

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

**By Christopher T. Baer**

**1829**

**May 2015 Edition**

**All data subject to correction and change**

- Jan. 14, 1829      Steamboat proprietor William Gibbons petitions the N.J. Legislature against passing a supplement to the charter of the rival Columbian Steam Boat Company. (AssyMin)
- Jan. 14, 1829      N.J. Legislative joint committee reports on viewing the Morris Canal and its inclined planes; recommends allowing it to borrow \$500,000, of which \$300,000 is to be guaranteed by the state. (Cranmer - verify date)
- Jan. 14, 1829      Col. P.H. Perrault reports on a survey for a railroad from Hudson, N.Y., to the Massachusetts state line in Berkshire County. (Hill)
- Jan. 15, 1829      Locomotive *Pride of Newcastle*, aka *America*, built by Robert Stephenson & Co. and imported by Delaware & Hudson Canal Company, arrives in New York; first British locomotive imported to the U.S. (CHTP22)
- Jan. 15, 1829      Committee of N.J. Assembly issues a report favoring the construction of the Delaware & Raritan Canal by the state; dismisses the idea of a railroad because the canal is to connect with extensive tidewater and canal navigation at each end; the minimum expected revenue should be able to pay off the principal of construction cost in only 5 years. (AssyMin, Cranmer)
- Jan. 15, 1829      Schuylkill Valley Navigation Company renamed Schuylkill Valley Navigation & Railroad Company. (Hare)
- Jan. 15, 1829      Maj. William Gibbs McNeill promoted to Capt. in the Topographical Engineers, replacing Hugh Young, deceased. (topogs.com)
- Jan. 15, 1829      Pioneer civil engineer Isaac Roberdeau (1763-1829) dies at Georgetown, D.C. (WwasW)

- Jan. 1829 Miami Canal competed from Middletown to Dayton. (Blount)
- Jan. 16, 1829 Committee of New Jersey Assembly reports a bill calling for the state to build the Delaware & Raritan Canal. (AssyMin)
- Jan. 16, 1829 Massachusetts Directors of Board of Internal Improvement report on survey for railroad from Boston to Albany on a southern route through Worcester, Springfield and Pittsfield, estimated at \$3.25 million, and from Boston to Providence. (Bliss, Albany survey, Rubin, - see 1/23)
- Jan. 17, 1829 Bill to incorporate Camden & Amboy Railroad & Transportation Company introduced in N.J. Assembly. (AssyMin)
- Jan. 19, 1829 In his annual message, New Jersey Gov. Isaac H. Williamson (1767-1844) favors a Delaware & Raritan Canal built by the state; includes a report from John N. Simpson, who he had engaged to examine the coasting and inland trade between New York and Philadelphia; Williamson also urges that the Legislature apply to the federal government to subscribe to one-third of the stock and have the route examined by the Board of Engineers. (StGaz, Cranmer)
- Jan. 19, 1829 William R. Hopkins reports to Canal Commissioners on railroad surveys Harrisburg-Chambersburg and York-Gettysburg-Chambersburg; recommends the former, which runs down the Cumberland Valley without having to cross South Mountain. (CC - see 2/28)
- Jan. 19, 1829 Sen. Richard M. Johnson ( - ) of Ky., Chairman of the Committee on Post Office & Post Roads, issues a report, ghost-written by Post Office Dept. chief clerk and devout Baptist Obadiah B. Brown (1779-1852), defending Sunday mails and, following Jefferson, denying that Christianity has any special status in the U.S.; he rejects the Sunday-observance side's argument that the case is a matter of the federal government intruding on the power of the states to make and enforce their own Sabbath legislation and echoing the arguments of critics that this is an opening wedge to establish clerical government; Brown/Johnson notes there is considerable sectarian difference over the meaning of the Sabbath and whether Christians are bound by the Jewish law for strict Sabbath observance. (Rohrer/JER 7)
- Jan. 19, 1829 Macon County, Illinois, created from non-county area with county seat at Decatur. (Long)
- Jan. 20, 1829 Benjamin Fish and John Hutchins petition N.J. Legislature against passing supplement to charter of Columbian Steam Boat Company. (CnclMin)
- Jan. 20, 1829 Meeting at Sunbury in favor of the Danville & Pottsville Railroad. (Rept)

- Jan. 20, 1829 Lycoming Navigation, Railroad & Coal Company receives letters patent. (PaArch - verify stockholders)
- Jan. 20, 1829 Joseph Shriver reports on survey of National Road between Terre Haute and St. Louis via Vandalia; location fixed as far as Vandalia. (Rept)
- Jan. 21, 1829 Supplement to charter of Columbian Steam Boat Company authorizes increase of stock to \$250,000 to equal that of Stevens's Union Line, with right to navigate any portion of Delaware River, not just Bordentown-Philadelphia. (PL)
- Jan. 21, 1829 Maryland & Virginia Steam-Boat Company incorporated in Md. to operate from Baltimore to Norfolk, Petersburg and Richmond and on rivers tributary to Chesapeake Bay; capital to be \$500,000 in shares of \$1,000. (PL - see 1828)
- Jan. 22, 1829 First boat *Governor Brown* arrives in Dayton from Cincinnati. (Bartlow - see 12/1828 - Drury hist of Dayton has 1/25)
- Jan. 22, 1829 Illinois appoints second Board of Canal Commissioners to accept federal land grant and survey for Illinois & Michigan Canal; are also empowered to lay out Chicago and Ottawa at the two ends of the canal; however, land sales don't bring enough money to begin construction. (Putnam, Smith)
- Jan. 23, 1829 Board of Directors of Internal Improvements reports to the Massachusetts General Court in favor of two railroads, one from Boston to Albany and one from Boston to Providence and recommends that the state take 1/3 to 2/5 of the stock. (Harlow)
- Jan. 23, 1829 Jersey City, N.J., reincorporated with government by a Board of Selectmen. (PL)
- Jan. 28, 1829 Bill to incorporate the Paterson & Hudson River Railroad introduced in the N.J. Assembly; the Assembly reconsiders the bill for the Camden & Amboy Railroad & Transportation Company defeated at the last session. (AssyMin)
- Jan. 28, 1829 Delaware Coal Company incorporated in Del. to own and operate anthracite coal mines north of Pottsville, Pa.; Philadelphia investors resort to an out-of-state charter to overcome the refusal of the Legislature to incorporate coal mining companies in Schuylkill County. (PL, Yearley)
- Jan. 29, 1829 Ohio River Bridge Company incorporated in Kentucky to build bridge at Louisville; began construction but never finished. (LBCo AR)
- Jan. 30, 1829 Virginia act authorizes the James River Company to extend its road from

Charleston to the mouth of the Big Sandy River. (Dunaway)

- Jan. 31, 1829 Lt. Col. John J. Abert (1788-1863) succeeds Isaac Roberdeau (1763-1829) as head of the Topographical Engineers. (topogs.org)
- Jan. 31, 1829 Meeting opposing the stopping of Sunday mails held at Tammany Hall with Barnabas Bates ( - ) a Baptist minister and leader of the Workingmen's Party, Robert Bogardus, and merchant Preserved Fish; the anti-Sabbath movement draws supporters from Orestes Brownson ( - ), a Transcendentalist who converts to Catholicism (?), and socialists Frances Wright ( - ) and Robert Dale Owen. (John)
- Early 1829 House Committee issues a report more sympathetic to Sabbath observance, noting that requiring postal employees to work on Sundays amounts to an unconstitutional religious test for government employment; however, the full House rejects their compromise of allowing the mails to be transported, but not delivered, on Sundays. (Rohrer/JER 7 - verify AmStPprs - is this the Johnson reports??)
- Feb. 5, 1829 Delaware issues charter to Pennsylvania, Delaware & Maryland Steam Navigation Company, incorporated in Md. in 1826 (PL); operates as Citizens Line between Philadelphia and Baltimore. (Gray - verify Md PL)
- Feb. 6, 1829 Canal boat *Benjamin Franklin* makes its first trip between Freeport and Pittsburgh on the Western Division Canal (Smith/Armstrong - too early in year for watering a canal; not done to Pittsburgh?)
- Feb. 7, 1829 Union Line Stage & Steamboat Company incorporated in New Jersey by Robert L. Stevens, Edward A. Stevens, Benjamin Fish, George Abbe, Robert Bayles, Robert Letson and Phineas Withington; capital set at \$250,000 (PL); Stevens family purchases steamboat fleet from William Gibbons (1794-1852), son of Thomas Gibbons; Union Line also acquires two-third interest of Citizens Line and begins rate war with Vanderbilt's Despatch Line (est. ca. 5/1829); fare cut to all-time low of \$1 New York to Philadelphia and 6 cents plus free meal between New York and New Brunswick. (Lane - see 7/11)
- Feb. 7, 1829 Delaware authorizes New Castle & Frenchtown Turnpike & Railroad Company to build a railroad as per Maryland act of 1828. (Val)
- Feb. 7, 1829 New Castle Turnpike Company renamed New Castle Turnpike & Railroad Company. (Val)
- Feb. 7, 1829 Report of Commissioners of Internal Improvement Fund predicts Pennsylvania will default on internal improvement loans on Feb. 1, 1830; says deficit can be made up temporarily by diverting funds from the general

treasury. (Rept)

- Feb. 8, 1829 Future Lines West official David Simpson Gray (1829-1921) born at Broadkiln Neck, Sussex County, Delaware. (MB, GreenlawnCemetery)
- Feb. 10, 1829 Meeting at Philadelphia in favor of the Danville & Pottsville Railroad; Moncure Robinson presents his survey of 1828; estimate is \$626,611. (Rept, HazReg)
- Feb. 10, 1892 Bank of Geauga at Painesville incorporated in Ohio with a capital of \$100,000; the first bank incorporated in Ohio in 11 years. (Huntington)
- Feb. 11, 1829 Commercial Bank of Cincinnati incorporated in Ohio with a capital of \$500,000; the other incorporated Cincinnati banks having failed in the aftermath of the Panic of 1819. (Huntington)
- Feb. 12, 1829 Philadelphia Select Council resolves to bring the Philadelphia & Columbia Railroad to Broad & Vine Streets to give every part of the city equal access via branch lines in opposition to the Canal Commissioners' plan to cross the Schuylkill near the Fairmount Waterworks with branches down both side of the river to Market Street for docks and warehouses on the Schuylkill, which is already the terminus of the Schuylkill and Union Canals. (Schwartz)
- Feb. 12, 1829 Pa. legislative resolution orders Canal Commissioners to modify the chute in Shamokin Dam near Sunbury after complaints from operators of rafts and arks. (PL)
- Feb. 13, 1829 N.J. Assembly again defeats the Camden & Amboy Railroad Bill, 26-15. (AssyMin)
- Feb. 14, 1829 William Lehman of Pa. Committee on Inland Navigation & Internal Improvement issues report on application of Baltimore & Susquehanna Railroad for charter in Pennsylvania with recommendation it be denied. (HazR)
- Feb. 1829 Pa. Legislature defeats bill to extend Baltimore & Susquehanna Railroad to York. (Tucker)
- Feb. 1829 Daily mail coach established between Harrisburg and Pittsburgh via Huntingdon and the Juniata Valley. (Lytle)
- Feb. 1829 John Hough James revives the Urbana (Ohio) Banking Company, which had failed in 1823. (Smiths)
- Feb. 16, 1829 Canal Commissioner's Secretary Joseph McIlvaine reports to a committee

from Philadelphia that routing the Philadelphia & Columbia Railroad down the west bank of the Schuylkill River to Fairmount is too expensive. (HazReg)

- Feb. 16, 1829 Second meeting in Philadelphia in favor of the Danville & Pottsville Railroad; raises the fear of Baltimore diverting the trade of the upper Susquehanna River.
- Feb. 17, 1829 N.J. Assembly passes the bill for a state-built Delaware & Raritan Canal, 22-20. (AssyMin)
- Feb. 18, 1829 N.J. act appoints three commissioners to meet with those of Pennsylvania to come to an arrangement for taking water from the Delaware River to feed canals in both states. (PL)
- Feb. 18, 1829 Canal Commissioners let first contracts for Philadelphia & Columbia Railroad; eventually covering 20 miles at each end. (CC)
- Feb. 19, 1829 N.J. Assembly defeats the bill for a state guaranteed loan to the Morris Canal & Banking Company; it later authorizes a \$500,000 loan without any state participation. (Cranmer)
- Feb. 19, 1829 Commissioners of Pennsylvania Internal Improvement Fund report that the fund will be unable to meet interest payments due on Feb. 1, 1830. (AR)
- Feb. 19, 1829 Maryland repeals act creating the Board of Public Works but allows the Treasurer of Western Shore to make state subscriptions to turnpike, canal and railroad companies. (PL)
- Feb. 19, 1829 N.J. act extends the charters of the State Bank at Morristown to Feb. 5, 1849, of the State Bank at Elizabeth to Feb. 3, 1851, of the State Bank at Camden to Feb. 2, 1852, and of the State Bank at Newark to Feb. 7, 1853. (PL)
- Feb. 1829 William Gibbons, dispirited by his rivals securing charters of incorporation, and fearing his inability to compete with the projected railroads across New Jersey, sells his last steamboats, the *Thistle* and *Swan* to the Stevens's Union Line and the *Bellona* to Cornelius Vanderbilt, and exits the steamboat business. (Stiles)
- Feb. 23, 1829 N.J. Council postpones consideration of state Delaware & Raritan Canal bill until next session; the canal has the votes to pass the assembly and to block the Camden & Amboy Railroad, but not get its bill through the Council; those areas lying south of the canal route support the railroad, while those lying on and north of the canal route support the canal and oppose the railroad. (CnclMin, Cranmer)

- Feb. 25, 1829 New York commissioners report on surveys for a railroad from Albany to the Massachusetts state line in the direction of Boston. (Bliss)
- Feb. 25, 1829 Baltimore & Washington Railroad incorporated in Maryland by persons affiliated with B&O; probably done to draw potential investment and attention from railroad proposal of Baltimore & Washington Turnpike Road Company.(PL, Harwood)
- Feb. 26, 1828 First contract for a section of the Philadelphia & Columbia Railroad let to Thomas Lynch. (C&C - verify date?? - see above)
- Feb. 26, 1829 John Rea (1755-1829), grandfather of future PRR Pres. Samuel Rea, dies at Chambersburg, Pa. (CongBio)
- Feb. 28, 1829 William R. Hopkins, late of the Ohio canals, reports to Canal Commissioners on survey for railroad from Harrisburg to Chambersburg; also for a railroad between Chambersburg and York via Gettysburg, which he holds to be impractical. (HazR - see 1/19 above)
- Mar. 2, 1829 Congress makes second subscription of \$150,000 to Chesapeake & Delaware Canal. (Gray)
- Mar. 2, 1829 Act of Congress appropriates \$100,000 for extending the National Road west of Zanesville. (CongGlobe)
- Mar. 2, 1829 Act of Congress appropriates \$50,000 for a turnpike running east to west across Indiana through Indianapolis. (CongGlobe)
- Mar. 2, 1829 Congress subscribes an additional \$135,000 to Louisville & Portland Canal. (StatutesatLarge)
- Mar. 3, 1829 Act of Congress appropriates \$100,000 for repairs to the National Road east of Wheeling. (CongGlobe)
- Mar. 3, 1829 Pa. legislative resolution authorizes David Leech to contract for use of water power at Dam No. 1 on the Kiskiminetas River. (PL)
- Mar. 3, 1829 Pennsylvania act authorizes the expenditure of the remaining funds from the 1826 appropriation for improving Penns Creek and appropriates an additional \$200 to extend the improvement to Spring Mills. (HistJuniata/Mifflin)
- Mar. 3, 1829 Act of Congress incorporates the former Washington, Alexandria & Baltimore Steam Packet Company, a partnership, as the Washington, Alexandria & Georgetown Steam Packet Company. (StatutesatLarge)

- Mar. 4, 1829 In his first inaugural address, Pres. Andrew Jackson promises economy in government, respect for states' rights and a "just" policy towards Native Americans, but makes no clear indication of his stand on the tariff, the national bank, the currency or internal improvements; he calls for unspecified "reform," but makes no mention of the principle of rotation in office or of purging the bureaucracy to make room for loyal party workers; in the post-inauguration festivities, Jackson's supporters make a shambles of the public rooms of the White House; while often portrayed as simple country folk come to celebrate their hero, most are local campaign workers seeking the rewards of office; a mass party requires the glue of mass patronage. (EAH, John)
- Mar. 4, 1829 Democratic convention at Harrisburg nominates George Wolf, the candidate of the Family Party for Gov. (Klein)
- Mar. 5, 1829 Martin Van Buren resigns as Gov. of New York after only three months to become Pres. Andrew Jackson's Secretary of State, traditionally, a stepping-stone to the presidency. (DAB, wiki)
- Mar. 5, 1829 Rep. Richard M. Johnson ( - ) of Ky. delivers the second of two reports on the issue of Sunday mails ghostwritten by Obadiah Brown, a postal clerk and Baptist minister; they come out strongly in favor of Sunday mail and against any mingling of Church and State or getting the government involved in religious disputes over interpretations of the Scriptures; this, coupled with the ascendancy of the Jacksonian Democratic Party, settles the issue for the time being; proponents of strict Sunday Sabbath observance therefore drift into what will become the Whig Party. (John)
- Mar. 6, 1829 Pres. Andrew Jackson names Samuel D. Ingham (1779-1860), a member of the pro-Calhoun Family Party faction in Pennsylvania as Secretary of the Treasury. (wiki, Klein)
- Mar. 7, 1829 Pres. Andrew Jackson elevates Postmaster General John McLean (1785-1861) to the Supreme Court, in part to get him out of the way and keep him from interfering with plans to reward the party faithful with Post Office jobs. (wiki, John)
- Mar. 9, 1829 Pa. legislative resolution orders Canal Commissioners to consider replacing Grants Hill Tunnel at Pittsburgh with a deep cut. (PL)
- Mar. 9, 1829 Pres. Andrew Jackson names William T. Barry (1784-1835) of Kentucky, an old friend but an inept administrator, to be Postmaster General; Barry, with presidential "Kitchen Cabinet" adviser Amos Kendall (1789-1869), will dispense the vast patronage of the Post Office Dept., the federal government's largest bureaucracy; Jackson also raises the Postmaster

General to Cabinet rank. (wiki, John)

- Mar. 9, 1829 John H. Eaton (1790-1856) is named Secretary of War; Eaton's wife, Margaret "Peggy" Eaton is rumored to be sexually promiscuous and to have been Eaton's mistress while her late husband, a Navy purser, was at sea; as such, Mrs. Eaton is shunned by the women leaders of Washington society, led by ex-First Lady Dolley Madison (1772-1849), Second Lady Floride Calhoun and other cabinet wives, leading to what has been termed the "Petticoat War" or the "Peggy Eaton Scandal," which threatens to paralyze or divide the Administration. (Howe, wiki)
- Mar. 10, 1829 Hamilton Basin, a one-mile sidecut to the Miami Canal, opens at Hamilton, Ohio. (Blount)
- Mar. 11, 1829 Canton Company of Baltimore formally incorporated in Maryland by Peter Cooper (1791-1883) of New York, Columbus O'Donnell (-1873), son of Capt. John O'Donnell, William Patterson (1752-1835), Robert Oliver (1757?-1834), and others, to develop the Canton Tract east of Baltimore for industrial sites. (Digest)
- Mar. 12, 1829 Baltimore & Potomac Steam Packet Company incorporated in Md. with a capital of \$100,000 to operate between Baltimore and Washington. (PL)
- Mar. 12, 1829 Maryland Mining Company incorporated in Maryland by Nicholas Ridgely, George Brown, Hugh L. Evans, Hugh McEldeny, and William McMahan with a capital of \$200,000; first antecedent of Consolidation Coal Company in the Cumberland Coal Field; does not begin large scale operations until 1840s for want of a connection to eastern markets. (PL, RRH)
- Mar. 12, 1829 Miamisport, Ind., later Peru, laid out by David Burr. (HistMiamiCo)
- Mar. 1829 James Walker (1781-1862) and John U. Rastrick (1780-1856) issue report on motive power to Liverpool & Manchester Railway; weakly recommend a series of stationary engines like a cable railway; a group of the L&M directors do not accept the report, seizing on the admission that locomotives may be greatly improved in the near future. (Rolt)
- Mar. 1829 Conestoga Navigation Company opens the slackwater navigation of Conestoga Creek up to Reigarts Landing near Lancaster.
- Mar. 1829 New Jersey Manufacturing & Banking Company at Jersey City suspends. (McLean)
- Mar. 16, 1829 Maryland & Virginia Steamboat Company begins service between Baltimore, Richmond and Petersburg with the *Virginia* and *Norfolk*. (BaltAm)

- Mar. 23, 1829 New York act authorizes certain individuals to improve the Chautauqua Outlet for steamboats as far as Predergast's mills. (PL)
- Mar. 24, 1829 New York act authorizes the construction of the Chenango Canal from near Utica to Binghamton to tap the upper Susquehanna country for the state canal system. (Sweet)
- Mar. 27, 1829 J. Edgar Thomson appointed Principal Assistant Engineer of Eastern Division of the Philadelphia & Columbia Railroad, effective April 1; Henry Roe Campbell (1807-1879) named Superintendent of Wood & Stone. (CC)
- Mar. 29, 1829 William Lehman (1779-1829), principal advocate of the Pennsylvania Public Works, dies at Harrisburg at age 50; his monument in a Harrisburg cemetery is appropriately designed by William Strickland. ( , Tatman)
- Apr. 1, 1829 Responding to the boom in the Schuylkill County Coal Field, daily mail coach service is established between Reading and Mount Carbon. (Montgomery)
- Apr. 2, 1829 New York enacts the Safety Fund banking bill pushed by Gov. Martin Van Buren; banks are to pay an annual tax of ½% on their capital stock until they contribute 3% of their capitalization; the fund is to be used to redeem the notes of insolvent banks; the law establishes a Bank Commission to examine bank finances, but which exercises no control over a bank's credit policies; the law is passed because upstate hard-money advocates in the Legislature are blocking the renewal of bank charters, including that of the Albany Regency's Mechanics & Farmers Bank of Albany; the Safety Fund is resented by the New York City banks with their large capitals, since they will be forced to subsidize the integrity of the country banks, something that will be difficult if the restraining policies of the Bank of the United States are removed; furthermore, the act simultaneously lowers the risk of holding bank notes while taxing bank capital instead of note issue, a formula for increasing note circulation while reducing bank capital, thus increasing the risk of bank failures. (PL, Paine's Banking Laws, Seavoy, Cleveland/Huertas)
- Apr. 4, 1829 Future PRR VP Edmund Smith (1829-1895) born of an old Quaker family; son of Robert Hobart Smith and Mary Potts Smith of the Potts dynasty of ironmasters. (PubLdgr)
- Apr. 5, 1829 Virginia & North Carolina Transportation Company places the steamboat *Petersburg* in service towing canal boats to and from the Dismal Swamp Canal on Albemarle Sound and the Roanoke River. (Brown)
- Apr. 1829 Samuel Mifflin (1776-1829), Pres. of the Union Canal Company of

Pennsylvania, dies. (AR - verify)

- Apr. 9, 1829 William Neil, Robert Neil and his connecting operators have formed the Ohio Stage Company, operating the following lines: 1) Wheeling-Zanesville-Columbus-Springfield-Lebanon-Cincinnati with a branch to Dayton connecting with the Miami Canal; 2) Cleveland-Medina-Wooster-Mount Vernon-Columbus-Springfield-Cincinnati, with a spur via Dayton; 3) Portland-Milan-Norwalk-Mansfield-Columbus-Mount Vernon-Springfield-Cincinnati, with a spur via Dayton. (Lee/Columbus)
- Apr. 11, 1829 New York act authorized the construction of the Crooked Lake Canal between Crooked Lake and Seneca Lake. (Sweet)
- Apr. 11, 1829 New York declares Little Conewango Creek from the Jamestown Road to the east line of the Town of Randolph in Cattaraugus County to be a public highway. (PL)
- Apr. 14, 1829 Flushing & Huntington Turnpike Company incorporated in N.Y. (PL)
- Apr. 14, 1829 Mine Hill & Schuylkill Haven Railroad receives letters patent; 100 of 326 shares subscribed by Timothy Caldwell for the New York & Schuylkill Coal Company. (PaArch)
- Apr. 14, 1829 Cass County, Indiana, created from non-county area with county seat at Logansport. (Long)
- Apr. 15, 1829 New York authorizes construction of Chemung Canal from the head of Seneca Lake to Elmira, extending reach of its canal system to the upper Susquehanna Valley. (Sweet)
- Apr. 1829 Stage travel between Philadelphia and Pittsburgh is so heavy that the proprietors put on extra stages every other day. (StdHistPitts)
- Apr. 1829 A group of zealous Presbyterians stop a mail coach passing through Princeton, N.J., a center of American Calvinism, on a Sunday and force the driver to remain in town until Monday; however, New Jersey's Sabbath observance laws exempt the U.S. mail. (Rohrer/JER 7)
- Apr. 16, 1829 Jacksonian majority in Pennsylvania Legislature passes act restructuring the Canal Commission; nine new commissioners are to be appointed by the Legislature in order to purge the anti-Jackson commissioners previously appointed by Governor Shulze, particularly Gen. Abner Lacock of Beaver County, a bitter long-time foe of Gen. Jackson; however, the Governor can fill vacancies caused by resignations or deaths; David Scott of Luzerne and James Clarke of Westmoreland, both Jacksonians, are the only holdovers from the old board; new Commissioners are John Mitchell (1781-1849) of

Centre, a skilled surveyor and former Congressman, Benjamin W. Richards (1797-1851) of Philadelphia, Peter S.V. Hamot of Erie, John Forrey of Lancaster, Nathaniel Bailey Eldred (1795-1867) of Wayne, James S. Stevenson (1789-1831) of Allegheny, and David Frazier of Washington; are to contract no new work except extending Delaware Division to Easton; act takes power to appoint subordinate engineers from principal engineers and vests in Canal Commissioners; act also authorizes Canal Commissioners to appoint an Engineer-in-Chief & Superintendent of Surveys for the whole state, but this plan is forgotten in the financial crisis of the spring and summer. (PL)

- Apr. 18, 1829 New York act authorizes Charles Pumpelly, et al., to improve the navigation of Cattetunk Creek with sluices in mill dams for use in freshets. (PL)
- Apr. 20, 1829 Gov. Shulze vetoes Improvement Bill as excessive spending but agrees to accept an appropriation of \$2.2 million. (PaArch)
- Apr. 20, 1829 Pa. legislative resolution orders Canal Commissioners to resurvey line of Philadelphia & Columbia Railroad east of Belmont Plane to Broad & Vine Streets and to head of sloop navigation on Schuylkill River; a terminus at the docks on the Schuylkill below the Fairmount Dam would deprive Spring Garden and Northern Liberties of a share in the traffic and increase in real estate values. (PL, Scharf)
- Apr. 20, 1829 Mount Carbon Railroad incorporated in Pa. to build a coal road in the Schuylkill Anthracite Coal Field from Mount Carbon on the Schuylkill Canal up Norwegian Creek to Pottsville and then up the East and West Branches of the Creek to the Mine Hill; serves the lands of the North American Coal Company and the Delaware Coal Company, among others. (PL)
- Apr. 20, 1829 Directors of the Liverpool & Manchester Railway resolve to hold a competition for the best steam locomotive with a prize of £500; to be held on the Rainhill level on Oct. 1. (Rolt)
- Apr. 22, 1829 Pennsylvania Improvement Act authorizes \$2.2 million loan (\$1,518,838 eventually issued); authorizes completion of North Branch Division to Nanticoke; completion of Delaware Division to Easton; surveys between Pittsburgh or Freeport to Erie; may improve Monongahela to Virginia state line; any spare moneys to be placed in Internal Improvement Fund; no bids are made for the loan because of inadequate provisions for interest payment. (PL, Bishop)
- Apr. 22, 1829 Lick Run Railroad & Coal Company incorporated in Pa. to operate in Lycoming County. (PL)

- Apr. 23, 1829 Northern Liberties & Penn Township Railroad incorporated to build terminal line running from the Philadelphia & Columbia Railroad to the Delaware River north of the Philadelphia city line. (PL, Rdg)
- Apr. 23, 1829 Secretary of the Commonwealth requests \$800,000 temporary loan from Bank of Pennsylvania and the Commercial Bank of Pennsylvania in Philadelphia. (Rept)
- Apr. 23, 1829 Pa. legislative resolution calls on Canal Commissioners to give the contract for Grants Hill Tunnel and canal to the City of Pittsburgh if James McAvey abandons the contract. (PL)
- Apr. 23, 1829 Schuylkill River East Branch Navigation Company renamed Little Schuylkill Navigation, Railroad & Coal Company; may build its railroad downstream as far as Reading. (PL, Rdg)
- Apr. 24, 1829 Secretary of the Commonwealth appeals to most other banks along Main Line to make up temporary loan.
- Apr. 25, 1829 State directors of the Bank of Pennsylvania support taking the entire \$800,000 state loan, but are overruled by the private directors, 9-5. (Rept)
- Apr. 26, 1829 George Henry Watrous (1829-1889), future Pres. of the New Haven, born at Bridgewater, Pa. (AmBarAssn)
- Apr. 28, 1829 Oswego Canal opens between Syracuse and Oswego, N.Y., connecting the Erie Canal with Lake Ontario.
- Apr. 29, 1829 Gov. Shulze vetoes the canal and railroad appropriation bill as excessive but indicates he will consent to a loan for the year of \$2.2 million if the Legislature insists. (PaArch)
- Apr. 29, 1829 Bank of Pennsylvania again refuses to take any part of the \$800,000 temporary state loan. (Rept)
- May 1, 1829 Stockholders of New Castle & Frenchtown Turnpike Company approve laying a railroad from Clarks Corners to the Maryland state line. (MB)
- May 2, 1829 B&O engineers report on survey of extension of B&O from the "First Stone" on Baltimore's western boundary to the harbor at the corner of Pratt & Poppleton Streets. (Long)
- May 2, 1829 New York act extends an additional loan of \$300,000 to the Delaware & Hudson Canal Company. (Val, CntryofPrgrss)

- May 4, 1829 Alfred Cruger begins survey for the Western Division of the Chesapeake & Ohio Canal, including the crossing of the Allegheny Mountain between Wills Creek and Casselman River, at the west end of the proposed tunnel; Nathan S. Roberts has not yet arrived. (22 Cong I no. 18)
- May 5, 1829 New York appropriates \$2,000 for a dredging machine and \$1,000 to clear the Hudson River between Troy and Coeymans if individuals raise \$2,000. (PL)
- May 12, 1829 Response to Pennsylvania's call for temporary loans nets only \$145,500.
- May 13, 1829 Locomotive *Stourbridge Lion*, built by Foster, Rastrick & Co. and imported by Delaware & Hudson Canal Company, arrives in New York; *Lion* weighs 7 tons and *Pride of Newcastle* 6 tons, vs. 5.5 tons specified. (CHTP22)
- May 13, 1829 Col. Stephen H. Long orders grading of B&O from the "First Stone" into the city of Baltimore; order not obeyed by Superintendent of Construction Wever. (Long)
- May 15, 1829 First two boats, *Pioneer* and *Pennsylvania* owned by David Leech, arrive at Saltsburg from [Pittsburgh??] on Western Division Canal; unable to proceed further because tunnel and aqueduct at Tunnelton are incomplete.
- May 15, 1829 State asks the Bank of Pennsylvania for part of the \$250,000 temporary loan authorized by the act of Apr. 22. (Rept)
- May 1829 Cornelius Vanderbilt, now operating on his own account, establishes the Despatch Line between New York and Philadelphia with Capt. Wilmon Whilldin on the Delaware, operating the *Citizen* between New York and New Brunswick. (Stiles - Citizen was running to NB in Apr., CV began paying tpk tolls in May)
- May 1829 Stagecoach line begins running three times a week between Pittsburgh and Wooster, Ohio, via Beaver, New Lisbon and Canton; another line runs from New Lisbon to Steubenville via Wellsville. (McCord)
- May 16, 1829 Stephen Girard loans Commonwealth \$100,000; Bank of Pennsylvania \$100,000; Philadelphia Bank \$50,000. ( , Rept)
- May 18, 1829 Farmers & Mechanics Bank of Philadelphia loans Commonwealth \$20,000.
- May 20, 1829 Boat placed on Western Division Canal at Blairsville and is able to descend six miles to where a section is drained at the Livermore lock. (PADA)
- May 22, 1829 Riot of Irish canal laborers on the North Branch Canal in lower Plymouth Township; begins as an Irish faction fight and then a brawl between Irish

and Germans; one wounded man tries to wade across the river and drowns; the militia arrests leaders. (WyoHrld)

- May 22, 1829 Private directors of the Bank of Pennsylvania vote to keep selling their holdings of state bonds below cost; the Bank had originally bought the bonds at a 5% premium. (Rept)
- May 22, 1829 B&O engineers Jonathan Knight, William G. McNeill and George W. Whistler return from England. (Long)
- May 23, 1829 Water turned into the canal tunnel at Tunnelton on Western Division Canal. (PADA)
- May 25, 1829 J. Leech, Collector of tolls at Freeport, deposits first receipts of Western Division Canal (\$75) in bank. (PADA)
- May 25, 1829 B&O Pres. Philip E. Thomas surrenders authority over Superintendent of Construction Caspar W. Wever (1786-1861) to the Board of Engineers; McNeill soon comes to share the opinion that Wever is incompetent; Jonathan Knight, who had a long relationship with Wever on the National Road, sides with Wever, creating division and controversy within the Board of Engineers; directors side with Knight and Wever, setting stage for a show-down later in the year. (Long)
- May 26, 1829 Western Division Canal filled from the salt works (Saltsburg) to the lock above Pine Creek, four miles above Allegheny City. (PADA)
- May 26, 1829 Steamboat *Columbus* makes its first trip from Baltimore to Norfolk, Richmond and Petersburg for the Maryland & Virginia Steamboat Company; begins regular service on June 5, making trips three times a month; run in connection with the *Virginia* and *Norfolk*. (BaltAm)
- May 27, 1829 Delaware & Hudson Canal Company locomotive *Pride of Newcastle/America* tested on blocks at Abeel & Dunscomb's foundry at 375 Water Street, New York City; *Stourbridge Lion* is tested next day at the West Point Foundry Association's shop. (Hone, CHTP22)
- May 29, 1829 Old Board of Canal Commissioners increases the salary of John Wilson, Principal Engineer of Philadelphia & Columbia, from \$2,000 to \$2,500 retroactive to October 1, 1828. (CC)
- May 29, 1829 Cornerstone of first lock of Chesapeake & Ohio Canal laid with Masonic ceremony six miles above Georgetown. (PADA)
- May 30, 1829 Private directors of the Bank of Pennsylvania defeat a motion to comply with the state's request for a further \$100,000 loan, 11-7. (Rept)

- May 30, 1829 Acting Commissioner Abner Lacock informs the Board that McAvery, Malloy & Co. have abandoned their contract for the Grants Hill Tunnel and Monongahela outlet; work remains in suspension for over six months. (Ilisevich)
- May 30, 1829 Riot of laborers on the West Branch Canal 12 miles above Milton; 16 arrested by a posse of 100 militiamen. (WyoHrld)
- June 1, 1829 New Board of Canal Commissioners assumes office; David Scott elected president; first action is to cut the salary of the Secretary to \$1,000; Joseph McIlvaine (1800-1838) declines to continue on those terms; Francis Rhawn Shunk (1788-1848) career politician and future Democratic Governor, elected in his place; McIlvaine is appointed Recorder of Philadelphia County. (CC, HazReg)
- June 1, 1829 Union Line advertises a line now leaving Philadelphia at 6:00 AM and running through in 11 hours via Trenton and New Brunswick at a \$4 fare, using the *Burlington* on the Delaware River and the *Swan* on the Raritan; also an overnight line leaving 12:00N on the *Trenton*, stopping overnight at New Brunswick, and arriving in New York on the *Thistle* at 10:00 AM; the Union Line operates the only steamboats above Bordentown. (PhlInq)
- June 1, 1829 Despatch Line changes its departure from Arch Street to 6:00AM, with the *Emerald*, Capt. Wilmon Whillden, to Bordentown, stage to New Brunswick, and the *Citizen*, Capt. Jacob H. Vanderbilt, to New York; \$4 fare. (PhlInq)
- June 1, 1829 Citizens Line changes its morning departure from Philadelphia from 6:00 AM to 7:00AM to avoid new competition from the Union and Despatch Lines; operates the *Philadelphia* from Arch Street to Bordentown, with stage to Washington and the *New York* at New York City; \$4 fare. (PhlInq)
- June 2, 1829 First water reaches Allegheny City on Western Division Canal.
- June 3, 1829 Canal Commissioners begin reappointments of engineers, superintendents, and other employees. (need who fired! - John Wilson, DeWitt Clinton and Henry G. Sargent refuse to continue - WyoHrld)
- June 4, 1829 N.J. Gov. Isaac H. Williamson forwards to Secretary of War John H. Eaton a resolution of the Legislature for aid for a Delaware & Raritan Canal and requesting that U.S. engineers explore possible routes. (FelconeCat)
- June 5, 1829 Managers of Pennsylvania Internal Improvement Fund inform Canal Commissioners that funds are exhausted.

- June 5, 1829 Canal Commissioners evenly split between James D. Harris (hated by Commissioner James Stevenson for his association with Gen. Lacock) and Alonzo Livermore to be Principal Engineer on Western Division and Portage; approve Sylvester Welch (1798-1852) of New York and Lehigh Canals as compromise candidate. (CC)
- June 6, 1829 Private directors of the Bank of Pennsylvania defeat a motion to loan the state \$75,000 for seven weeks to pay bills. (Rept)
- June 6, 1829 John Alexander Anderson (1829-1917), first Superintendent of the PRR Voluntary Relief Department, born. (PRRMN)
- June 8, 1829 Canal Commissioners decide that their enabling legislation neglects to give them the power to adopt complicated operating rules or enforce them by imposing fines and penalties; authorize superintendents to adopt temporary rules. (CC)
- June 8, 1829 Cornelius Vanderbilt secures landing rights at Sawpits, now Port Chester, in Westchester County, preparatory to beginning a steamboat service between New York and New Haven. (Stiles)
- June 12, 1829 Worcester Rail Road Company incorporated in Mass. to build from the coal mines in Worcester County to the Blackstone Canal; not built. (PL)
- June 14, 1829 Canal Commissioners fire James D. Harris as (Principal Asst.?) Engineer on the Western Division at the insistence of James Stevenson, who sees him as a protégé of his enemy Abner Lacock. (Cummings)
- June 1829 John N. Simpson, a leading advocate of the Delaware & Raritan Canal begins a speaking tour in Rahway to drum up support and allay opposition to the canal in the counties lying north of its line. (Cranmer)
- June 1828 Benjamin Wright accepts position as Chief Engineer of Chesapeake & Ohio Canal. (Dilts - probably in May or earlier)
- June 1829 Pennsylvania Anti-Masons nominate Joseph Ritner for Gov. (Klein)
- June 1829 Gosport, Ind., laid out as a shipping point for flatboats on the White River for Ephraim Goss and Abner Alexander; it becomes a major point for the packing and shipping of pork. (Blanchard)
- June 17, 1829 Schuylkill Valley Navigation & Railroad Company receives letters patent. (PaArch)
- June 17, 1829 Private directors of the Bank of Pennsylvania defeat a motion to loan the state an additional \$500,000. (Rept)

- June 18, 1829 Delaware Breakwater dedicated; forms an artificial anchorage inside Cape Henlopen at Lewes and a haven for ships entering and leaving the Delaware River. (Alexander)
- June 19, 1829 Canal Commissioners place \$75,000 temporary loan at par. (PADA)
- June 1829 817-foot canal tunnel completed at Tunnelton on Western Division; is third canal tunnel in U.S.; opens directly onto 412-foot aqueduct over the Conemaugh River; tunnel is plagued by rockfalls in soft strata and is occasionally blocked.
- June 22, 1829 Horatio Allen, in letter to John B. Jervis, proposes to test *America* on the summit level and *Stourbridge Lion* at Honesdale. (CHTP22)
- June 22, 1829 Mine Hill & Schuylkill Haven Railroad appoints Samuel H. Kneass as Engineer. (MB)
- June 24, 1829 Water reaches the Allegheny City outlet locks of the Western Division Canal, but the banks are too porous and the canal does not hold enough water for navigation. (HazReg)
- June 27, 1829 Lehigh Coal & Navigation Company opens Lehigh Canal, consisting of a line of canals and slackwater pools, between Easton and Mauch Chunk, Pa.; two-way communication between Mauch Chunk coal mines and Philadelphia is blocked by the State's failure to complete the Delaware Division Canal south of Easton, and company must continue to use arks in the Delaware River. (LC&N AR)
- June 27, 1829 Pa. Board of Internal Improvement offers \$1 million of 1829's \$2.2 million permanent loan for sale at auction; no bids. ( , Wainwright)
- June 27, 1829 Packet *General Lacock* departs Allegheny for Freeport on the Western Division Canal, returning next day. (HazReg - Richard says was first boat built on Western Division; built at Apollo by Philip Dally)
- June 28, 1829 First boats arrive at Allegheny on the Western Division Canal. (Ilisevich)
- July 1, 1829 Lt. Isaac R. Trimble reports on preliminary exploration for B&O route between Cumberland and Pittsburgh, covering same route as built in 1871. (AR)
- July 1, 1829 The Jackson Administration begins a purge of the senior staff of the Post Office Dept., although most ordinary workers in the General Post Office in Washington are retained; between 1829 and 1837, a total of 13% of local postmasters are replaced, at first on trumped-up charges of embezzlement,

drunkenness or using the post to favor John Quincy Adams; dismissals are proportionally much higher in the lucrative posts in New England, the Middle Atlantic and Old Northwest, where anti-Jackson opposition is strongest; the purge is orchestrated by Duff Green, Amos Kendall, Samuel D. Ingham, and Isaac Hill, most of whom have incurred debts in last year's campaign; Duff Green in particular is working to build an alliance of the South, Midwest and friendly Northeasterners to secure the presidential succession for his master John C. Calhoun; he also fears the potential of an anti-slavery alliance of the Northeast and Midwest of the sort that actually occurs during the 1850s. (John)

- July 2, 1829 Delaware & Hudson Canal Company locomotives *Pride of Newcastle/America* and *Stourbridge Lion* placed on the steamboat *Congress* for Rondout, arriving there the next day. (CntryofPrgrss)
- July 4, 1829 With an official celebration, the last section of the summit cut on the Chesapeake & Delaware Canal is broken through at 2:00 PM; official party travels from Chesapeake City to Delaware City in the boat *Chesapeake*, opening the canal over its entire length; however, there are many slides in the cut in the following weeks, and the canal is not opened for revenue service. (PADA, HazReg)
- July 4, 1829 Planned demonstration of Delaware & Hudson Canal Company locomotives postponed. (CHTP22)
- July 11? 1829 Cornelius Vanderbilt buys several steamboats from William Gibbons and goes into business on own account; establishes Despatch Line with steamboat *Emerald* on Delaware River and stage between New Brunswick and Trenton; cuts fare to \$1. (Lane - by 6/1 - see above)
- July 12, 1829 William Henry Barnes (1829-1918), future PRR engineer, officer and director, born at Philadelphia, the son of Henry Barnes (1790-1844) and Marilla Weldon Barnes; he is the younger brother of future civil engineer Oliver Weldon Barnes. (NCAB, MB, PRRMN)
- July 13, 1829 Pres. Andrew Jackson inspects the Dismal Swamp Canal. (Brown)
- July 1829 Another trough of tight credit at Baltimore; business revives and money is plentiful by the end of the year. (Bryan)
- July 16, 1829 Mount Carbon Railroad receives letters patent. (PaArch)
- July 16, 1829 Delaware & Hudson Canal Company locomotives *Pride of Newcastle/America* and *Stourbridge Lion* leave Eddyville in canal boats for Honesdale. (CntryofPrgrss)

- July 1829 Team boat *Independence* begins running as a ferry between Coopers Point, Camden, and Poplar Lane, Kensington. (Boyer)
- July 20, 1829 Garrick Mallery, John L. Butler and Chester Butler, administrators of the estate of Lord Butler of Wilkes-Barre, sell 410 acres of anthracite coal land on the mountain above the town, formerly worked by Butler, to Thomas Symington of Baltimore for \$14,000; he organizes the Baltimore Coal Company and ships coal to Baltimore down the Susquehanna River; the mine is first worked as an open quarry on the Baltimore Vein, which is the equivalent of the Mammoth Vein at Pottsville and Summit Hill. (Scharf, Bradsby)
- July 21, 1829 Argument begins in cross suits of B&O and Chesapeake & Ohio Canal in the Maryland Court of Chancery. (Dilts)
- July 22, 1829 Canal Commissioners appoint Alexander C. Twining Principal Engineer of Juniata Division over rival candidate James D. Harris. (CC)
- July 22, 1829 David Leech's boats *Pennsylvania* and *Pioneer*, which had been expected for nearly two months, are first boats to arrive at Blairsville; leave for Pittsburgh the following day; Philadelphia-Pittsburgh freights cut from 18.75 cents per ton-mile to 3.33 cents. (PADA, CnlCrnts)
- July 22, 1829 Steamboat *Franklin*, recently sold at Philadelphia, begins running between Baltimore and Washington/Georgetown for the Washington, Alexandria & Georgetown Steam Packet Company, Charles Worthington agent, in tandem with the *Fredericksburg*. (BaltAm)
- July 23, 1829 Delaware & Hudson locomotives *Pride of Newcastle/America* and *Stourbridge Lion* arrive at Honesdale, Pa., where the inclined-plane railroad from Carbondale meets the canal; plan is to use *America* on the summit level and *Lion* on the portion nearest Honesdale. (Larkin, CHTP22)
- July 24, 1829 Future New York broker Alfrederick Smith Hatch (1829-1904) born at Norwich, Vt. (ancestry.com)
- July 25, 1829 Canvass White refuses post of Engineer-in-Chief of Pennsylvania; Nathan S. Roberts had applied for the post but was anathema to Commissioner James S. Stevenson of Pittsburgh for having located the Western Division down the west bank of the Allegheny. (CC)
- July 25, 1829 Canal Commissioners reject offer of Lehigh Coal & Navigation Company to loan \$100,000 towards completion of Delaware Division, which furnishes its outlet to tidewater, as favoring one division over others. (CC)
- July 26, 1829 On this date, Horatio Allen possibly tests the *Pride of Newcastle/America* in

secret on the summit level of the Delaware & Hudson railroad, discovering that it is much too heavy and that he has made a very expensive blunder; in 1981, a small carved casket with an inscription that the *America* blew up during a test on this date and supposedly made to hold a fragment as a souvenir, is sold at a New York antiques shop; however there is no other evidence to support this assertion, and some to the contrary; however, the test would have caused the plan to use locomotives to "blow up" in the metaphorical sense. (Demos, CHTP22)

- July 29, 1829 At the Treaty of Prairie du Chien, the Chippewa, Sauk and Fox cede tracts of land including two tracts in northern Illinois, one between Lake Michigan and the Fox River south of Grosse Pointe and the other west of the divide between the Rock River and the Mississippi. (IndLndCessions)
- Aug. 1, 1829 At the Treaty of Prairie du Chien, the Winnebagoes cede a tract of land in northern Illinois and Wisconsin lying west of the Rock River and between the two tracts ceded by the Chippewa, Sauk and Fox. (IndLndCessions)
- Aug. 3, 1829 Hancock County, Illinois, fully organized with county seat at Fort Edwards. (Long)
- Aug. 5, 1829 John N. Simpson ends his speaking tour in favor of the Delaware & Raritan Canal in Morristown, center of the original push for the Morris Canal; however, there is little support for a state-owned canal in the north, where it is seen as an expensive gamble. (Cranmer)
- Aug. 5, 1829 Pennsylvania Anti-Masonic Party organized in Allegheny County in opposition to the Jacksonians. (Vexler - maybe earlier elsewhere in state - Yes - verify Klein)
- Aug. 6, 1829 Horatio Allen holds private test of locomotive *Stourbridge Lion* near Honesdale. (CHTP22)
- Aug. 8, 1829 Baltimore & Susquehanna lays its "first stone" at the site of North Avenue, Baltimore, 30 feet east of the center line of the B&S, in a Masonic cornerstone ceremony using the gavel used by George Washington in laying the cornerstone of the Capitol; an elaborate procession marches up the west side of Jones Falls and returns on the east side; date is chosen because it is the centennial of the act ordering the creation of Baltimore; the stone is a block of Port Deposit granite 6 inches thick measuring 4'-3" x 2'-2.5" containing newspapers and coins in a sealed jar. (BaltAm, Wilson)
- Aug. 9, 1829 Canal packet *General Lacock* passes out of the Western Division Canal at Allegheny. (StdHistPitts)
- Aug. 9, 1829 Horatio Allen tests the English locomotive *Stourbridge Lion* on the

Delaware & Hudson Canal Company's railroad between Honesdale and Seeleyville, Pa., where an overhead bridge is too tall for the stack; first successful public operation of a regular locomotive in America; proves too heavy for the light strap-rail track and trestles and is never placed in revenue service. (CHTP22, RRGaz - CnrttyofPrgrss has 8/8 citing letters - Larkin has first test 8/6, then 8/8 and 9/9?)

- Aug. 9, 1829 Third Delaware & Hudson Canal Company locomotive arrives at New York on the ship *Splendid*. (CntryofPrgrss)
- Aug. 10, 1829 Nathan S. Roberts and Alfred Cruger report they have completed the survey for the Chesapeake & Ohio Canal Company west of Cumberland at the Grants Hill Tunnel level of the Pennsylvania Canal at Pittsburgh, including a 4-mile summit tunnel. (22 Cong I 18)
- Aug. 10, 1829 First canal boat load of salt arrives at Allegheny from the Kiskiminetas salt works on the Western Division Canal. (StdHistPitts)
- Aug. 11, 1829 Union Canal Company of Pennsylvania Board authorizes placing the extension of the Swatara Navigable Feeder under construction to Swatara Gap. (AR)
- Aug. 14, 1829 Three days of rioting of B&O laborers near Baltimore begin. (Scharf)
- Aug. 1829 Thomas Handasyd Perkins's nephew, Thomas Forbes (- 1829), who has replaced John Perkins Cushing as his Canton agent, drowns in a typhoon; the news does not reach Boston until 1830; Forbes has left instructions that in the event of his death, Russell & Co., another New England firm, is to take over all of Perkins's business at Canton. (Haddad)
- Aug. 21, 1829 Western Division Canal opens for regular service between Allegheny and Blairsville. (Leech packets Pioneer & Pa. arrive at Blairsville on 7/22!)
- Aug. 21, 1829 Canal boat *Pennsylvania* arrives at Pittsburgh via the Western Division Canal with a full load of iron blooms from Blairsville. (HazReg)
- Aug. 22, 1829 Pennsylvania, Delaware & Maryland Steam Navigation Company (Citizens Line, now Citizens Canal Line) begins using fast barges *Delaware* and *Chesapeake* through Chesapeake & Delaware Canal instead of stages across Delmarva Peninsula in connection with *Norfolk* on Delaware River and *Philadelphia* on Chesapeake Bay; operate through canal in two hours. (PADA, Gray)
- Aug. 23, 1829 William B. Foster, Sr., Collector at Pittsburgh, begins taking tolls on the Western Division Canal. (HazReg)

- Aug. 27, 1829 First boat leaves Harrisburg for the Juniata Canal with a cargo consigned to New Bloomfield, inland from Newport. (HistJuniata/Susq - verify)
- Sep. 1, 1829 Cayuga Inlet Canal completed in New York State. (Sweet)
- Sep. 2, 1829 Future Lehigh Valley Railroad official Charles Hartshorne (1829-1908) born at Philadelphia, son of Dr. Joseph Hartshorne and Anna Hartshorne. (Mathews/Hngfrd)
- Sep. 3, 1829 Letters patent issued to Codorus Navigation Company. (PaArch)
- Sep. 7, 1829 Brookville, Pa., laid out as the seat of Jefferson County. (Scott/JeffCo)
- Sep. 7, 1829 Voters at Fort Wayne vote to incorporate as a town. (Poinsatte)
- Sep. 9, 1829 Horatio Allen makes a second test of the *Stourbridge Lion* which shows without doubt that it is too heavy for the track; notice of the failure of the locomotive causes the stock of the company to drop from 82 to 74 in one day. (CntryofPrgrss)
- Sep. 10, 1829 Pres. Jackson calls a meeting of the Cabinet, excluding Secretary of War John H. Eaton, and defends Eaton's wife Peggy Eaton, practically ordering the Secretaries' wives to stop shunning her; Peggy Eaton is known to have been sexually promiscuous and probably Eaton's mistress before her previous husband's death; the female leaders of Washington society, led by former First Lady Dolley Madison, have been shunning Mrs. Eaton since the inauguration; the Eaton sex scandal almost paralyzes official Washington for almost two years; before the end of the year, Jackson comes to believe that VP John C. Calhoun, whose wife also shuns Mrs. Eaton, is behind the Eaton Affair; Calhoun and his ally, Secretary of the Treasury Samuel D. Ingham, will be the Affair's principal victims. (Howe, )
- Sep. 13, 1829 Public meeting held at Brownsville in support of improving the navigation of the Monongahela River from Pittsburgh to the West Virginia line. (StdHistPitts)
- Sep. 14, 1829 Little Schuylkill Navigation, Railroad & Coal Company receives letters patent. (PaArch)
- Sep. 1829 Secretary of the Treasury Samuel D. Ingham informs Nicholas Biddle that he disapproves of the Bank of the United States's methods for selecting and removing officers; Biddle sees this as an attempt to impose the Jacksonian Spoils System on the Bank, which he resists. (WBSmith)
- Sep. 16, 1829 Private directors of the Bank of Pennsylvania defeat a motion to convert the state's temporary loans held by the Bank to permanent loans. (Rept)

- Sep. 17, 1829 Fourth Delaware & Hudson Canal Company locomotive arrives at New York on the ship *John Jay*; the third and fourth locomotives, which may have been named the *Delaware* and *Hudson* are both taken to Rondout by late Oct. 1829, where they are placed in storage. (CntryofPrgrss)
- Sep. 18, 1829 Nathan S. Roberts reports to the Chesapeake & Ohio Canal Company on the coal mines and the possibility of feeder railroads in the Cumberland Basin. (B&O AR)
- Sep. 20, 1829 At the Treaty of St. Joseph, the Potawatomis cede a tract in northeastern Indiana lying between the cession of the 1821 Treaty of Chicago and the St. Joseph's River and present day Columbia. (IndLndCessions)
- Sep. 22, 1829 Susquehanna Division Canal completed between Duncans Island and Northumberland; not fully navigable.
- Sep. 22, 1829 Water let into the Juniata Division Canal at Lewistown. (HazReg)
- Sep. 23, 1829 First level of the Juniata Division Canal below Lewistown is filled and citizens make a short excursion, followed by fireworks and bonfires. (HazReg)
- Sep. 23, 1829 Peter Cooper writes to George Winchester urging construction of the Baltimore & Susquehanna Railroad. (PRRColExpo)
- Sep. 24, 1829 Maryland Chancellor Theodoric Bland (1777-1846) issues ruling in favor of the B&O on the basis that it acquired its right of way first and that the priority of the canal charter is of no consequence if unused. (Dilts)
- Sep. 28, 1829 First schooner passes through Chesapeake & Delaware Canal. (NilesReg)
- Sep. 29, 1829 U.S. Engineers under Dr. William Howard leave Buffalo en route to Chicago to survey the Illinois & Michigan Canal. (NilesReg)
- Fall 1829 Edward Miller (1811-1872) and Solomon White Roberts (1811-1882), who have become good friends on the Lehigh Canal, follow Sylvester Welch to the Western Division Canal as Assistant Engineer. (Roberts)
- Oct. 2, 1829 David Thomas (1776-1859) of the New York canals declines appointment as Pennsylvania Engineer-in-Chief; Benjamin Wright demands \$5,000 per year, moving expenses, and four annual vacation periods to visit his family in New York; Canal Commissioners make no further attempts to fill the post; also adopt the method of marking and weighing boats for toll purposes as used on the Schuylkill Canal and the New York method of keeping toll collectors separate from locktenders. (CC)

- Oct. 3, 1829 Canal Commissioners call for an additional temporary loan of \$196,000; now approve seeking special loans from private parties interested in the completion of particular divisions to raise necessary funds; Lehigh Coal & Navigation Company had spent funds elsewhere after rejection of loan offer in July; Gov. Shulze is only able to raise \$106,000 as an emergency measure without legislative authority. (CC, PaArch)
- Oct. 1829 Canal Commissioners discover that funds raised by loans are still insufficient and order Superintendents to issue scrip certificates to contractors, pending the next appropriation. (CC)
- Oct. 5, 1829 Virginia Constitutional Convention convenes at Richmond. (Ambler)
- Oct. 6, 1829 Rainhill Trials begin on Liverpool & Manchester Railway in England, ending Oct. 14; the *Rocket*, designed by Robert Stephenson, wins the competition and demonstrates commercial viability of general-purpose steam railroads; although Stephenson was the only competitor to meet and exceed the specifications, public opinion favored John Braithwaite (1797-1870) & John Ericsson (1803-1889), whose *Novelty*, based on the tradition of London steam road-carriages, was eye-catching but weak and fragile and burst its boiler joints; spectators include George Brown and Ross Winans of Baltimore, affiliated with B&O, and E.L. Miller and Horatio Allen of the South Carolina Canal & Railroad Company; Winans is allowed to demonstrate a hand-cranked version of his friction-wheel car. (Rolt, Marshall, Dilts)
- Oct. 7, 1829 Packet boats begin running between Rondout and Honesdale on the Delaware & Hudson Canal. (CntryofPrgrss)
- Oct. 8, 1829 Leiper Canal along Crum Creek filled with water, and boat *William Strickland* passes whole length up to the Leiper quarries. (PADA)
- Oct. 9, 1829 Delaware & Hudson Canal Company's railroad opens for the regular hauling of coal from the mines at Carbondale to the canal basin at Honesdale; operated with horses and 8 inclined planes; much of the coal shipped in late 1829 and early 1830 has deteriorated from exposure at the surface and draws complaints from consumers in New York. (CnrttyofPrgrss, RRGaz)
- Oct. 13, 1829 Jacksonian Democrat George Wolf (1777-1840) of Easton elected Governor of Pennsylvania, narrowly defeating Anti-Mason Joseph Ritner by 17,000 votes. (Klein)
- Oct. 14, 1829 B&O Board defeats proposal of Capt. William G. McNeill to suspend or fire Superintendent of Construction Caspar W. Wever for incompetence on

grounds that Board of Engineers has no authority to make dismissals.  
(Long)

- Oct. 17, 1829 Official dedication ceremonies held for Chesapeake & Delaware Canal; canal begins diverting much trade from lower Susquehanna and upper Chesapeake Bay from Baltimore; also first trip of the steamboat *William Penn* of the Citizens Line, which makes the trip from Philadelphia in 3:15; celebration at Chesapeake City with main speech by Nicholas Biddle. (PADA, NilesReg, Gray)
- Oct. 1829 B&O completes track from Pratt Street, Baltimore, to Carrollton Viaduct. (Dilts)
- Oct. 1829 James Ferguson reports on surveys for canal between Pittsburgh and Erie via the Allegheny and Conneaut Lake. (CC)
- Oct. 19, 1829 A mass meeting of New York City working men, threatened by rumors of an increase in the working day from 10 to 11 hours, forms what becomes known as the Workingmen's Party, the first attempt to form an American labor party; it calls for equal education for all children, equal property to all adults, and equal privileges for all citizens, plus an end to chartered corporations, banks, paper money and tax exemption for churches; the movement collapses by 1831 on internal divisions between practical and utopian, between evangelical and atheistic, and the fact that many workingmen are self-employed small businessmen whose interests vary by trade; most Workies drift into the regular Democratic Party, which enacts the most practical of their reforms and adopts some of their anti-monopoly, anti-bank rhetoric. (Burrows/Wallace)
- Oct. 21, 1829 *William Penn* replaces *Norfolk* on Delaware River leg of Citizens Canal Line; is fast enough to make a round trip to Delaware City in one day. (PADA)
- Oct. 22, 1829 Citizens Line, with steamboats *New York* and *Philadelphia* makes trip from New York to Philadelphia in 9:05. (PADA)
- Oct. 26, 1829 Philadelphia merchant Robert M. Lewis (1795?-1855) elected Pres. of Chesapeake & Delaware Canal Company. (Gray)
- Oct. 29, 1829 Canal celebration at Lewistown on Juniata Division; packet *Juniata* arrives from Miffilintown for the celebration, then returns to Mifflintown. (PADA, NilesReg)
- Oct. 29, 1829 Berrian, Branch, Cass, Kalamazoo, and St. Joseph Counties, Mich., created from non-county area attached to Lenawee County; Hillsdale County created from non-county area; not fully organized. (Long)

- Oct. 30, 1829 First section of Juniata Division Canal watered between Lewistown and the aqueduct at Duncans Island; not connected to rest of system. (HistJuniata/Susq)
- Oct. 31, 1829 Several western members of the Legislature, including James Clarke, traveling to the opening session on Nov. 3, leave Lewistown in the packet *Juniata* for Mifflintown; en route, Clarke begins to name the locks; the first below Lewistown is named for him by acclamation of those present; Mifflintown greets the party with a large firework transparency and parade. (PADA)
- Oct. 31, 1829 First canal boats with merchandise from Philadelphia and blooms from the Juniata Valley arrive at Allegheny via the Western Division Canal. (StdHistPitts)
- Sep. 2, 1829 Nathan S. Roberts reports on four-mile summit tunnel for C&O Canal; will cost \$1.6 million and take 120 men 13 years; cost of entire canal from Washington to Pittsburgh will be \$11.37 million for a 40-foot canal and \$12.53 million for a 60-foot canal; Pres. Charles F. Mercer has organized lobbying Pres. Jackson to authorize the U.S. Army to build it. (22Cong I 18, Dilts - verify not 11/2??!!)
- Nov. 2, 1829 Baltimore & Susquehanna Railroad limits construction to south of Gunpowder River, citing an inability to procure a charter from Pennsylvania. (MB)
- Nov. 3, 1829 Special session of the Pennsylvania Legislature convenes at the call of lame-duck Gov. Shulze to deal with the financial crisis as he has only been able to place temporary loans, and these have come due on Oct. 22. (PADA, PaArch)
- Nov. 3, 1829 The property of Daniel Holmes and John W. Holmes on Raritan Bay is divided into lots which become the town of Keyport, N.J.; the village is platted in Apr. 1830. (Ellis)
- Nov. 4, 1829 Gov. Shulze delivers his annual message to the special session. (PaArch)
- Nov. 4, 1829 Cass County, Mich., fully organized without a county seat; Berrien County attached to Cass; St. Joseph County fully organized with county seat at White Pigeon; Branch and Kalamazoo Counties attached to St. Joseph County; Hillsdale County attached to Lenawee County. (Long)
- Nov. 4, 1829 Michigan authorizes construction of the Territorial Road from Plymouth (Ypsilanti) via Ann Arbor and Kalamazoo to the mouth of the St. Joseph River on Lake Michigan; prefigures the later route of the Michigan Central

Railroad. (PL, Parks)

- Nov.? 1829 Iron canal boat of the Lehigh Coal & Navigation Company completes a trip from Mauch Chunk to Trenton and back to Easton. (WyoHrld)
- Nov. 6, 1829 Jacksonian majority in New Jersey Legislature elects Peter D. Vroom (1791-1873) Governor over long-serving moderate Isaac H. Williamson, 42-13, after the first choice Garret D. Wall (1783-1850) declines the office. (AssyMin)
- Nov. 7, 1829 Pa. Legislature resolution asks Gov. Shulze to ascertain whether the holders of the temporary loans of 1829 will extend them for a further period of time. (PaArch)
- Nov. 7, 1829 Steamboat *President* makes its first trip from New York to Providence for Capt. Elihu S. Bunker's New York & Boston Steamboat Company; at 158 feet, it is the largest steamboat yet built and features small private staterooms instead of the customary open berths; it is paired with the *Washington* and makes the trip in 16:00 for a \$9.00 fare. (Heyl)
- Nov. 9, 1829 Bill introduced in N.J. Assembly to create a Board of New Jersey Canal Commissioners to build the Delaware & Raritan Canal; it would have a capital of \$1 million, half owned by the state and half by private stockholders; after the first year, the private stockholders are to have 6 of 13 seats on the Board; the canal is to become property of the state after 40 years. (AssyMin, Cranmer)
- Nov. 10, 1829 Western Division Canal opens between Allegheny and the mouth of the Grants Hill Tunnel, Pittsburgh, including a wooden aqueduct of 7 Burr trusses over the Allegheny River built by Sylvanus Lothrop (1794-1861); water admitted to aqueduct at 2:00 PM; at 3:00, the Freeport and Blairsville packets cross into Pittsburgh greeted by 10,000 people and 105-gun salute; at 4:00 a boat loaded with salt arrives. (CC, PADA, HazReg, Shank)
- Nov. 12, 1829 Holmes Hutchinson reports on surveys for the Chemung Canal and the Crooked Lake Canal in New York State; makes the locks of the Chemung Canal of wood. (Sweet)
- Nov. 14, 1829 State directors of the Bank of Pennsylvania meet and resolve to publish the facts, as they see them, regarding the Bank's refusal to take the loans of 1829 while at the same time selling the state "stock" (i.e., bonds) at less than par; they blame manipulations by the Bank's private directors rather than international financial stringency for the failure of the loans. (Rept)
- Nov. 17, 1829 Pennsylvania authorizes a "temporary" loan of \$1 million to cover shortages in public works program, including interest on state loans; only \$40,000 is

obtained. (PL, PaArch)

- by? Nov. 17, 1829 William Read elected Pres. of the Union Canal Company of Pennsylvania, replacing Samuel Mifflin (1776-1829), deceased. (AR)
- Nov. 17, 1829 Committee of B&O Board appointed to investigate controversy between Long and McNeill and Caspar W. Wever, headed by banker Alexander Brown, interviews Capt. McNeill; blames him for starting the trouble and opposing wishes of Board. (Long, Dilts)
- Nov. 21, 1829 Moncure Robinson reports on surveys over Allegheny Mountain; in favor of a portage railroad by the most direct route over the lowest gap with a one-mile summit tunnel and steam-operated planes of 6 to 30 degrees slope; also suggests operating planes either with water wheels or by natural water pressure working a steam engine-type piston and crankshaft; discards idea of turnpike road which requires lower grades and longer distances. (CC)
- Nov. 21, 1829 Bank of Pennsylvania refuses to take any part of the \$1 million "temporary" loan. (Rept)
- Nov. 24, 1829 New York legislative resolution orders a survey of the Black River Canal from Rome north to the Black River in the St. Lawrence drainage basin. (Sweet)
- Nov. 25, 1829 Maj. David Bates Douglass reports on the location of the Philadelphia & Columbia Railroad east of Belmont Plane; he prefers coming down the west side of the Schuylkill and crossing at Fairmount, thence down the east side to below the Market Street Bridge. (CC, Scharf)
- Nov. 1829 Bill for the Camden & Amboy Transportation Company introduced in the N.J. Legislature. (Cranmer - about 11/27)
- Nov. 28, 1829 French Creek Feeder Canal completed between Bemus's Mill and a point on French Creek four miles below Meadville with a public celebration; two boats, the *Enterprise* and the *William Lehman*, run from Meadville to Bemus's Mill and back; feeder remains isolated from the rest of the state system and remains unfilled and unusable. (HistCrawfrdCo)
- Nov. 1829 Morris Canal opens between Newark, N.J., and Mead's Basin (Montvale). (SntofFrdm)
- Nov. 30, 1829 John P. Baily (1805-1874) leaves the Philadelphia & Columbia Railroad to be Assistant Engineer of the Mine Hill & Schuylkill Haven Railroad under Samuel H. Kneass; takes his assistant James Moore (1813-1897) with him. (MB, NCAB)

- Nov. 30, 1829 Amos Kendall (1789-1869), the leading member of Pres. Jackson's "Kitchen Cabinet" or unofficial advisors, informs James Watson Webb (1802-1884), the editor of the New York *Courier & Enquirer*, that Jackson will come out against the Bank of the United States in his upcoming annual message and to air the question editorially of what might replace it without yet indicating that he is speaking for the administration. (Catterall)
- Nov. 30, 1829 First two vessels pass through the Welland Canal between Port Dalhousie on Lake Ontario and Port Robinson on the Welland River, a tributary of the Niagara River above the Falls in Canada, having to cut their way through ice part of the way; the canal is designed for sloop navigation; no real traffic until 1832; it is extended from Port Robinson to Port Colborne in 1833; it is taken over by the Canadian government and enlarged between 1841 and 1850. (Aitken, StLwrncSwy)
- Dec. 1, 1829 Congress orders surveys for a road from Washington to intersect the main Maryland east-west turnpike via Frederick, one route running due north to New Market and the other running northwest via Rockville. (Rept)
- Dec. 2, 1829 Twenty-ton canal boat *Wyoming* arrives at Harrisburg from Wyoming Valley, having traveled in the river to Northumberland and thence by canal. (PADA, WyoHrld - may be 12/9)
- Dec. 4, 1829 Joseph Dilwyn Potts (1829-1893), future Pres. of Empire Transportation Company and other PRR-related enterprises, born at Springton Forge, Pa.; member of famous Potts family of ironmasters. (DAB, Wilson)
- Dec. 4, 1829 B&O's Patterson Viaduct over Patapsco River formally dedicated with railroad excursion from Baltimore; built in part by Coffin Colket (1809-1883), a pioneer railroad contractor from New Hampshire. (Dilts, Scharf)
- Dec. 5, 1829 N.J. and Pa. sign an agreement allowing each state to build dams in the Delaware River to feed their respective canals. (Cranmer)
- Dec. 7, 1829 Pennsylvania act directs chartered banks to make loans to the State up to amounts required by their charters for the purpose of prosecuting the Public Works; \$4,000 is loaned by the Harrisburg Bank and \$10,000 from the Bank of Northern Liberties. (PL, PaArch)
- Dec. 8, 1829 In his first annual message to Congress, Pres. Andrew Jackson proclaims that the duties of public office are so "plain and simple" that they can be performed by men of ordinary intelligence, establishing the principle of "rotation in office"; Jackson has already removed about 70 federal officeholders and replaced them with his supporters; in his first year he removes 423 postmasters, many in the Northeast, where, though the incumbents have done a better than average job, he needs to build his party

organization; Jackson also calls for a “judicious tariff,” retirement of the national debt, removal of Native Americans to the west of the Mississippi River, and raises questions as to whether the charter of the Bank of the United States should be renewed in 1836, claiming, against evidence to the contrary, that it has failed to provide a “uniform and sound currency”; this is the first full public disclosure of Jackson’s longstanding semi-private antipathy to the Bank of the United States, and indeed to all banks and paper money, formed as a result of his failed business ventures in the 1790s. (Howe, McDougall, Catterall, Redlich)

- Dec. 9, 1829 James Stevenson of Pittsburgh, new Acting Canal Commissioner of Western Division and a Jacksonian, in his report accuses his predecessor and political enemy Abner Lacock of inefficiency. (CC)
- Dec. 9, 1829 Copies of Pres. Jackson’s annual message reaches Columbus at 10:45 PM, being 34:45 in transit. (Lee/Columbus)
- Dec. 15, 1829 George Wolf inaugurated as Governor of Pennsylvania.
- Dec. 16, 1829 Canal Commissioners approve location of canal between Pittsburgh and Erie via Beaver and Shenango Valleys. (CC)
- Dec. 21, 1829 B&O's Carrollton Viaduct over Gwynn's Run formally dedicated by Charles Carroll of Carrollton with railroad excursion from city. (Dilts)
- Dec. 1829 District of Columbia subscribes \$1.5 million to Chesapeake & Ohio Canal; money raised by a Dutch loan.
- Dec. 27, 1829 Pennsylvania authorizes loans from banks to fund Public Works. (PL)
- Dec. 28, 1829 B&O begins experimental excursions between Pratt Street and Carrollton Viaduct using a variety of cars; one horse draws 42 passengers in two Winans cars at 10 MPH and another draws three cars with 84 persons; two dogs pull six persons. (NilesReg)
- Dec. 28, 1829 Baltimore banker Alexander Brown writes to his son William Brown at Liverpool complaining of the money being wasted by the Army engineers and noting that they will soon be discharged in favor of Jonathan Knight, a practical road-builder. (Stover)
- Dec. 28, 1829 Barnabas Bates (1787-1853), a Baptist minister and leader of the Workingman’s Party, addresses a meeting at Tammany Hall in New York as part of an offensive against evangelical Presbyterian pressures to bar Sunday mail service; while Baptists are Calvinists, they are also Independents, who are opposed to being ruled by the morals police of a different sect and to any government favoritism to a particular sect;

Tammany Hall becomes the center of opposition to all evangelical reform movements, whether from Catholics or Freethinkers. (John)

- Dec. 30, 1829      Six persons travel over B&O in a sail car. (NilesReg)
- Late 1829      Juniata Division Canal opens between Delaware Run and Aqueduct. (water was to have reached 1/2 mile from Duncans Island by 11/17/29)
- 1829      Coney Island Road & Bridge Company opens the “Shell Road” through the southern end of the town of Gravesend to Coney Island; first direct access to the beach, and the first hotel, the Coney Island House, built. (Cudahy)
- 1829      Steamboat *Linneus* begins regular steamboat service between New York and the site of Glen Cove on the North Shore of Long Island in the Town of Oyster Bay; later operated by the LIRR. (Munsell/Queens)
- 1829      Union Line shifts *Trenton* to the New York end of the route. (Stanton)
- 1829      Columbian Pilot Line of stages, dissolved in 1823, is revived in connection with the Columbian Steam Boat Company on the Raritan River. (Lane)
- 1829      Stagecoach service begins between Trenton and Flemington, N.J., running three times a week. (Snell)
- 1829      Grading begins on Philadelphia & Columbia Railroad; J. Edgar Thomson Principal Assistant Engineer of Eastern Division; William Hasell Wilson and \_\_ Sub-Assistant Engineers. (Wilson)
- 1829      Having amassed a small capital as a contractor on the Susquehanna Division Canal, James K. Moorhead (1806-1884) moves to Huntingdon, Pa., to work on the Juniata Division; he later helps establish the Pioneer Line of canal packets. (HistAllghnyCo)
- 1829      Pittsburgh & Ohio Transportation Company (? verify in Pitts. dir) establishes agency at Blairsville. (verify)
- 1829      Benjamin Henry Latrobe’s unused Centre Square Water Works of 1801 is demolished; tracks of the City Railroad will later be laid through the center of the square on the lines of Market and Broad Streets. (Gibson)
- 1829      Proprietors of the Susquehanna Canal open granite quarries at Port Deposit, Md., which become a major industry. (Johnston)
- 1829      Lenhard Rishel lays out the village of Port Clinton at the confluence of the Schuylkill and Little Schuylkill Rivers; named in honor of canal patron DeWitt Clinton. (Munsell)

- 1829 Delaware Coal Company and Pres. John White build a large stone warehouse and the Mansion House hotel at Mount Carbon at the head of the Schuylkill Canal. (Munsell)
- 1829 Duncannon Forge built at Duncannon, Pa., by Stephen Duncan and John D. Mahon. (Swank)
- 1829 Christian Myers and Henry Bear of the Lancaster Land Company build Clarion Furnace on the Little Toby Creek near its mouth at present Penn Mills, the first in present Clarion County; with abundant wood, a total of 31 charcoal iron furnaces are built in the county over the next two decades; the pig iron is sent to Pittsburgh in flatboats. (HistClarionCo)
- 1829 Allegheny County, Pa., has 8 rolling mills consuming 6,000 tons of blooms and 1,500 tons of pig iron, all brought in from a distance, and 9 foundries consuming 3,500 tons of iron. (Swank)
- 1829? Village of Sharpsburg, Pa., laid out by James Sharp (1784-1861) on the Western Division Canal at the mouth of Pine Creek just north of Pittsburgh. (HistAlleghenyCo)
- 1829 James Patterson of Philadelphia buys the site of Brighton (later Beaver Falls, Pa.), including 1,300 acres, from Oliver Ormsby and being the development of the water power. (Richard)
- 1829 Ten stagecoach lines are operating between Baltimore and Washington. (Holmes/Rohrbach)
- 1829 Steamboats *Columbus* and *Pocahontas* built at Baltimore for the Maryland & Virginia Steam Boat Company's Baltimore-Norfolk-Richmond service. (Brown)
- 1829 Massachusetts Rail Road Association formed by Nathan Hale (1784-1863), editor of the Boston *Daily Advertiser*, and China merchant William Sturgis (1782-1863). (Johnson/Supple)
- 1829 William C. Redfield (1786-1857) publishes *A Sketch of the Geographical Route of a Great Railway* advocating the construction of a "Great Railway" across the Southern Tier of New York and northern Ohio to the Mississippi River at Rock Island; genesis of the Erie Railroad. (Mott)
- 1829 B&O completes about 3 miles of disconnected track, at Ellicotts Mills, at the Patterson Viaduct, and a 1.5-mile test track on the City Division between the First Stone and Pratt Street. (AR)

- 1829 New Englander [Tristram] Coffin Colket (1809-1883) takes a contract for building bridges on the B&O, beginning a career as one of the earliest full-time railroad construction contractors. (RRGaz obit)
- 1829 Claudius Crozet completes Virginia's James-Kanawha Turnpike from Covington to the Ohio River at the mouth of the Big Sandy with an 8-mile branch from Barboursville to Guyandotte, for a total of 208 miles at a cost of \$192,874. (Dunaway)
- 1829 Future PRR Pres. William Chamberlain Patterson (1813-1883) joins his older brother Robert Patterson's wholesale grocery business in Philadelphia. (Watkins)
- 1829 William S. Wetmore (1801-1862) retires from the Chile trading house of Alsop, Wetmore & Cryder. (wiki)
- 1829 Antoine Dutot, a French refugee from Sainte Domingue, builds the Kittatiny House at Delaware Water Gap, Pa. (HistMonroeCo)
- 1829 Bank of the United States opens a branch at St. Louis with John O'Fallon (1791-1865) as Pres. (Scharf)
- 1829 Act grants Wiggins Ferry Company a monopoly at St. Louis, forbidding competing ferries within two miles; Samuel Wiggins eventually acquires 900 acres of waterfront, running two miles north and south of Bloody Island. (Jackson - verify)