- May 1, 1828 Carroll County, Indiana, created from part of Adams New Purchase with county seat at Carrollton. (Long)
- May 1, 1828 Britain liberalizes the Corn Laws, placing a high duty of 25s. 8d. when the home price is 62s. per quarter, but only 1s. when at 73s. per quarter or above; this lets in more U.S. grain. (Barnes, Sharrer)
- May 3, 1828 Gov. John Andrew Shulze rejects the terms of the Bank of Pennsylvania for the temporary loan. (PaArch)
- May 3, 1828 First stone laid for Washington Lock at Pittsburgh with Masonic ceremonies; first of flight of four locks leading to Monongahela River. (StdHistPitts)
- May 5, 1828 Baltimore & Susquehanna Railroad organized at Baltimore. (MB)
- May 5, 1828 Col. Stephen H. Long and Jonathan Knight report on location of B&O between Baltimore and Williamsport. (Long)
- May 6, 1828 George Winchester elected Pres. of Baltimore & Susquehanna Railroad. (MB)
- May 8, 1828 Gov. Shulze accepts the offer of the Harrisburg Bank for \$100,000 of the temporary loan at 5%. (PaArch)
- May 8, 1828 Philadelphia convention of manufacturers and ironmasters draws up petition to Congress, to be presented by Congressman James Buchanan (1791-1868), opposing elimination of duty on imported railroad rails. (Dilts)
- May 9, 1828 Congress authorizes extension of a railroad from Baltimore into the District of Columbia. (Moore)
- May 12, 1828 B&O dispatches lawyers and engineers to secure right of way at narrow passes where the Potomac cuts through mountains between the Monocacy Creek and Cumberland where C&O Canal could block railroad. (Dilts)
- May 12, 1828 Joseph Shriver (1806-1886) replaces Jonathan Knight as Chief Engineer of the National Road. (Rept)
- May 12, 1828 South Carolina Canal & Railroad Company organized; William Aiken (1779-1831) Pres.; other backers include Alexander Black and Ezra L.

Miller (1784-1847), a self-taught inventor. (BDavis)

- May 13, 1828 Baltimore & Susquehanna Railroad engages Gen. Joseph Gardiner Swift as Chief Engineer; preliminary survey made by William F. Small of Baltimore under Swift's direction; calls for an inclined plane at York Haven. (MB, AR)
- May 15, 1828 York Bank declines to take a part of the temporary Pennsylvania state loan. (PaArch)
- May? 1828 Canal Commissioners appoint Maj. John Wilson Principal Engineer for the Philadelphia & Columbia Railroad; Joshua Scott of Lancaster County, Robert Pettit (1804-1878) of Philadelphia, and J. Edgar Thomson of Delaware County as assistants. (Ellis/Evans - verify!!!!)
- May 1828 DeWitt Clinton, Jr., is surveying the Juniata Division Canal near Huntingdon. (Lytle)
- May 1828 Period of tight credit in Baltimore with much specie being exported. (Bryan)
- May 1828 General Union for Promoting the Observance of the Christian Sabbath formed with representatives of 9 major Protestant denominations; the leader of the movement is Josiah Bissell, a Presbyterian merchant of Rochester, N.Y.; the Union is patterned after the American Temperance Society and is based on the principle of voluntary abstinence and individual boycott; it attracts a number of reformers, including New York banker James Brown, silk merchant Arthur Tappan ( - ) and Lewis Tappan ( - ), Thomas Handasyd Perkins and Abbott Lawrence ( - ) and Amos Lawrence ( - ); they resent the intrusion of the federal government overriding local blue laws against Sunday activity; proponents of strict Sabbath observance are concentrated (75%) among the Calvinists of New England and the Middle Atlantic States, with only 5% coming from the Southwest; Bissell organizes the Pioneer Line of stagecoaches to operate weekdays-only between Albany and Buffalo in opposition to the daily mail coaches of Jason Parker and John Sherwood. (Rohrer/JER 7, John)
- May 16, 1828 Gov. Shulze accepts the offer of the Carlisle Bank to take \$50,000 of the temporary loan. (PaArch)
- May 17, 1828 Gov. Shulze accepts the offer of the Schuylkill Bank in the City of Philadelphia to take \$10,000 of the temporary loan and of the Commercial Bank of Pennsylvania to take \$30,000. (PaArch)
- May 19, 1828 Farmers & Mechanics Bank declines to take any of the temporary loan because of financial pressures on the banking community and a shortage of



funds. (PaArch)

- May 19, 1828 Pres. Adams signs the so-called "Tariff of Abominations" imposing the highest tariffs in effect before the Civil War; after the Senate has made it slightly less obnoxious to New England, it passes by the combined votes of the Van Buren and Adams parties; duty on bar iron raised from \$30 to \$37 a ton, but railroad rails exempted from all but 25% *ad valorem* duty; rates raised to 50% plus 4 cents a pound on raw wool, 45% for woollens. (Howe, EAH, Dilts)
- May 19, 1828 Act of Congress appropriates another \$175,000 for the completion of the National Road to Zanesville. (Searight)
- May 21, 1828 Mine Hill & Schuylkill Haven Railroad organized at the Merchants Coffee House at Philadelphia; Timothy Caldwell elected Pres. and John H. Cresson Treasurer; Samuel H. Kneass, Engineer. (AR, Heydinger/RRH 107)
- May 22, 1828 Gov. Shulze accepts the offer of the Farmers Bank of Lancaster to take \$50,000 of the temporary loan. (PaArch)
- May 23, 1828 B&O adopts first portion of route between Baltimore and Point of Rocks on the Potomac River via the valley of the Patapsco River. (Dilts)
- May 23, 1828 After 6 years of pressure from Philadelphia shipping interests, Congress appropriates \$250,000 to begin the Delaware Breakwater off Lewes to provide a haven for ships entering the Delaware Bay. (Scharf)
- May 24, 1828 Bank of Pennsylvania agrees to take \$150,000 of the temporary loan at 5%. (PaArch)
- May 24, 1828 Federal government subscribes \$1 million to Chesapeake & Ohio Canal and authorizes cities of Washington, Georgetown and Alexandria to subscribe an additional \$1.5 million. (StatutesatLarge, Ward)
- May 24, 1828 Congress grants Ohio five alternate sections along route of Miami Extension Canal between Dayton and Defiance on Maumee River where it passes through public lands, plus additional 500,000 acres to finance Ohio canal debt; total of 938,301 acres; also permits Indiana to transfer portion of 1827 land grant for portion of Wabash & Erie Canal in Ohio, which is done in 1834. (McClelland - note ClvIndHrld says 500,000 acre land grant rejected twice!!)
- May 24, 1828 Congress authorizes federal land grant of five miles on each side in support of extension of Miami Canal from Dayton to Toledo. (StatutesatLarge)
- May 26, 1828 George Winchester and Gen. Joseph G. Swift leave Baltimore on

- preliminary survey of Baltimore & Susquehanna Railroad. (Scharf)
- May 26, 1828 Samuel Waters Allerton (1828-1914), a major figure in the rise of Chicago as a commercial and meat-packing center and builder of a chain of stockyards along the PRR, born at Amenia, N.Y., a descendant of Mayflower Pilgrim Isaac Allerton. (DAB)
- May 28, 1828 Gov. Shulze accepts the offer of the Bank of Pennsylvania to take \$150,000 of the temporary loan, of the Bank of Pittsburgh for \$30,000 and of the Westmoreland Bank of Pennsylvania to take \$20,000 at 5%; on the same day, Gov. Shulze advertises for the \$2 million permanent loan. (PaArch)
- May 28, 1828 B&O Board orders final location between Baltimore and Point of Rocks. (Long)
- May 29, 1828 John Jacob Astor elected a director of the Mohawk & Hudson Railroad. (Porter)
- May 29, 1828 Franklin Bank in New York City suspends payment amidst charges against its president, Samuel Leggett. (Stokes - see Scoville)
- June 1, 1828 Name of seat of Carroll County, Indiana, changed from Carrollton to Delphi. (Long)
- June 2, 1828 B&O Board orders construction to begin July 4 at a point on the western edge of Baltimore while location of city terminus is being debated. (Dilts)
- c. June 2, 1828 Seat of Wabash County, Illinois, changed from Centerville to Mount Carmel. (Long)
- June 3, 1828 David Scott (1781-1839) declines reelection as President of Pennsylvania Canal Commissioners; replaced by Gen. Daniel Montgomery of Danville. (CC)
- June 6, 1828 Gov. Shulze accepts the offer of the Bank of Chester County to take \$25,000 of the temporary loan and of the Bank of Reading to take \$25,000. (PaArch)
- June 10, 1828 Chesapeake & Ohio Canal sues in Washington County Court to stop B&O from acquiring more land along the Potomac in the narrows between Point of Rocks and Harpers Ferry where it will interfere with the canal; claims prior rights under charter of the Potomac Company. (Dilts, AR) (Ward has this the first legal action by C&O)
- June 13, 1828 Engineer Dept. informs B&O Pres. Thomas that the B&O will have to bear the entire cost of Dr. William Howard's civil survey brigade this year

because of budget reductions. (Hill)

- June 14, 1828 Nathan S. Roberts begins new, more exact, survey for Allegheny Portage Railroad; (Wilson - George T. Olmstead assumes charge of Western Division - verify)
- June 1828 Future PRR Chief Engineer Edward Miller (1811-1872) graduates from the University of Pennsylvania with Mathematical Honor; joins the engineer corps of Lehigh Canal as rodman at Bethlehem under Chief Engineer Canvass White and Principal Assistant Sylvester Welch. (Roberts, Wilson)
- June 1828 Contracts for the National Road let between Zanesville and Columbus, Ohio. (Jordan)
- June 20, 1828 Chesapeake & Ohio Canal Company organized; Charles Fenton Mercer (1778-1858) of Leesburg, Va., the leading spirit of the project, elected Pres.; directors include Andrew Stewart representing western Pennsylvania. (Sanderlin)
- June 20, 1828 Future PCC&StL Railway Chief Engineer Max J. Becker (1828-1896) born in Coblenz, Germany; he receives military training and graduates from the University of Bonn. (MB)
- June 23, 1828 B&O files countersuit against C&O Canal in Maryland Court of Chancery and obtains injunction against canal interfering with railroad location. (Dilts)
- June 23, 1828 Chesapeake & Ohio Canal Company appoints Benjamin Wright as Chief Engineer; Charles Ellet, Jr., is later appointed an Assistant Engineer. (Sanderlin, Lewis)
- June 23, 1828 Future LIRR VP Benjamin S. Henning (1828-1900) born at Ithaca, N.Y. (RRBios)
- June 24, 1828 John Wilson reports that he has located 20 miles of the Philadelphia & Columbia Railroad east from Columbia. (Ellis/Evans)
- June 1828 Rhode Island authorizes the Massachusetts Board of Directors for Internal Improvement to extend any railroad from Boston across the Rhode Island state line into Providence. (PL)
- June 27, 1828 Engineer Dept. assigns Col. P.H. Perrault of the Topographical Engineers and three assistants to survey a railroad from Hudson, N.Y., to the Massachusetts state line. (Hill)
- July 1, 1828 Gov. Shulze accepts the offer of the Bank of Pennsylvania to take the entire

\$2 million loan at par; the state directors of the bank believe that the loan could have sold above par had it been offered to many banks through competitive bids and that the private bank directors, particularly William Samsom and Jacob Ridgway, are attempting to control and manipulate the market for state bonds. (PaArch, Rept)

- July 1, 1828 B&O appoints Caspar W. Wever (1786-1861), who had built the National Road between Wheeling and Zanesville, Superintendent of Construction at \$1,500 per year; Wever demands excessive control over his operations, causing a rift within the Board of Engineers; Jonathan Knight, who worked with Wever on the National Road, is willing to give him free rein; Stephen H. Long, with his military training, comes to consider Wever incompetent and insubordinate. (AR, Long, Dilts)
- July 2, 1828 Future millionaire coal shipper and Lines West figure William Lawrence Scott (1828-1891) born at Washington, D.C.; son of an army officer and a descendant of Rev. James Scott, who settled in Virginia around 1730; later serves as page to Sen. Charles M. Reed of Erie. (RyW, AmScssflMen)
- July 4, 1828 Groundbreaking ceremonies held simultaneously for B&O Railroad in Baltimore and Chesapeake & Ohio Canal at Little Falls; Charles Carroll of Carrollton (1737-1832), last surviving signer of Declaration of Independence, turns first shovel for "First Stone" of B&O, which is laid with Masonic ceremonies at culmination of huge civic procession; B&O "First Stone" is located on then southwestern boundary of city near the mouth of Gwynns Run and about a mile from Pratt Street; at Little Falls, Pres. John Quincy Adams breaks ground for canal. (B&O AR, Sanderlin)
- July 4, 1828 Ground broken for North Branch Division Canal at Berwick by Nathan Beach ( - ). (Harvey)
- July 4, 1828 *Chautauqua* begins steamboat service on Chautauqua Lake between Jamestown and Mayville; steamboat service facilitates the eventual development of the lake shore as a summer resort. (Young/Chautauqua)
- July 5, 1828 William Gibbons advertises sale of his steamboats *Thistle*, *Swan* and *Bellona*, plus his interest in the Union Line and landings at New York, South Amboy and New Brunswick. (NYPost) He then has second thoughts and withdraws them from sale. (Stiles) Sold to Stevens family in 1829. (Stanton)
- July 7, 1828 Engineer corps under Capt. William Gibbs McNeill and Lts. William Cook, R.E. Hazzard and John N. Dillahunty begin location of B&O working west from the "First Stone" in Baltimore. (AR)
- July 10, 1828 Cornelius Vanderbilt enrolls his own boat, the *Citizen*, to operate between

- New York and Elizabethtown Point, stopping along the north shore of Staten Island. (Stiles)
- July 10, 1828 Potomac Company stockholders approve the transfer of rights and properties to the Chesapeake & Ohio Canal Company. (Poor)
- July 13, 1828 Ferry *Vigilant*, running on Cooper Street-Market Street route at Philadelphia, burns to water line. (Boyer)
- July 14, 1828 Six-day Virginia Internal Improvements convention begins in Charlottesville with the ageing James Madison as Pres.; prepares a memorial to the Legislature to complete the James River & Kanawha canal project; however, it has little impact because of sectional rivalries and the opposition to new taxes; the trans-Allegheny region favors the canal, but most of the East is opposed. (Dunaway, Ambler)
- July 1828 Engineers are locating a crossing of the Allegheny Mountain. (Lytle)
- July 1828 War Dept. reassigns Dr. William Howard's brigade from B&O to South Carolina Railroad. (Dilts)
- July 1828 George Weems begins operating the steamboat *Patuxent* once a week between Baltimore and Fredericksburg at the fall line of the Rappahannock River with stops at Herring Bay and the mouth of the Patuxent River; this is the first regular steamboat service on the river, where sailing ships are hampered by the winding channel and downstream freshwater flow above Tappahannock. (Holly)
- July 18, 1828 Gov. Shulze names Elihu Chauncey (1779-1847), Cashier of the Bank of Pennsylvania, as the state's Commissioner of Loans to issue and sign the state stock (bonds), after bank president Joseph P. Norris declines the post. (PaArch)
- July 19, 1828 Horatio Allen writes to the Delaware & Hudson Canal Company informing them that he has ordered one locomotive from George Stephenson & Co. of Newcastle and three from Foster, Rastrick & Co. of Stourbridge. (CntryofPrgrss)
- July 24, 1828 Pennsylvania Canal Commissioners place first portion of North Branch Division Canal under contract. (CC)
- July 28, 1828 B&O begins construction on first 12 miles from Baltimore. (Dilts)
- July 30, 1828 Chesapeake & Delaware Canal Company Chief Engineer Benjamin Wright certifies unreasonable neglect of his contract for the eastern section of the canal by John Randel, Jr.; Wright and Randel have crossed swords over the

route of the Erie Canal between Schenectady and Albany in 1821.  
(Calhoun)

- July 31, 1828 Lt. William H. Swift reports on the survey of a railroad between Ithaca and Owego, N.Y.; he is then assigned to a railroad between Catskill and Ithaca. (Hill)
- Summer 1828 John Wilson establishes a stagecoach line between Madison and Indianapolis, Ind., running through in two days. (Esarey)
- Aug. 4, 1828 George Gray Leiper (1786-1868) begins construction of canal up Crum Creek to his quarries. (HazR - see 4/18)
- Aug. 4, 1828 James B. Ray, still running as an independent but hostile to Andrew Jackson, is reelected Gov. of Indiana, defeating Dr. I. T. Canby, the Jackson candidate and Harbin Moore, the Adams candidate, by a slim margin; Jackson carries the state by a large margin in Nov.; Indiana supports the Democrats nationally, but at the state level favors those committed to internal improvements, regardless of national party affiliation. (Esarey)
- Aug. 6, 1828 Lt. William H. Swift is instructed to survey for a railroad between Catskill on the Hudson River and Canajoharie on the Erie Canal at the request of New York Congressmen. (Hill)
- Aug. 7, 1828 To meet accelerating demands for funds by the Canal Commissioners, Gov. Shulze requests the Bank of Pennsylvania for an advance payment of one or more installments of the \$2 million loan; the bank offers \$293,094, which is accepted. (PaArch)
- Aug. 8, 1828 Robert Stephenson & Company's new locomotive *Lancashire Witch* opens the Bolton & Leigh Railway, pulling 40 tons upgrade; improved design by Robert Stephenson is an 0-4-0 with inclined cylinders over the rear wheels, sprung axles, and the first locomotive with variable cut-off of steam; serves as the basis for the locomotive later ordered by Horatio Allen for the Delaware & Hudson Canal Company. (Rolt)
- Aug. 15, 1828 John Wilson makes supplemental report on the estimate for that part of the Philadelphia & Columbia railroad from Columbia to Gap. (CC)
- Aug. 15, 1828 Potomac Company conveys all rights and property to Chesapeake & Ohio Canal Company. (Kapsch)
- Aug. 1828 5,000 men at work on construction of Pennsylvania State Canals; earn \$12-15 per month. (McClelland)
- Aug. 1828 B&O places the first 12 miles under contract. (AR)

- Aug. 1828 Ohio & Erie Canal opens between Akron and Massillon, Ohio. (ClvIndHrld)
- Aug. 16, 1828 William Strickland lays the cornerstone of the first lock of the Leiper Canal. (Martin)
- Aug. 16, 1828 Francis W. Rawle makes report of a survey for a canal along the West Branch of the Susquehanna to the mouth of Bald Eagle Creek. (CC)
- Aug. 21, 1828 Potomac Company surrenders all rights and property to Chesapeake & Ohio Canal Company. (Sanderlin - see 8/15)
- Aug. 25, 1828 Ohio & Erie Canal opens between Akron and Massillon; Massillon becomes a major transshipment center known as the "Wheat City." (Heald)
- Aug. 28, 1828 Philadelphia City Council committee reports that they have arranged to have Centre Square cleared of rubbish from the old Water Works, have the fence removed, and run Market and Broad Streets through the Square, cutting it into four parts. (Scharf)
- Sep. 8, 1828 Property of the Philadelphia, Dover & Norfolk Steam Boat & Transportation Company in Sussex County, Del., including stages, horses and the steamboats *Norfolk* and *Philadelphia*, sold for debts by the sheriff. (WoodFmlyPapers)
- Sep. 10, 1828 Property of the Philadelphia, Dover & Norfolk Steam Boat & Transportation Company in Kent County, Del., including stages, horses and the steamboat *Franklin*, sold for debts by the sheriff on a judgement of David C. Wood of Philadelphia and Millville. (WoodFmlyPapers)
- Sep. 10, 1828 Chesapeake & Ohio Canal Company sets canal prism at 60 x 6 x 48; size is too large for initial traffic and drives up cost. (Sanderlin)
- Sep. 11, 1828 James Beaumont Neilson (1792-1865), manager of the Glasgow Gasworks in Scotland, receives a British patent for the hot blast for blast furnaces, which will prove the key to smelting iron with anthracite coal. (Patnt)
- Sep. 1828 Cornelius Vanderbilt establishes Dispatch Line of steamboats and stages between New York and Philadelphia with steamboat *Citizen* at New York; bought the *Bellona* and *Emerald* from William Gibbons and sent *Emerald* to Delaware River with stagecoach between New Brunswick and Trenton. (NJJrnl, Lane)
- Sep. 1828 Canal Commissioners place the Juniata Division Canal under contract from Lewistown to Huntingdon. (Jordon/Juniata - verify - see below)

- Sep. 1928 Another trough of tight credit in Baltimore. (Bryan)
- Sep. 16, 1828 Gov. Shulze requests that the Bank of Pennsylvania advance a further payment of the \$2 million loan of \$100,000 to \$200,000 during Oct. and Nov. to meet the expenses of the Canal Commissioners. (PaArch)
- Sep. 17, 1828 Nathan S. Roberts reports on the water supply for the Chenango Canal in New York. (Sweet)
- Sep. 22, 1828 New Jersey Canal Convention meets at Princeton to promote a state-built Delaware & Raritan Canal. (Cranmer)
- Sep. 27, 1828 Gov. Shulze appoints Jacob Shouse, Lewis S. Coryell and John Kirkbride to spend \$3,000 improving the Delaware River between Foul Rift and Chambers Wharf. (PaArch)
- Sep. 30, 1828 Steamboats owned by the late Benjamin Ferguson sold at auction by his executor at Baltimore; the *Norfolk* and *Virginia* are sold to the Maryland & James River Transportation for Baltimore-Richmond service. (Heyl, Brown)
- Sep. 30, 1828 Books opened for the Susquehanna & Lehigh Canal. (WyoHrld)
- Sep. 30, 1828 Chesapeake & Delaware Canal Company Board voids John Randel, Jr.'s contract for the eastern division; Mathew Carey, a director, writes pamphlets in Randel's defense, showing how Chief Engineer Benjamin Wright conspired to fix payments so as to squeeze Randel of his contractor's profits; Randel eventually sues. (Calhoun)
- Oct. 1, 1828 Pennsylvania Canal Commissioners place first portion of West Branch Division Canal under contract at Milton; William Cameron's firm, Cameron, Ritner & Cameron, takes the largest contract, Sections 1 & 2; Cameron is supposed to have cleared a profit of \$10,000. (CC, HistJuniata/Susq)
- Oct. 2, 1828 Elizabethtown banker Peter Kean (1788-1828), backer of the first Delaware & Raritan Canal project, dies. (AssyMin)
- Oct. 4, 1828 Maj. Asa Moore ( -1828), who is leading the Indiana canal surveys on the Wabash-Maumee route, dies of fever at the Maumee Rapids, and the surveys below that point are suspended; the survey between Fort Wayne and Lake Erie is completed by Howard Stansbury (1806-1863), who has been a member of the corps from the beginning. (Esarey, Fatout, Helm/Allen)



- Oct. 6, 1828 The Bank of Pennsylvania informs Gov. Shulze that it is unable to make any further advances on the \$2 million loan during Oct. or Nov.; two days later they offer an advance of only \$50,000, which is accepted. (PaArch)
- Oct. 6, 1828 B&O appoints Capt. William Gibbs McNeill as fourth member of Board of Engineers at \$3,000 per year; directs McNeill, Jonathan Knight and Lt. George W. Whistler (1800-1849) to go to Great Britain to examine railroads, providing them with a long list of specific questions to investigate; passage arranged by Alex. Brown & Sons and their Liverpool branch, William & James Brown. (Long, Dilts)
- Oct. 6, 1828 Maryland election produces a split between the planters and slave owners on the Eastern Shore and lower Western Shore, who had been Federalists and have become National Republicans, plus the descendants of the old Catholic settlers on the one hand and the mechanics and small farmers of Baltimore and the West, who are Democratic-Republicans; the former evolve into Whigs and the latter into Democrats. (Shalhope)
- Oct. 7, 1828 First boat arrives at Worcester, Mass., from Providence via the Blackstone Canal. (Kirkland)
- Oct. 10, 1828 Joseph G. Swift reports on preliminary survey of Baltimore & Susquehanna Railroad. (AR)
- Oct. 11, 1828 Citizens Line, running between Bordentown and Washington, N.J., operates a huge coach carrying 56 passengers on two decks and drawn by 12 horses. (Niles/Lane)
- Oct. 15, 1828 Contracts for the Juniata Division Canal through Huntingdon County let at Lewistown. (Africa)
- Oct. 1828 Union Canal Company of Pennsylvania begins work on the Great Dam in the Swatara Gap that is to create a large reservoir to feed the summit level and extend navigation closer to the Schuylkill Coal Field. (AR)
- Oct. 1828 Maryland & James River Transportation Company renamed Maryland & Virginia Steamboat Company; operates the *Norfolk* and *Virginia* between Baltimore and Richmond via Norfolk. (Heyl -verify PL)
- Oct. 16, 1828 Canal boat *Orange Packet* leaves Kingston, N.Y., with the managers of the Delaware & Hudson Canal Company en route to the head of the canal at Honesdale; the first boat to traverse the entire length of the canal; in line with Erie Canal practice, the D&H is a narrow canal for boats no larger than 30 tons and a total of 675 feet of lockage. (CntryofPrgrss)
- Oct. 20, 1828 Col. Stephen H. Long named Pres. of B&O Board of Engineers. (Long)

- Oct. 22, 1828 B&O engineers Jonathan Knight, William Gibbs McNeill, and George W. Whistler leave for England to study railroads. (Dilts)
- Oct. 25, 1828 First boat launched at Lock No. 1 on the Kiskiminetas and runs up to Section No. 17 with cargo of salt. (HazR)
- Oct. 27, 1828 Canvass White reports to Union Canal Company locating a large feeder dam at Swatara Gap in Blue Mountain, with a navigable reservoir up to Pine Grove in the Schuylkill Coal Field. (HazR)
- Nov. 1, 1828 Fast run by Union Despatch Line, New York-Philadelphia in 8:52 (HazR)
- Nov. 3, 1828 New Jersey act authorizes trustees for Thomas Gibbons Trumbull, minor heir of Thomas Gibbons, to sell his half interest in the Elizabethtown Ferries at Old Point and New Point. (PL)
- Nov. 3, 1828 Martin Van Buren elected Gov. of New York against a divided opposition; he has run to use his prestige and campaign skills to block a possible Anti-Masonic victory. (DAB, Howe)
- Nov. 6, 1828 Petition of the recent Princeton Canal Convention in favor of a Delaware & Raritan Canal presented to N.J. Legislature. (CnclMin)
- Nov. 11, 1828 New independent stage line begins service, three times a week, between Philadelphia and Harrisburg via Reading. (Montgomery)
- Nov. 14, 1828 B&O Board supports Superintendent of Construction Caspar W. Wever and orders Patapsco viaducts built of stone, where Board of Engineers, particularly Stephen H. Long, had wanted wood to save money; begins a policy of supporting Wever against the engineers, particularly Long. (Long)
- Nov. 15, 1828 Cayuga & Seneca Canal opens between Montezuma on the Erie Canal and Seneca Lake. (Sweet)
- Nov. 1828 Having been prevented all year by low water, the Lycoming Navigation, Railroad & Coal Company finally manages to send two arks of coal, lightly loaded down the Susquehanna River, one of which travels via the Union Canal to Philadelphia. (Rept)
- Nov. 22, 1828 Chesapeake & Ohio Canal Company appoints a Board of Engineers consisting of Benjamin Wright, Nathan S. Roberts and Dr. John Martineau of New York; Assistant Engineers include Charles Ellet, Jr. (1810-1862), of Pennsylvania and Charles B. Fisk (1806-1866) of Connecticut. (Sanderlin)
- Nov. 26, 1828 Postmaster General John McLean refuses a mail contract for Josiah

- Bissell's no-Sunday service Pioneer Line between Albany and Buffalo but suspends Sunday service temporarily. (John)
- Nov. 28, 1828 First canal boat launched at Meadville, Pa. (McKnight)
- Nov. 28, 1828 Three boats make an experimental excursion trip on the Miami Canal from the basin three miles north of Cincinnati to Middletown. (Bartlow - see 3/1828)
- Nov. 29, 1828 Maj. David Bates Douglass reports on extension of Delaware Division Canal from Easton to Carpenters Point (Port Jervis). (CC)
- Nov. 30, 1828 William Gibbons writes to Edwin A. Stevens noting the impending dissolution of the Citizens Line. (Stiles)
- Nov. 30, 1828 First canal boat leaves Meadville, Pa., for Pittsburgh with 23 passengers and 300 reams of straw paper made at the mill of Col. Magaw. (McKnight)
- Dec. 1, 1828 Maj. John Wilson reports on final location of the Philadelphia & Columbia Railroad; the line leaves the Schuylkill Valley at Belmont with an inclined plane of 2,805 feet length and 187 feet height; then follows the ridge crest to present Paoli, where it descends into the Chester Valley; it crosses an intermediate summit at Gap before descending to the Lancaster Plain, with a second inclined plane of 1,720 feet length and 90 feet height to the Susquehanna River at Columbia; the line bypasses the center of Lancaster on a line later occupied as PRR main line; the line generally follows the contour of the ground, and 34% is in curves, some of very narrow radius; the line enters Philadelphia on the bed of the old Delaware & Schuylkill Canal to Broad & Vine Streets, the city limit. (CC, Wilson, C&C)
- Dec. 1, 1828 Nathan S. Roberts reports on his surveys for the Allegheny Portage, recommending a railroad and turnpike side-by-side with no grade exceeding one degree. (CC)
- Dec. 1, 1828 Chesapeake & Delaware Canal releases Chief Engineer Benjamin Wright to go to the Chesapeake & Ohio Canal. (Gray)
- Dec. 2, 1828 Dr. William Howard and his brigade are assigned to survey the proposed railroad from Charleston to Hamburg in South Carolina. (Hill)
- Dec. 3, 1828 Andrew Jackson of Tenn. elected Pres. and John C. Calhoun of S.C. VP, over the all-Northern ticket of John Quincy Adams and Richard Rush by carrying the critical states of New York and Pennsylvania; Jackson carries the electoral vote 178-83 and wins 56% of the popular vote, not exceed until the 20<sup>th</sup> century; Jackson gets 50.3% in the free states and 72.6% in the slave states; Jackson's supporters carry both houses of Congress; it is the

first time that both Pres. and VP are from the South. (EAH, Howe, John)

- Dec. 3, 1828 Edward F. Gay reports recommending slackwater for steamboats on the Allegheny between the mouth of the Kiskiminetas and French Creek, on the Ohio with four locks and dams between Pittsburgh and the mouth of the Beaver River, and on the Monongahela. (CC, HazReg)
- Dec. 4, 1828 Moncure Robinson reports on surveys for Canal Commissioners between the Lehigh/Schuylkill and Susquehanna Rivers, including what will be the future routes of the Danville & Pottsville Railroad, Catawissa Railroad, and Delaware, Lackawanna & Western Railroad. (CC)
- Dec. 4, 1828 B&O Board orders suspension of all work west of Point of Rocks because of Chesapeake & Ohio Canal controversy. (Long)
- Dec. 5, 1828 First flotilla of coal boats arrives at Rondout from Honesdale over the Delaware & Hudson Canal; some of the coal is sent upriver to Albany and the rest to New York. (CntryofPrgrss)
- Dec. 8, 1828 Canal Commissioners appoint Moncure Robinson to resurvey Allegheny Portage Railroad or turnpike road in place of Nathan S. Roberts, resigned; for continuing the work, they request an additional loan of \$800,000 as soon as practicable and also urge that any balance in the state treasury be transferred to the canal account. (CC)
- Dec. 8, 1828 Jacksonians in Congress pass joint resolution against further aid to the National Road and opposing federal ownership of stock of private internal improvement companies. (Sanderlin)
- Dec. 1828 B&O engineers begin five-month examination of British railways at Newcastle. (Dilts)
- Dec. 10, 1828 First regular cargo of coal sent to New York by the Delaware & Hudson Canal arrives in the city from Kingston on the sloop *Toleration*; sells for a bit over \$8.00 per ton. (Hone, CntryofPrgrss, Stokes)
- Dec. 10, 1828 Oswego Canal opens between the Erie Canal at Salina near Syracuse and Lake Ontario at Oswego; about half is slackwater in the Oswego River. (Sweet)
- Dec. 11, 1828 Canal Commissioners set toll schedule for 1829; maximum rate 3¢ per ton-mile. (CC)
- Dec. 1828 Canal Commissioners employ Moncure Robinson to survey the crossing of Allegheny Mountain for either a turnpike road or railroad with inclined planes. (C&C- verify)

- Dec. 1828 Lycoming Navigation, Railroad & Coal Company issues a prospectus at Poughkeepsie, N.Y., under the name "Lycoming Coal Company"; the company owns a 3,000-acre tract on Red Run near present Ralston, Pa.; have opened three seams, two of 3-foot thickness, and mined 1,500 tons; the coal, though in a small isolated basin, is high on the mountain and the tract contains iron ore and clay for firebrick; unfortunately the ore is interleaved with the clay; the prospectus is extremely optimistic and explains on the basis of the Newcastle Coal Field in England that there are multiple seams and good iron in close proximity; note that this operation becomes the Red Run Coal Company at Ralston and is not the same as the later Lycoming Coal Company at Farrandsville. (Rept, Knowles)
- Dec. 1828 B&O Board grants request of Caspar W. Wever to employ several assistant engineers as his own assistants; Lts. William Cook, Walter Gywnn, and John N. Dillahunty assigned. (Long)
- Dec. 1828? James Hayward (1786-1866) presents report of survey for a railroad from Boston to Providence to Massachusetts Board of Internal Improvements. (Rept)
- Dec. 1828 Chesapeake & Ohio Canal secures injunction from Washington County Court against the B&O's beginning construction west of Point of Rocks. (Dilts)
- Dec. 1828 B&O petitions Congress for a \$1 million subscription; blocked by Charles F. Mercer, Pres. of Chesapeake & Ohio Canal, who is a member of House committee that hears request. (Dilts)
- Dec. 1828 Columbus O'Donnell ( -1873), William Patterson (1752-1835), Peter Cooper (1791-1883), and others establish the Canton Company of Baltimore to develop the "Canton" plantation of the late Capt. John O'Donnell as a site for docks and factories. (cantoncommunity.org)
- Dec. 16, 1828 Loammi Baldwin presents report of survey for railroad between Boston and the Hudson River near Albany to Massachusetts Board of Internal Improvements. (Rept)
- Dec. 18, 1828 Pennsylvania authorizes permanent loan of \$800,000 and temporary loan of \$800,000 (\$225,000 issued); State Treasurer to advance any spare funds to Canal Commissioners. (PL, Bishop)
- Dec. 19, 1828 South Carolina issues protest against the Tariff of Abominations; the accompanying paper by John C. Calhoun sets forth the doctrine that any state may "nullify" any act of the federal government; Calhoun abandons his earlier position as a pro-development nationalist to stand with his

- constituents. (EAH)
- Dec. 20, 1828 Baltimore & Susquehanna Railroad petitions Pa. Legislature for right to extend to York. (Tucker)
- Dec. 20, 1828 Martin Van Buren resigns from the Senate, having been confirmed as Gov.-elect of New York. (CongBio)
- Dec. 1828 Miami Canal completed between Dayton and Cincinnati except for flight of locks leading to Ohio River. (Scheiber)
- Dec. 1828 Ross Winans (1796-1877), a farmer from Sussex County, N.J., arrives in Baltimore with his "Winans wheel", a sort of primitive roller bearing; demonstrates a model to B&O backers in Baltimore, with a one pound weight on a string pulling a load of over 700 pounds; makes exaggerated claims and convinces many he has conquered friction; on the B&O, only Col. Stephen H. Long is unimpressed; the moving parts suffer excessive wear. (Long, Dilts, JHWhite)
- Dec. 1828 Lawyer Thomas Struthers (1803-1892) moves to Warren, Pa., where he begins to engage in land speculation in northwestern Pennsylvania and western New York. (Rosenberger)
- Dec. 22, 1828 Last portion of Butler & Kittanning Turnpike Road (U.S. Route 422) completed and licensed to take tolls. (PaArch)
- Dec. 24, 1828 B&O Board orders Lt. Isaac R. Trimble to examine routes between the Potomac and Youghiogheny Rivers. (Long)
- Dec. 26, 1828 Wabash & Erie Canal Commissioners report that there is enough water in the St. Joseph River to feed the canal. (Helm/Allen)
- Dec. 31, 1828 Dismal Swamp Canal opens on an enlarged scale for vessels drawing 5½ feet, although only 3½ feet is available at first; the iron-hulled *Codorus*, which has been sold for use between New Bern and Beaufort, N.C., is the first steamboat to pass the canal. (Brown, Wertenbaker)
- 1828 William Gibbons retires and offers boats for sale; Vanderbilt is unable to afford to buy them all and resigns. (Lane - prob early or end of 1827 season)
- 1828 John N. Simpson estimates overland trade between New York and Philadelphia at 8,000 tons per year carried at \$12 per ton; coasting trade between the two cities at 56,000 tons per year. (NJAssyMin)
- 1828 Robert L. Stevens places the *North America* on the New York-Albany run;

it is the first built hull-stiffening “hog frame” trusses. (Heyl)

- 1828 Steamboat line begins between Baltimore and Washington. (Scharf)
- 1828 Steamboat line begins between Baltimore and Richmond via Norfolk. (Vexler - co inc. 1829)
- 1828 Levi Morris & Co. establishes a foundry and machine shop at Market & Schuylkill 7<sup>th</sup> (16<sup>th</sup>) Streets in Philadelphia. (Scharf)
- 1828 Benjamin Reeves, David Reeves, James Whitaker and Joseph Whitaker buy the Phoenix Iron Works at sheriff’s sale from Jonas Thompson. (Futhey)
- 1828 Virginia Legislature defeats a bill for further appropriations to the Chesapeake & Ohio Canal. (Ambler)
- 1828 Monongalia Navigation Company on the upper Monongahela River in Virginia is abandoned; had completed 6 dams and locks as far upriver as Clarksburg, but they were of flimsy wood construction and easily damaged by floods; cost of about \$20,000 is wasted. (VaBPW)
- 1828 David Leech lays out the town of Leechburg on the land he has bought at the site of Western Division Canal Dam No. 1 on the lower Kiskiminetas River; Leech has been granted the right to the surplus water of the dam and builds a mill complex. (Smith/Armstrong)
- 1828 Pennsylvania state road opens between Indiana and Ceres via Punxsutawney and Smethport. (Scott/JeffCo)
- 1828 New stage line established between Pittsburgh and Erie via Salem, Youngstown and Salem. (StdHistPitts)
- 1828 Henry S. Spang & Son establish Etna Iron Works on the west bank of the Allegheny River above Pittsburgh, first manufacturer of wrought iron pipe west of Allegheny Mountains. (HistPitts - HistAllghnyCo say rolls bar iron)
- 1828 James Hardin Hays (1800-1876) begins mining coal at the mouth of Street’s Run on the Monongahela River, later the site of Hays, Pa. (HistAllghnyCo)
- 1828 Newtown, N.Y., renamed Elmira for a daughter of Nathan Teall, a settler.
- 1828 Farmington Canal opens between New Haven and Farmington, but it is almost out of funds and work stops by 1830. (yale.edu/ynhti)
- 1828 James River Company completes the Balcony Falls Canal, about 7 miles, through the gap in the Blue Ridge. (Dunaway)

- 1828 First shipment of 30 tons of coal sent to Cleveland from the Tallmadge Banks via the Ohio & Erie Canal by Henry Newberry; he disposes of it with some difficulty; the canal runs west of the area underlain by the Pittsburgh Seam, and all coal comes from seams below the No. 8. (Eavenson, Avery)
- 1828 By this year, the Ohio Stage Line of William Neil of Columbus and Henry Moore of Wheeling operates 1,500 miles of stagecoach routes, including the main line from Wheeling to Cincinnati via Columbus. (Marvin)
- 1828 Neil, Moore & Co. begins stagecoach service between Jacksonville and Columbus via Newark and Granville. (NNHill/Licking)
- 1828 Post-rider mail service established over the direct National Road route between Columbus, Ohio, and Indianapolis. (Holmes/Rohrbach)
- 1828 First road laid out along the Wabash River from Logansport to Huntington. (Helm/Wabash)
- 1828 John Tipton and Gen. Lewis Cass negotiate the Treaty of \_\_\_ eliminating Indian titles in Indiana; over 1 million acres in northwestern Indiana. (Long, Fatout - should be Treaty of Tippecanoe in 1832?)
- 1828? Archibald Clybourne establishes the first slaughterhouse in Chicago to feed the garrison at Fort Dearborn. (CHTaylor - verify ChiHist?)
- 1828 Samuel Wiggins installs the first steam ferry, *St. Clair*, across the Mississippi River at St. Louis. (Scharf, Crisman/Cohn)
- 1828 First labor newspaper in the U.S. published in Philadelphia. (Burrows/Wallace)