

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

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**1830**

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**All data subject to correction and change**

- Jan. 1, 1830      Trial excursion with horse drawn car runs over first section of B&O between Mount Clare and Carrollton Viaduct in Baltimore for Postmaster General William T. Barry and other guests. (BaltAm)
- Jan. 4, 1830      B&O Board abolishes Board of Engineers and establishes an Engineering Dept. with Jonathan Knight (1787-1858) as Chief Engineer; result of Col. Stephen H. Long's and Capt. William G. McNeill's objections to Superintendent of Construction Caspar W. Wever; Army engineers remain assigned to B&O. (Long, AR)
- Jan. 7, 1830      In his annual message, N.J. Gov. Peter D. Vroom (1791-1873) mentions both Delaware & Raritan Canal and Camden & Amboy Railroad without favoring either; partisans of each project are about equal in strength, and the competition is fierce. (AssyMin, Cranmer)
- Jan. 7, 1830      Meeting held in the Penn Township school in favor of the Philadelphia & Columbia Railroad crossing the Schuylkill River to the east bank at Peters Island. (HazReg)
- Jan. 7, 1830      B&O begins running regular revenue excursion service between Mount Clare and Carrollton Viaduct. (BaltAm)
- Jan. 8, 1830      Salem, Ohio, incorporated as a town. (PL)
- Jan. 9, 1830      Horatio Allen drives first pile at Lime Street, Charleston, for South Carolina Canal & Railroad Company. (ARJ)
- Jan. 12, 1830      DeWitt Clinton, Jr., reports to Anthony Dey, Richard Varick, Arthur Tappan (1786-1865), John Hone, James Boorman (1783-1866), John Johnston (1781-1851) and Barney Corse of New York on preliminary

estimates for a railroad from New York to New Orleans; estimated cost \$11.8 million if uses stone chairs north of Washington and timber piling south of Washington; plan calls for crossing the Delaware at either Camden or Salem and crossing the Chesapeake at Annapolis; mentions the locomotives of the Liverpool & Manchester Railway and the Delaware & Hudson, but apparently designed for horse power; this becomes the New Jersey Atlantick Railroad project. (Rept)

- Jan. 13, 1830 Indiana act chooses the route for the Michigan Road via South Bend. (Esarey)
- Jan. 14, 1830 Gov. Wolf makes a special report on the state's finances; the state debt is now \$8.3 million, most of it for internal improvements; the amount to pay for work currently contracted and to complete the lines authorized is \$3,459,533; recommends that a sinking fund be created using the dividends from the state's holdings of bank stock or new taxes, including a state income tax, a tax on luxuries, or a modest tax on coal. (PaArch)
- Jan. 14, 1830 Virginia Constitutional Convention adjourns; the new Constitution, which is ratified by the voters, grants slightly more representation to the area west of the Blue Ridge; of the House seats, 42 are to be from east of the Blue Ridge, 25 from the Valley, and 31 from west of the Allegheny Mountain; only 13 of 32 Senate seats are to be from west of the Blue Ridge; there is to be no reapportionment until 1841 and all voting remains *viva voce*, not secret ballot, which allows the elites to intimidate voters; the aging James Madison supports the necessity of protecting the slave property interest at the expense of western voters; population west of the Blue Ridge has increased by 500% since 1790, while the eastern Tidewater shows no growth and many counties have black slave majorities. (Thorpe, Dunn)
- Jan. 15, 1830 Schuylkill Navigation Company appoints Edward H. Gill Chief Engineer for the new locks at Waterloo and Laurel Hill, Duncan's Outlet and Garber's. (MB)
- Jan. 1830 Reports that the Board of New Jersey Canal Commissioners (Delaware & Raritan Canal) bill is blocking consideration of other railroad bills. (Cranmer)
- Jan. 1830 Bill for the Board of New Jersey Canal Commissioners withdrawn and a new bill reported for a private Delaware & Raritan Canal Company. (Cranmer - AssyJrnl p. 108-111)
- Jan. 1830 Philadelphia Council adopts a second resolution in favor of bringing the Philadelphia & Columbia Railroad across the Schuylkill at Belmont and running on the old canal bed to Broad & Vine Streets, with a branch down

the east bank of the Schuylkill as proposed by David Bates Douglass.  
(Scharf)

- Jan. 1830 Massachusetts House defeats a bill for a state Boston-to-Albany Railroad; backers then turn to a private corporation to build as far as Worcester.  
(Larson)
- Jan. 16, 1830 General town meeting held in Philadelphia at the Court House to support the termination of the Philadelphia & Columbia Railroad at Broad & Vine Streets; favors the ability to build branches to every part of the city and to the Delaware River front. (HazReg, Schwartz)
- Jan. 16, 1830 B&O runs special excursion for members of Congress. (Harwood)
- Jan. 18, 1830 Pennsylvania act recognizes \$106,000 advanced by Bank of Pennsylvania, Philadelphia Bank, and Columbia Bridge Company as a temporary loan.  
(PL)
- Jan. 18, 1830 In suit of C&O Canal vs. B&O, Maryland Court of Chancery orders a joint survey from Point of Rocks to Cumberland by Jonathan Knight of B&O and Nathan S. Roberts of C&O, giving first place to canal. (B&O AR, Dilts)
- Jan. 19, 1830 Union Line Transportation & Steamboat Company (Philadelphia-Baltimore) incorporated in Del. (PL)
- Jan. 20, 1830 Anthony Dey, Richard Varick and other New Yorkers petition New Jersey Legislature for charter for "New Jersey Atlantick Railroad" to build from Jersey City via Newark, New Brunswick and Trenton to Salem, as part of their scheme for a railroad to New Orleans; opposed by both Camden & Amboy Railroad and Delaware & Raritan Canal. (AssyMin, Thompson)
- Jan. 21, 1830 New York Canal Commissioners report that they cannot begin the Chenango Canal, as it would cost over \$1 million and tolls would not pay for repairs and maintenance. (JHammond)
- Jan. 22, 1830 Meeting held in Newark in favor of the New Jersey Atlantick Railroad.  
(Shaw)
- Jan. 23, 1830 N.J. House reports bill for New Jersey Atlantick Railroad; sends bill for State Canal Commission back to committee and reports bill for Delaware & Raritan Canal Company. (AssyMin)
- Jan. 23, 1830 Evan Thomas tests a sail-car called the *Æolus* on the B&O. (Scharf)
- Jan. 1830 According to anecdote, Robert L. Stevens and John C. Stevens have

chance meeting with Robert F. Stockton during intermission at Park Theatre in New York and arrange to end rivalry of Camden & Amboy Railroad and Delaware & Raritan Canal (Watkins); however, both companies continue to oppose each other's efforts. (Lane)

- Jan. 25, 1830 Lt. Jacob Adrian Dumeste reports on surveys for turnpike roads leading from Washington to the Frederick Turnpike; one follows the ridge between the Anacostia River and Rock Creek to New Market, and the other runs to Frederick via Rockville; reports the turnpiking of the road between Frederick and Monocacy Bridge is nearly done. (Rept)
- Jan. 27, 1830 DeWitt Clinton, Jr., reports to New York State on the improvement of the Chemung and Susquehanna Rivers and for a connection by canal or railroad from the Erie Canal to Lake Otsego at the head of the Susquehanna River. (Sweet)
- Jan. 27, 1830 Second meeting held at Newark in support of the New Jersey Atlantic Railroad. (Shaw)
- Jan. 27, 1830 Lexington & Ohio Railroad Company incorporated in Kentucky to build from Lexington to one or more points on the Ohio River; first railroad chartered in the State of Kentucky. (ICC, TDClark)
- Jan. 28, 1830 N.J. House passes Camden & Amboy bill by 27-15 and Delaware & Raritan Canal bill by 22-17 after compromise reached between supporters of both projects; of the 22 who vote for the canal, 18 also vote for the railroad; support for both projects comes from West Jersey, while opposition is centered in the north. (AssyMin, Lane, Cranmer)
- Jan. 29, 1830 Indiana act establishes the route of the Michigan Road from Logansport to Madison via Indianapolis and Greensburg. (Esarey)
- Jan. 29, 1830 Dublin, Ind., platted by Harmon Davis. (Young)
- Early 1830 Maj. John Wilson and son William Hasell Wilson examine track-laying on the B&O near Ellicotts Mills; from this they adopt the system of strap rail on longitudinal granite sills for the Philadelphia & Columbia Railroad, of which six miles are laid near Philadelphia. (Wilson)
- Early 1830 Senator Richard M. Johnson issues a second defense of Sunday mails, which has the effect of settling the issue for the time being; support for this position comes from opposition to all the branches of evangelical reform that are stirring up division in many communities across the nation. (Rohrer/JER 7)
- Feb. 1, 1830 Meeting held at the Philadelphia Court House in favor of having the

Philadelphia & Columbia Railroad crossing the Schuylkill River at Market Street. (HazReg)

- Feb. 2, 1830 Baltimore & Rappahannock Steam Packet Company incorporated in Md. by Baltimore and Fredericksburg investors to operate between Baltimore and Fredericksburg, Va., in opposition to George Weems. (PL, Holly)
- Feb. 3, 1830 Bill introduced in N.J. House for Elizabethtown & Somerville Railroad; postponed to next session. (AssyMin)
- Feb. 4, 1830 N.J. Council passes Camden & Amboy Railroad & Transportation Company bill by 10-4 and (second) Delaware & Raritan Canal Company bill by 8-6; both bills signed into law; both companies are capitalized at \$1 million with power to increase to \$1.5 million; the state can subscribe to 25% of stock of each company or purchase the works within 30 years of completion; no railroad or canal is to be built within five miles of either; maximum rates are set at 10 cents per passenger mile and 8 cents per ton-mile on the railroad, and 5 cents per passenger mile and 4 cents per ton-mile on the canal; each company is to pay state a “transit duty” on all through passengers and freight, 15 cents on each passenger and 10 cents per ton of freight on the railroad and 8 cents per passenger and ton of high-value freight and 2 cents per ton on bulk freight on the canal. (Digest, PL, Lane)
- Feb. 4, 1830 N.J. House sends New Jersey Atlantick Railroad bill back to committee; most supporters of the Camden & Amboy and Delaware & Raritan oppose the New Jersey Atlantick. (AssyMin, Cranmer)
- Feb. 4, 1830 Ohio act repeals the act of Jan. 28, 1811 prohibiting dams on the Great Miami River and its major tributaries. (PL)
- Feb. 6, 1830 Hardman Philips, the founder of Philipsburg, Pa., attends the meeting of the Schuylkill Navigation Company Board to explain his plan for bringing large quantities of coal from Clearfield County down the Juniata; Board denies his request to pass the Schuylkill Canal free of toll. (MB)
- Feb. 6, 1830 Maryland act authorizes Treasurer of Western Shore to subscribe \$100,000 to Baltimore & Susquehanna Railroad and in return name one director. (Digest)
- Feb. 7, 1830 Maryland act authorizes Baltimore & Susquehanna Railroad to build branch through Westminster to headwaters of Monocacy River as alternative to route to York, which is blocked by Pa. Legislature. (Digest)
- Feb. 9, 1830 N.J. House reports New Jersey Atlantick bill with amendments. (AssyMin)

- Feb. 9, 1830 Ohio act directs the Canal Commissioners to run surveys for extending the Miami Canal from Dayton to Defiance on the Maumee River. (PL)
- Feb. 10, 1830 Petersburg Railroad incorporated in Va. to build from Petersburg to the falls of the Roanoke River in North Carolina; oldest component of the Atlantic Coast Line system. (PL, ICC)
- Feb. 17, 1830 Delaware & Raritan Canal Company commissioners meet at Mount Holly. (MB)
- Feb. 17, 1830 N.J. House defeats bill for Camden & Salem Railroad & Transportation Company by 21-20. (AssyMin)
- Feb. 18, 1830 N.J. House postpones New Jersey Atlantick Railroad bill to the next session after a long floor fight, 22-20; it fails to gain support from Morris County and the Morris Canal interests, which proves fatal. (AssyMin, Cranmer)
- Feb. 18, 1830 Ohio Iron Company incorporated in Ohio with a capital of \$100,000; incorporates the preexisting Franklin Furnace iron plantation; apparently the first incorporated iron manufacturing company in Ohio. (PL)
- Feb. 19, 1830 New version of New Jersey Atlantick Railroad bill introduced in Council; dismissed next day. (CouncilMin)
- Feb. 22, 1830 Warren County Canal Company incorporated in Ohio to build from Middletown to Lebanon. (PL)
- Feb. 22, 1830 Ohio act directs the superintendent of the Western Reserve & Maumee Road to sell all the unsold land south of the Portage River to raise money to complete the road and to cover the bridge at Little Sandusky. (PL)
- Feb. 23, 1830 Ohio Canal & Steubenville Rail-way Company is the first railroad chartered in state of Ohio; to build from Steubenville to some point on the Ohio Canal, prefiguring the later Pan Handle Line of the PRR; may use either animal or steam power. (PL)
- Feb. 23, 1830 Ohio act creates the “Board of Commissioners for the Improvement of Killbuck Creek” which is to improve the stream up to Apple Creek in Wayne County. (PL)
- Feb. 23, 1830 Rep. William B. Hubbard of Columbus, Ohio, introduces a bill to incorporate a Ohio Canal & Steubenville Railway Company, the first railroad charter introduced in Ohio. (HistCinHamCo)

- Feb. 26, 1830 Manhattan Gas Light Company incorporated in N.Y; it supplies the portion of the city north of Grand Street, while the New York Gas Light Company of 1823 supplies the portion to the south. (Stokes, Burrows/Wallace)
- Mar. 1, 1830 Abner Lacock, having learned of James S. Stevenson's charges against him, writes letter to David Scott, Pres. of Canal Commissioners, defending his conduct; later printed as a pamphlet and distributed. (Pam)
- Mar. 1, 1830 Clinton County, Indiana, created from parts of Adams New Purchase and Wabash New Purchase with county seat at Frankfort. (Long)
- Mar. 2, 1831 Congress authorizes B&O to extend into District of Columbia. (Moore - verify date)
- Mar. 4, 1830 Steamboat *Governor Wolcott* begins operating from Baltimore and Rock Hall and Centreville on Thursdays and to Annapolis and Easton on Saturdays. (BaltAm)
- Mar. 6, 1830 Future New York Central mechanical engineer and locomotive designer William Buchanan (1830-1910) born at Dunbarton, Scotland. (NYT, rlhsgroup)
- Mar. 6, 1830 Lexington & Ohio Railroad organized at Lexington. (TDClark)
- Mar. 9, 1830 Lexington & Ohio Railroad employs Prof. Thomas J. Matthews (1788-1852) of Transylvania University to make a preliminary survey between Lexington and Louisville via Frankfort. (TDClark)
- Mar. 10, 1830 Franklin Rail Road Company incorporated in Mass. to build from Boston through Worcester and Franklin Counties towards New Hampshire or Vermont; first long-distance railroad chartered in Massachusetts; it is not built. (PL)
- Mar. 10, 1830 Charles Ellet, Jr., resigns from the Chesapeake & Ohio Canal to study for two years in France and England; he views the Canal du Midi. (Lewis)
- Mar. 12, 1830 Massachusetts Railroad Corporation incorporated in Mass. by Harrison Gray Otis, et al., to build from Boston to Albany or Troy; capitalized at \$3.5 million; project is too large to attract subscribers and is superseded by the Boston & Worcester Railroad, which is to build the first leg to Worcester. (PL)
- Mar. 12, 1830 Boston, Providence & Taunton Rail Road Corporation incorporated in Mass. by Frederic Tudor (1783-1864) et al., to build from Boston to the Seekonk River near Providence with a branch to the Taunton River;

capitalized at \$500,000; soon superseded by the Boston & Providence Railroad. (PL)

- Mar. 12, 1830 Boston & Providence Citizens Coach Company incorporated in Mass. to offer stagecoach service between the two cities. (PL)
- Mar. 13, 1830 Charter of Bank of Pennsylvania extended; in return the state requires the bank to lend it \$4 million at a 5½% premium and loan it \$1 million a year for 3 years at 5% to fund public works. (PL)
- Mar. 13, 1830 Gen. Charles Gratiot relieves Capt. William G. McNeill's brigade from service on B&O; includes McNeill and Lts. William Cook, John N. Dillahunty (1800?-1844), and William Beverhout Thompson (1805?-1862); Col. Stephen H. Long's brigade is to stay. (Long)
- Mar. 15, 1830 Steamboat *Superior* sold at auction at Philadelphia. (BaltAm)
- Mar. 1830 Line of sailing packets established between Philadelphia and Port Deposit via Chesapeake & Delaware Canal. (PADA)
- Mar. 1830 New arrangement for the mail stages over the Northern Turnpike between Philadelphia and Pittsburgh by proprietors J. Moorhead, A. Horbach, J. Bigham, S. Moore and Colder & Wilson; trips run in 4 days. (StdHistPitts)
- Mar. 1830 Henry Pratt, a trustee of the old First Bank of the United States, delivers to Stephen Girard's Bank a bundle of deeds covering coal lands in Schuylkill County and the surrounding area that had been mortgaged to the First Bank by John Nicholson and Robert Morris. (McMaster)
- Mar. 16, 1830 Philipsburg & Juniata Railroad incorporated in Pennsylvania to built from coal deposits near Philipsburg to Juniata Division Canal; promoted by Hardman Philips, founder of Philipsburg. (PL)
- Mar. 17, 1830 John Stevens writes to Secretary of State Martin van Buren proposing a system of railroads built by the federal government whose earnings would be distributed to the states proportionately for funding schools. (DuBois)
- Mar. 18, 1830 Gen. Gratiot writes Capt. William G. McNeill that he is to stay on the B&O as Col. Stephen H. Long has asked to be relieved. (Long)
- Mar. 18, 1830 Philip Hone, visiting George Brown, inspects the B&O and travels a short distance in a sail-car. (Hone)
- Mar. 19, 1830 Lexington & Ohio Railroad organized. (NilesReg)
- Mar. 20, 1830 Steamboat *Governor Wolcott* begins operating to the Chesapeake &



Delaware Canal and Port Deposit on Tuesdays and Saturdays, instead of to Annapolis and Easton; continues to run to Rock Hall and Centreville on Tuesdays. (BaltAm)

- Mar. 20, 1830 Sternwheel steamboat *Allegheny* built by Thomas Blanchard for Allegheny River service is launched at Pittsburgh; built for David Dick and Joseph Douglass of Meadville and Philip Mechling of Kittanning; hull is 90 x 17; draws only 2 feet when loaded. (PADA, HazReg)
- Mar. 20, 1830 Horatio Allen experiments with a sail-car on the South Carolina Canal & Railroad Company near Charleston. (Kapsch)
- Mar. 22, 1830 In the Pa. Senate, John Hare Powel offers a resolution requiring the Canal Commissioners to make a new location for the Philadelphia & Columbia Railroad on the west bank of the Schuylkill River, where coincidentally, he owns land. (HazReg)
- Mar. 23, 1830 Delaware & Raritan Canal Company opens books at Trenton; only 375 shares subscribed. (MB)
- Mar. 23, 1830 Capt. William G. McNeill refuses to serve on the B&O under Jonathan Knight after the dispute over the Board's refusal to fire Caspar W. Wever. (Long)
- Mar. 24, 1830 Delaware & Raritan Canal Company opens books in Princeton; 410 shares subscribed. (MB)
- Mar. 24, 1830 New Baltimore Union Line steamboat *George Washington*, launched last fall, leaves Philadelphia for Baltimore. (PADA)
- Mar. 24, 1830 Steamboat *Paragon* reaches the mouth of Rock Creek on the Wabash River, 12 miles below Logansport. (Esary)
- Mar. 25, 1830 Delaware & Raritan Canal Company opens books in New Brunswick; 349 shares subscribed. (MB)
- Mar. 25, 1830 Union Line, with steamboats *Robert Morris* (?) and *George Washington*, begins operating passenger barges through Chesapeake & Delaware Canal instead of stages on Frenchtown Turnpike. (Gray - note neither boat on hand at this date)
- Mar. 25, 1830 Meeting in Philadelphia urges the Senate to block charter of York & Maryland Line Railroad, which has passed the House by large majority; a subsequent meeting in York protests Philadelphia's interference in affairs of York County. (PADA, NilesReg)

- Mar. 27, 1830 Pennsylvania act appropriates \$3,459,532 for Public Works and refunding temporary loans; no new construction authorized except the Johnstown Dam and the last three miles of the Ligonier Line to complete Western Division; orders Canal Commissioners to have different routes for Allegheny Portage Railroad, either railroad or turnpike, viewed by three engineers; Canal Commissioners choose Moncure Robinson, Maj. John Wilson and Col. Stephen H. Long; Robinson continues to support his old plan; Long and Wilson eliminate summit tunnel and fix planes at maximum 5 degrees slope. (PL, CC - Wilson has, offer Robinson, D. B. Douglass, & S. H. Long a Board of Engineers to locate Portage; Douglass declines - verify)
- Mar. 29, 1830 Canal Commissioners approve the location of the Western Division Canal between Blairsville and Johnstown. (HistIndCo)
- Mar. 29, 1830 Samuel H. Kneass resigns as Engineer of the Mine Hill & Schuylkill Haven Railroad over a dispute with the Board; he is replaced by his assistant, John P. Baily. (MB)
- Mar. 30, 1830 Books opened for Camden & Amboy Railroad at Hightstown. (NYPost)
- Mar. 31, 1830 Books opened for Camden & Amboy Railroad at Mount Holly. (NYPost)
- Mar. 31, 1830 New Castle Turnpike & Railroad Company merged into New Castle & Frenchtown Turnpike & Railroad Company under special act of Delaware of Jan. 16, 1830; John Janvier elected Pres. (MB)
- Mar. 31, 1830 Schuylkill Navigation Company approves the request of Edward R. Biddle, now proprietor of Greenwood Furnace to build a branch canal up Norwegian Creek to Pottsville. (MB)
- Mar. 31, 1830 Lt. William H. Swift reports on the survey of a railroad with inclined planes between Catskill and Ithaca, N.Y. (Hill)
- Spring 1830 B&O appoints John Elgar (1784-1858) Master of Machinery. (AR)
- Spring? 1830 Cornelius Vanderbilt abandons Bellona Hall in New Brunswick and moves his family to New York. (Stiles - between Feb and Sep.)
- Spring 1830 Steamboat *Triton* ascends the Illinois River from St. Louis to Peoria. (Rice)
- Apr. 1, 1830 Books opened for Camden & Amboy Railroad at Camden (NYPost); entire \$1 million subscribed, mostly by Union Line. (Lane)
- Apr. 1, 1830 New Castle & Frenchtown Turnpike & Railroad Company (NC&F)

contracts with John Randel, Jr. as Chief Engineer. (MB)

- Apr. 1, 1830 *Crawford Weekly Messenger* reports that 90-100 flatboats are starting for Pittsburgh from French Creek between Woodcock and Bemus' Mills. (HistCrawfrdCo)
- Apr. 1, 1830 Boone County, Indiana, created from parts of Adams New Purchase and Wabash New Purchase with county seat at Jamestown; St. Joseph County created from non-county area with county seat at South Bend. (Long)
- Apr. 2, 1830 Pa. act provides for the repayment of the temporary loans of Dec. 1829; \$487,034 is appropriated from the \$4 million loan. (PL, PaArch)
- Apr. 3, 1830 Steamboat *Robert Morris* launched at Kensington yard of John Vaughan for Union Line service between Philadelphia and New Castle. (Alexander)
- Apr. 3, 1830 Pennsylvania Senate defeats charter of York & Maryland Line Railroad, Baltimore & Susquehanna's extension to Susquehanna River for third time by vote of 17-8 after House had passed it by a large majority. (NilesReg)
- Apr. 3, 1830 Stagecoach proprietor Samuel Slaymaker (1774-1830) dies at Lancaster. (SlymkrHist)
- Apr. 6, 1830 Pennsylvania Legislature reduces number of Canal Commissioners from nine to three and returns appointment to Governor after George Wolf, a Jacksonian, elected to that post; Commissioners are to serve one-year terms; act also abolishes post of Acting Commissioners; all divisions to be managed by Superintendents; increases salaries of Principal Engineers to \$2,500 per year maximum and drops requirement that they be on duty at all times; only Principal Assistant Engineers to be in constant residence on their sections and power to appoint their subordinates restored; maintenance of completed canals entrusted to Supervisors at \$2.50 per day; act also establishes 3-member Board of Appraisers to settle all land claims, but neglects to give them the power to compel and hear testimony. (PL, PaArch)
- Apr. 6, 1830 Pennsylvania establishes a tax on court proceedings and the recording of documents. (PL)
- Apr. 6, 1830 Delaware & Raritan Canal Company again opens books in Trenton; 4,800 shares subscribed by Robert Field Stockton; money actually put up by his father-in-law John Potter; Potter had \$500,000 in stock of Bank of the United States, which he transfers to D&R. (MB, Watkins, Thompson)
- Apr. 6, 1830 Eastern Division Canal opens for revenue service between Middletown and Clarks Ferry. (PADA).

- Apr. 6, 1830 Thomas Blanchard tests the steamboat *Allegheny* by running six miles up the Monongahela River from Pittsburgh. (PADA)
- Apr. 7, 1830 Lykens Valley Railroad & Coal Company incorporated in Pennsylvania by Simon Gratz (1773-1839), et al. to build railroad from Short Mountain in the Lykens Valley Coal Field to Susquehanna River at Millersburg; prohibited from owning coal land or mining coal. (PL, Digest)
- Apr. 7, 1830 Beaver Meadow Railroad & Coal Company incorporated in Pa.; may own 200 acres of coal land and construct a railroad to the Lehigh River or the Little Schuylkill River; oldest railroad in the Lehigh Valley Railroad system. (PL, Baird)
- Apr. 7, 1830 In separate acts, Pennsylvania establishes new taxes on inns and taverns, new duties on wholesalers and new license fees. (PL)
- Apr. 10, 1830 Western Division Canal opens for season between Pittsburgh and Blairsville for 20-30 ton boats; about 40 regular boats on the line. (PADA)
- Apr. 13, 1830 Act extending charter of Bank of Pennsylvania requires that it loan Commonwealth \$4 million at 5½% premium in monthly installments, \$1 million of which is to count as last temporary loan; also to loan \$1 million a year for three years starting on Jan. 1, 1831. (PL)
- Apr. 14, 1830 Stephen Girard buys at auction over 28,000 acres of land, including a large part of the Western Middle Anthracite Coal Field in Schuylkill and Columbia Counties for \$30,100; of the 73 tracts, 68 has belonged to John Nicholson and 5 to Robert Morris, and passed to the First Bank of the United States upon foreclosure of a mortgage in 1800. (Hoffman, McMaster)
- Apr. 14, 1830 Rep. James Fitz Randolph (1791-1872) of N.J. introduces petition of Delaware & Raritan Canal Company for a federal subscription; House defeats the bill for a National Road from New Orleans to Buffalo by 105-88. (NilesReg)
- Apr. 15, 1830 U.S. Senator Theodore Frelinghuysen (1787-1862) introduces petition of Delaware & Raritan Canal Company for a federal subscription. (NilesReg)
- Apr. 15, 1830 U.S. House reconsiders bill for New Orleans to Buffalo National Road and tables it to keep it alive until next session. (PADA)
- Spring 1830 Canal Commissioners order staff and work cutbacks because of financial crisis; J. Edgar Thomson is among the junior engineers discharged; Thomson follows John Wilson to Camden & Amboy Railroad; William

Hasell Wilson remains to supervise Eastern Division of Philadelphia & Columbia Railroad and \_\_\_ the Western Division. (Wilson)

- Apr. 1830 \$1,109,111 of the \$4 million loan from the Bank of Pennsylvania is applied to extinguishing the balance of the temporary loan of Apr. 22, 1829; to \$106,000 borrowed by Gov. Shulze in Oct. 1829, and the \$1 million loan of Nov. 1829; the balance of \$53,433 is placed in banks to the credit of the Commonwealth. (PaArch)
- Apr. 1830 Susquehanna Division Canal opens between the mouth of the Juniata River and Northumberland.
- Apr. 1830 Chemung Canal in New York placed under contract. (Sweet)
- Apr. 1830 Gettysburg lawyer Thaddeus Stevens (1792-1868) helps found the Anti-Masonic newspaper, *Star & Banner*; Stevens becomes a leader of the Anti-Masonic party. (Palmer)
- Apr. 16, 1830 Rep. Joseph Hemphill (1770-1842) of Pa. introduces bill in U.S. House for federal subscriptions to Delaware & Raritan, Delaware & Hudson and Morris Canals. (NilesReg)
- Apr. 17, 1830 George Winchester addresses the Mayor and Council of Baltimore on extending the Baltimore & Susquehanna Railroad to Howard Street and the City Block; notes that Philadelphia has organized a line of packets running through the Chesapeake & Delaware Canal, and the canal is diverting about two-thirds of the trade of the Susquehanna River and upper Bay. (HazReg)
- Apr. 19, 1830 Hudson & Delaware Railroad incorporated in N.Y. to build from Newburgh to Carpenters Point (Port Jervis), connecting with the Delaware & Susquehanna Railroad in Pennsylvania to the Lackawanna coal fields; no actual construction under this charter, but it threatens the Delaware & Hudson Canal. (CntryofPrgrs)
- Apr. 19, 1830 First land sale in what is now St. Joseph County, Ind. (HistStJosCo)
- Apr. 21, 1830 Sternwheel steamboat *Allegheny* arrives at Warren, the first to ascend the Allegheny River that far; carries 3 tons of freight and 30-40 passengers, runs upstream at only 3 MPH; steamboat navigation of the Allegheny River is possible only about three months a year. (StdHistPitts, Smith/Armstrong, Babcock)
- Apr. 28, 1830 Camden & Amboy Railroad & Transportation Company organized at hotel of Isaiah Toy at Front & Federal Streets, Camden; Robert Livingston Stevens named Pres.; Edwin A. Stevens Treasurer; Jeremiah H. Sloan of

Camden, Secretary. (MB, Watkins)

- Apr. 30, 1830 Virginia voters ratify a new constitution adopted by a convention on Jan. 15; the eastern planter elite successfully resists demands for democratic reforms from persons living west of the Blue Ridge; the property qualification for voting is broadened to include lease-holders and tax-paying householders, but about one-third of whites remain disenfranchised; apportionment is based on the 1820 census, which further under-counts the western part of the state, and the relative numbers of representatives from east and west of the Blue Ridge is frozen; by now, slaves make up an increasing majority of the population east of the Blue Ridge; the eastern planters use their control of government to restrict anything that would threaten their way of life or their considerable profits from slave-breeding, contributing to economic, intellectual and demographic stagnation. (Dunn, Thorpe)
- Apr. 30, 1830 Village of Mayville, N.Y., incorporated in Chautauqua County. (French)
- May 1, 1830 NC&F authorizes Secretary and Treasurer to visit B&O to examine how to run a railroad, keep books, etc. (MB)
- May 1, 1830 John B. Jervis (1795-1885) becomes Chief Engineer of the Mohawk & Hudson Railroad, replacing Peter Fleming, resigned; he is to give the company half his time for one year. (Porter, Stevens, Larkin)
- May 2, 1830 Steamboat *Allegheny* leaves Pittsburgh on its second trip to Franklin and Warren. (PADA)
- May 3, 1830 City of Baltimore ordinance authorizes subscription for \$100,000 stock of Baltimore & Susquehanna Railroad in return for naming one director. (Digest)
- May 3, 1830 Canterbury & Whitstable Railway in Kent, England, begins world's first regular revenue passenger service with steam locomotives; first train hauled by Stephenson's *Invicta* over a mile of the line between Bogshole Farm and South Street in Whitstable. (James, Marshall)
- May 5, 1830 Col Charles Gratiot at first informs George Winchester that he is unable to provide army engineers for the Baltimore & Susquehanna Railroad survey. (Hill)
- May 10, 1830 Delaware & Raritan Canal Company organized at hotel of William Herbert in Trenton; Robert Field Stockton (1795-1866) elected Pres.; John Renshaw Thomson (1800-1862), Secretary, and James Neilson, Treasurer; authorize application to Secretary of War for services of U.S. engineers; Canvass White, who had done the surveys for the first Delaware & Raritan

- Canal Company appointed Chief Engineer; J. Humstead, Ashbel Welch and Edwin A. Douglas (1805-1859) Assistant Engineers. (MB, Watkins)
- May 13, 1830 B&O operates first test trip between Baltimore and Ellicotts Mills. (AR)
- May 14, 1830 Steamboat *Allegheny* leaves Pittsburgh on its third trip up the Allegheny River with 64 passengers and 25-30 tons of freight. (HazReg)
- May 15, 1830 Duties of Chief Engineer of Camden & Amboy Railroad given to Robert L. Stevens; total salary \$6,000 per year. (MB, Watkins)
- May 1830 George Weems withdraws *Patuxent* from Rappahannock River under competition from Baltimore & Rappahannock Steam Packet Company and its larger steamboat *Rappahannock*. (Holly)
- May 19, 1830 Steamboat *Allegheny*, built for Archibald Tanner (1786-1861) and David Dick of Meadville, departs Warren on the first and only trip by a steamboat to Olean, N.Y., on the upper Allegheny River. (PittsGaz, Schenck)
- May 20, 1830 David Leech begins advertising a daily line of canal packets between Pittsburgh and Blairsville for freight and passengers; Leech's first four packets are the *Pioneer*, *Pennsylvania*, *DeWitt Clinton* and *Gen. Lacock*; D. Leech & Co. consists of David Leech, William F. Leech, Robert S. Hays, George Black and George W. Harris. ( , Smith/Armstrong - not source of date)
- May 21, 1830 Steamboat *Allegheny*, the first sternwheeler on the river, arrives at Olean, at 1,400 feet, the highest elevation reached by a U.S. steamboat; can run Pittsburgh-Warren in 3.5 days vs. 18 by keelboat; however, the trip is never repeated, and Warren remains the head of steamboat navigation of the Allegheny River. (HazReg, Reynolds/French Creek, Schenck)
- May 22, 1830 First division of B&O opens with directors' excursion between Baltimore (Mount Clare) and Ellicotts Mills, about 13 miles; includes passenger car *Pioneer* with Ross Winans's friction wheels built by Richard Imlay. (AR, Dilts, Harwood, BaltAm)
- May 22, 1830 B&O subscription bill tabled in U.S. Senate, 21-19. (PADA)
- May 24, 1830 B&O begins regular revenue service with horse power between Baltimore and Ellicotts Mills. (BaltAm)
- May 24, 1830 Steamboat *Allegheny* returns to Pittsburgh from Olean with 27 tons of freight. (StdHistPitts)

- May 24, 1830      Seat of St. Joseph County, Indiana, changed from South Bend to St. Joseph. (Long)
- May 26, 1830      Alexandria Canal Company chartered by act of Congress to build from Chesapeake & Ohio Canal at Georgetown across the Potomac on an aqueduct, and south to Alexandria; at this time, Alexandria is within the District of Columbia. (StatutesatLarge, Harrison)
- May 26, 1830      First canal boat leaves Cleveland for Newark on the Ohio Canal. (ClvIndHrld)
- May 26, 1830      House passes the Indian Removal Bill, 102-97, after it passes the Senate on a strict party-line vote of 28-19, and after three wavering Pennsylvania Representatives are forced into line; many Northern Jacksonians vote no or abstain in response to the moral outrage of Quaker or evangelical constituents and for fear the costs of Indian removal will divert money from internal improvements; slave states support removal by 61-15, as it will open huge tracts of the lower South to slave agriculture, while free states oppose it, 41-82; the West is almost evenly split; the “two-thirds rule” that increases Southern voting power enables the bill to pass. (Howe)
- May 27, 1830      Urged on by Martin Van Buren, Pres. Andrew Jackson vetoes a \$15,000 U.S. subscription to the Maysville, Washington, Paris & Lexington Turnpike Road Company in Kentucky on grounds is of local importance only; main purpose of the “Maysville Road” veto is to embarrass Jackson's rival Henry Clay whose hometown it serves, but it signals the curtailment of federal involvement in internal improvements; federal participation in mixed enterprises, favored by Adams, ends; nevertheless, Jackson ends up spending more on internal improvements than all his predecessors combined, although the money is generally distributed in the form of political favors and not as a centrally-planned national system; Jackson has rushed the Indian Removal Bill, knowing it would not pass in the storm of criticism that greets the Maysville Road veto. (Howe, Larson)
- May 28, 1830      Pres. Jackson signs the Indian Removal Act forcing Native Americans to relocate to an “Indian Territory” west of the Mississippi (present-day Oklahoma); it is aimed primarily at the four strong and wealthy “civilized tribes” of the Southeast, the Cherokees, Creeks, Choctaws and Chickasaws, who have long had a sophisticated socio-political structure and have adopted various European ways; their dispossession will open a huge area to white settlement and the expansion of slave-based agriculture. (Howe, Mercer)
- May 29, 1830      Congress passes Preemption Act of 1830 allowing settlers who have cultivated public lands to buy 160 acres at \$1.25 per acre; remains in force until June 22, 1842. (EAH)



- May 30, 1830 Pres. Andrew Jackson breaks with VP John C. Calhoun, having learned Calhoun had condemned his actions in Florida in 1818. (EAH)
- May 30, 1830 Seat of Sandusky County, Ohio, changed from Croghanville to Lower Sandusky. (Long)
- May 31, 1830 Pres. Andrew Jackson vetoes the federal subscription needed to complete the Washington Turnpike, the link between the District of Columbia and Maryland turnpikes leading to the National Road at Frederick.
- May 31, 1830 Pres. Jackson approves further aid to the National Road as a national project, including \$100,000 for grading west of Zanesville, \$60,000 in Indiana, \$40,000 in Illinois, plus \$15,000 for claims east of Wheeling. (Searight).
- June 1830 One day in the first week of the month, 103 wagon loads of lumber pass Bird-in-Hand on the Old Conestoga Road going east from the rafts that descended the Susquehanna. (PADA)
- June 5, 1830 Boston & Lowell Railroad Corporation incorporated in Mass.; first New England steam railroad to be actually built; oldest rail component of the Boston & Maine Railroad system; financed by the Lowell textile manufacturers. (PL, ICC, Kirkland)
- June 7, 1830 First meeting of new Canal Commissioners: James S. Stevenson, President, James Clarke and John Mitchell, all Jacksonians; Francis R. Shunk is Secretary; Samuel Jones appointed Superintendent of Western Division Canal; James Taggart Superintendent of the Juniata Division, James Ferguson Principal Engineer of the Juniata Division. (Africa)
- June 7, 1830 Samuel Jones appointed Superintendent of Western Division Canal. (Wilson)
- June 7, 1830 George Weems begins running the *Patuxent* on one trip weekly each to Salisbury and Whitehaven on the Wicomico River and to Benedict on the Patuxent River; this is the first steamboat service on the Wicomico. (BaltAm, Holly - BaltAm tt does not mention Patuxent)
- June 7, 1830 Seat of Hancock County, Illinois, changed from Fort Edwards to Venus. (Long)
- June 8, 1830 Army assigns Maj. John Wilson to Allegheny Portage survey in place of Maj. David B. Douglass. (Wilson - but note JW on C&A survey? - Wilson was not in the Army!! - may have been a civil engr assigned to the Bd of Int. Imp. - this has probably been garbled by Wilson)

- June 9, 1830 Canal Commissioners appoint Henry Roe Campbell (1807-1879), later inventor of 4-4-0 American type locomotive, as Principal Assistant Engineer on Philadelphia & Columbia Railroad. (CC)
- June 10, 1830 In response to a request from the Camden & Amboy Railroad for the services of Lt. William Cook, who has worked on the B&O, Gen. Charles Gratiot writes to Samuel L. Southard that if he applies directly to the Secretary of War, Cook can be granted a six-month furlough with extensions. (Hill)
- June 10, 1830 Juniata Division Canal opens between Duncans Island and Lewistown. (CC)
- June 10, 1830 Army assigns Capt. William Gibbs McNeill and Lt. George W. Whistler from B&O to survey Baltimore & Susquehanna Railroad after the army engineers are withdrawn from the B&O. (Long, Hill)
- June 10, 1830 Lt. Col. John J. Abert, head of the Topographical Engineers, is made a member of the Board of Engineers for Internal Improvements. (topogs.org)
- June 11, 1830 Canal Commissioners drop having a separate Superintendent for the isolated and useless French Creek Feeder; establish first operating rules and regulations for canals. (CC)
- June 13, 1830 New Baltimore Union Line steamboat *Robert Morris* make excursion from Philadelphia to view Chesapeake & Delaware Canal, a trip that remains popular with sightseers during the summer. (PADA)
- June 14, 1830 Henry Clay writes to Nicholas Biddle of a plot, supposedly hatched by Martin Van Buren in a visit to the Richmond Junto in the fall of 1829, to make the destruction of the Bank of the United States the issue of the 1832 presidential election. (Wilburn)
- June 1830 Ariovistus "Ario" Pardee (1810-1892) of Rensselaer County, N.Y., writes to his childhood friend Edwin A. Douglas (1805-1859), now Assistant Engineer of the Delaware & Raritan Canal seeking a position; at first Douglas tells him that the company has decided to employ only Jerseymen in junior positions, but a few days later Pardee receives a second letter saying that he can have a rodman's job at 50 cents a day if he reports immediately; once the canal is located, he is placed under George T. Olmstead at Princeton. (Bradsby, Foulke&Foulke)
- June? 1830 Pres. Jackson vetoes a bill for a National Road between Washington and New Orleans. (Hunter - verify)

- June 16, 1830      Surveys for Camden & Amboy Railroad begun under Chief Engineer Maj. John Wilson; William Cook in charge of section from South Amboy to Bordentown and J. Edgar Thomson in charge of section from Bordentown to Camden. (Prowell, Watkins)
- June 19, 1830      Juniata Aqueduct, built by William LeBaron, opens at Duncan's Island, linking Juniata Division Canal with the Susquehanna Division at the mouth of the Juniata River; Gov. Wolf and other dignitaries travel by boat from Harrisburg; boat *Juniata* owned by Gen. William B. Mitchell crosses aqueduct with 100 bbl. whiskey to cheers; however, a breach soon opens on the embankment approaching the aqueduct. (PADA)
- June 20, 1830      Future Lines West official Reuben Fairbanks Smith (1830-1913) born at Windham, Conn. (MB)
- June 21, 1830      Board of Engineers for Internal Improvement furloughs Lt. William Cook to serve in the engineer corps of Camden & Amboy Railroad. (Cullum)
- June 21, 1830      Capt. Willmon Whilldin begins twice-weekly summer service between Philadelphia and Cape May with the *Emerald*. (PADA)
- June 21, 1830      Future broker and railroad entrepreneur Morris Ketchum Jesup (1830-1908) born at Westport, Conn., of an old Yankee family. (NCAB)
- June 25, 1830      City of Baltimore makes its entire \$100,000 subscription to Baltimore & Susquehanna Railroad available as a temporary loan rather than paying in installments like other stockholders.
- June 26, 1830      George IV, King of Great Britain (1762-1830), dies without a direct heir at a time of increasing economic and social unrest; succeeded by his elderly brother, an amiable fellow but with no qualities of leadership, as William IV (1765-1837); confidence in the monarchy is low, and the succession requires a general election marked by radical demands for reform; the economy still has not recovered from the 1825-26 crash, and unemployment and discontent are high. (Mercer, Rolt)
- June 29, 1830      Public meeting gets the City of Petersburg to subscribe for 2,000 shares of the Petersburg Railroad; \$300,000 is raised by private subscription over the next weeks. (Hunter)
- July 2, 1830      Jonathan Knight of B&O and Nathan S. Roberts of C&O Canal make report on joint survey along Potomac River from Point of Rocks to Harpers Ferry; find four places totaling about two miles where railroad interferes with canal; because of estimated time and expense, no joint survey made west of Harpers Ferry. (B&O AR, Dilts)

- July 3, 1830 McDonough County, Illinois, fully organized. (Long)
- July 4, 1830 Ground broken for Chemung Canal in New York State. (NilesReg)
- 1830 Following the death of Thomas Forbes in 1829, John Perkins Cushing transfers the Canton operations of T.H. Perkins & Co. to Russell & Co.; as one of the conditions, Thomas's younger brother John Murray Forbes (1813-1898) joins Russell & Co. as a clerk with a promised future partnership; Samuel W. Russell returns to New England with Cushing, leaving Augustine Heard in charge at Canton. (Haddad)
- July 7, 1830 Brothers Robert Bennet Forbes (1804-1889) and John Murray Forbes (1813-1898) leave Boston for Canton, John to clerk in the office of Russell & Co., and Robert to manage the opium smuggling operation. (Haddad)
- July 10, 1830 Ohio & Erie Canal opens between Massillon and Newark, Ohio. (Lee/Columbus)
- July 12, 1830 Schuylkill Valley Navigation & Railroad opens between Port Carbon and Tuscarora; double track, 3'-4" gauge; passenger service begins in Aug. 1830; by the end of the year it 15 mine branches totaling 10 miles; becomes a major feeder of anthracite coal to the Schuylkill Canal. (MinersJrnl)
- July 13, 1830 Edmund Trowbridge Dana Myers (1830-1905), future civil engineer and Pres. of the Richmond, Fredericksburg & Potomac Railroad, born at Richmond, Va.; son of Samuel and Eliza Myers. (AR)
- July 1830 Jones's "Pendulous Railroad Car" exhibited at John J. Plocher's wheelwright shop on 13<sup>th</sup> Street above Chestnut in Philadelphia; for speed, has wheels over 60 inches in diameter instead of the usual 30-36 inches. (PADA)
- July 1830 Work begins on the National Road west from Columbus, Ohio. (Prince)
- July 1830 "July Revolution" begins in Paris against the reactionary Bourbon monarch Charles X (1757-1836), who has tried to undo all the gains of the Revolution; the rulers of the German states react by tightening controls on speech and thought, particularly at the universities, driving many liberals to emigrate to the U.S. ( , Schuyler - verify)
- July 16, 1830 Future Lines West official John F. Miller (1830-1916) born at Ithaca, N.Y. (MB)

- July 17, 1830 Mohawk & Hudson Railroad lets contracts. (Bloodgood)
- July 20, 1830 Benjamin Henry Latrobe, Jr. (1807-1878) first employed by B&O as Assistant Superintendent of Construction. (AR, Dilts)
- July 21, 1830 NC&F approves first contracts for grading. (MB)
- July 21, 1830 Beaver Meadow Railroad & Coal Company receives letters patent. (PaArch)
- July 30, 1830 Michigan act places all roads created by the federal government under township jurisdiction like other highways. (Parks)
- July 31, 1830 Detroit & Pontiac Railway Company incorporated; first railroad charter in Michigan Territory; first railroad charter west of the Appalachians; no work is completed under this charter and the company is reincorporated in 1834. (Parks, michiganrailroads)
- July 31, 1830 Cassopolis named the county seat of Cass County, Mich. (Long)
- Aug. 2, 1830 Democratic-Republican John Reynolds (1788-1865) elected Gov. of Illinois on an anti-bank platform, defeating Jacksonian Democrat William Kinney. (Sobel, Shade)
- Aug. 4, 1830 Town of Chicago platted at the northern end of Illinois & Michigan Canal by Canal Commissioners; bounded on the north by Kinzie Street, on the east by State Street, on the south by Madison Street, and on the west by Desplaines Street. (CHTaylor)
- Aug. 7, 1830 Louis Philippe, Duc d'Orleans (1773-1850), proclaimed King of the French after the reactionary Bourbon monarch Charles X (1757-1836), who had tried to undo all the gains of the Revolution, is forced to abdicate by a popular uprising in Paris. (Mercer)
- Aug. 12, 1830 Ground broken for the Mohawk & Hudson Railroad at Schenectady. (Larkin)
- Aug. 1830 First demonstration of a locomotive in Philadelphia takes place at Masonic Hall; the miniature locomotive has been built by Francis Schields of Cincinnati and runs on a track 90 feet in circumference. (Scharf)
- Aug. 1830 Mohawk & Hudson Railroad becomes first rail stock admitted to the New York Stock & Exchange Board. (Wyckoff)
- Aug. 16, 1830 Western Division Canal drained to permit repairing all defects in original construction; reopens Aug. 20. (CC)

- Aug. 21, 1830 Passenger service first offered on a predecessor of the Reading system; Port Carbon to Mauch Chunk via the Schuylkill Valley Navigation & Railroad Company to Tuscarora, stage to Summit Hill and the Mauch Chunk Railroad to Mauch Chunk. (Rdg - check)
- Aug. 21, 1830 First canal boat, the *Monticello*, arrives at Coshocton, Ohio, from Cleveland over the Ohio & Erie Canal. (NNHill)
- Aug. 24, 1830 Experimental locomotive (later popularly known as *Tom Thumb* after an 1868 speech by John H.B. Latrobe) designed by and built by Peter Cooper of New York makes first public run on B&O, running to Relay and back with a dozen people; first US-built locomotive on a regular railroad; operates on sharp curves of B&O at speed between 5 and 18 MPH; body was built by Richard Imlay, Ross Winans and George Gillingham; boiler by Charles Reeder; 18-year old apprentice machinist James Millholland (1812-1875) substitutes connecting rods and cranks for Cooper's chain drive. (Dilts, AR)
- Aug. 26, 1830 B&O Board agrees to Chesapeake & Ohio Canal proposal for settlement of dispute over right of way along the Potomac. (B&O AR)
- Aug. 28, 1830 Peter Cooper's locomotive runs over B&O to Ellicotts Mills and back as part of the celebration of opening the Oliver Viaduct at Ellicotts Mills. (Dilts)
- Sep. 3, 1830 John Thomson (1769-1844), Enoch Lewis (1776-1856), Thomas Baird and Charles Lyon Schlatter (1808-1886) make a report on the survey of Stephen Girard's coal lands in Schuylkill County; Schlatter will make the first surveys for what becomes the PRR, and Thomson's and Lewis's sons will rise to prominence in its management. (Hoffman)
- Sep. 6, 1830 NC&F adopts track of stone blocks with wooden stringers and strap rail. (MB)
- Sep. 6, 1830 Salem & Philadelphia Steam Boat Company's *Essex* begins operating to connect with Citizens Canal Line boats at Delaware City, thus forming daily communication between Salem and Philadelphia and Baltimore, rather than the every-other-day Salem-Philadelphia service it could offer on its own. (PADA)
- Sep. 6, 1830 Seat of Hancock County, Illinois, changed from Venus back to Fort Edwards. (Long)
- Sep. 14, 1830 Camden & Amboy Railroad authorizes purchase of iron rails and sends Robert L. Stevens to England to make contracts. (MB)

- Sep. 14, 1830      Commissioners Judge William Polk of Logansport, Samuel Hannah and Abram McClellan report to Congress on their location of the Michigan Road running from Madison on the Ohio River to the mouth of Trail Creek on Lake Michigan, later Michigan City; it detours via South Bend to avoid the Kankakee swamps. (AmStPprs, HistStJosCo)
- Sep. 15, 1830      Liverpool & Manchester Railway opens in England; the world's first complete common carrier railroad operated exclusively by steam, and first all double-track railroad; establishes left-hand running, which becomes standard in Britain; the celebration takes place under a cloud of political and economic troubles, and the guest of honor, the Prime Minister the Duke of Wellington is viewed in the North as the embodiment of reaction; the Tory Party has hoped to use the event to effect a reconciliation between Wellington and the liberal Tory MP William Huskisson ( -1830) of Liverpool; however Huskisson detrains at an intermediate stop and is run over and fatally injured by a passing train, as he extends his hand to Wellington, who has remained in his car; Huskisson becomes the first documented railway passenger fatality; on arrival at Manchester, the trains are stormed and attacked by an angry mob that still remembers the Peterloo Massacre, and Wellington's train is forced to beat a hasty retreat to Liverpool. (James, Marshall, Rolt)
- Sep. 1830          Lexington & Ohio Railroad secures the services of William Kneass (1780-1840) and Emerson McIlvain (1803-1853) from Pennsylvania to make a formal survey between Lexington and Louisville. (TDCClark)
- Sep. 20, 1830      Peter Cooper's locomotive races with a horse-drawn railroad car on return from an excursion to Ellicotts Mills to celebrate Charles Carroll of Carrollton's 93rd birthday; horse wins when belt that powers the locomotive's forced draft blower breaks; Cooper later heavily embroiders the story, but the race probably took place on this date. (Dilts - however the entire story has been called into question)
- Sep. 21, 1830      Future Camden & Amboy and PRR official Isaac Snedeker Buckelew (1830-1884) born; son of James Buckelew (1801-1869), the future founder of Jamesburg, N.J., and Margaret Chambers Snedeker Buckelew (1812-1900). (findagrave, RRGaz obit)
- Sep. 23, 1830      Penns Creek Navigation Company incorporated in Pa.; no work done. (HistJuniata/Susq)
- Sep. 25, 1830      Future Lines West official Patrick S. O'Rourke (1830- ) born at Newark, N.J., the son of Irish immigrants; the family eventually moves to Fort Wayne. (VallyUpprMaumee)

- Sep. 28, 1830 Camden & Amboy Board announces resignation of John Wilson, Engineer. (MB)
- Sep. 28, 1830 Schuylkill Navigation Company presents retiring Pres. Cadwalader Evans with a silver vase. (AR)
- Oct. 1, 1830 Delaware & Raritan Canal Company Board hears report on progress of surveys under Canvass White; proposes that canal follow 1826 plan and cross the Delaware at Lamberton to connect with a canal to be built through Pennsbury Manor; resolves to also build railroad from Raritan River to mouth of Heathcote Brook and thence along canal to Delaware River at Tullytown. (MB)
- Oct. 1, 1830 Convention held at Wheeling in reaction to the new Virginia Constitution proposes that the area north of the Kanawha River secede and join Maryland. (WVAConst)
- Oct. 1, 1830 Jefferson County, Pa., fully organized with county seat at Brookville. (Long)
- Oct. 1, 1830 Kalamazoo County, Mich., fully organized with county seat at Kalamazoo. (Long)
- Oct. 2, 1830 Camden & Amboy survey completed by Maj. John Wilson; J. Edgar Thomson an assistant engineer for Eastern Division between South Amboy and Bordentown and William Cook for the Western Division; Richard Peters (1810-1889) serves under Thomson as a rodman and later follows him to the Georgia Railroad. (Watkins, RRGaz)
- Oct. 2, 1830 Future Standard Oil Company and Long Island Railroad figure Charles Pratt (1830-1891) born at Wilbraham, Mass. (AmScsflMen)
- Oct. 4, 1830 Robert Stephenson & Co. delivers 2-2-0 locomotive *Planet* to the Liverpool & Manchester Railway; incorporates several improvements, including a firebox incorporated entirely within the boiler, a fully separate smokebox and inside cylinders mounted under the smokebox; influences the design of many locomotives exported to America, including Camden & Amboy's *John Bull*. (Rolt, White)
- Oct. 4, 1830 Sales of canal lands for financing the Indiana canals begin at Logansport; however the proceeds are insufficient to begin work. (Fatout, Poinsette)
- Oct. 5, 1830 Pres. Jackson announces reopening of trade with British West Indies, greatly curtailed since the War of 1812, on a reciprocal basis. (EAH)
- Oct. 11, 1830 Camden & Amboy Board reviews survey; asks Maj. John Wilson to



- provide estimate for portion between Bordentown and Crosswicks Creek.  
(MB, Watkins)
- Oct. 12, 1830 National Republican Duncan McArthur (1772-1839) is elected Gov. of Ohio, defeating Democrat Robert Lucas (1781-1853). (Sobel)
- Oct. 13, 1830 Robert L. Stevens leaves New York on the *Hibernia* en route to England to order rails and a locomotive for Camden & Amboy Railroad. (Turnbull)
- Oct. 1830 Stephen Girard's bank extends a loan of \$30,000 to the Mount Carbon Railroad, which is the first link from the Schuylkill Canal to his coal lands. (DAdams)
- Oct. 1830 New York banking house of Prime, Ward, King & Co. takes \$600,000 Ohio canal loan at 17.57% premium. (NilesReg)
- Oct. 1830 Canal boat of Lewis Horton arrives at Wilkes-Barre from Berwick; poled up the river from Nanticoke; coal is now being shipped in canal boats from Plymouth. (WyoHrld)
- Oct. 16, 1830 New Castle & Frenchtown Turnpike & Railroad Company establishes western terminus at south side of existing steamboat wharf at Frenchtown. (MB)
- Oct. 16, 1830 Capt. William Gibbs McNeill and Lts. George W. Whistler and J.N. Dillahunty make report on the survey of the Baltimore & Susquehanna Railroad; McNeill becomes Chief Engineer of the B&S through 1836. ( , Hill)
- Oct. 19, 1830 Water let in to the Juniata Division Canal at Aughwick Falls near Huntingdon. (HazReg)
- Oct. 20, 1830 Water readmitted to the Western Division Canal between Blairsville and Philadelphia after 8 weeks for repairs. (HazReg)
- Oct. 22, 1830 Locomotive *Best Friend of Charleston* built by West Point Foundry Association in New York and designed paid for by Ezra L. Miller arrives in Charleston for South Carolina Canal & Railroad Company. (RRH101, BDavis)
- Oct. 22, 1830 First rail laid on Lexington & Ohio Railroad, the first railroad in Kentucky. (FactsStates)
- Oct. 23, 1830 West Branch Division Canal opens between Northumberland and Muncy Dam.

- Oct. 23, 1830 Water from Aughwick on the Juniata Division Canal reaches Waynesburg; greeted by fireworks and cannon fire. (HazReg)
- Oct. 25, 1830 Canvass White reports on survey of Delaware & Raritan Canal; estimate \$1.17 million, plus \$232,000 for railroad and \$35,000 for crossing Delaware River into Pennsylvania; company approves draft of a charter supplement for railroad privileges; company fixes canal prism at 75 feet wide at top and 7 feet deep; elects James S. Green as VP; fixes White's salary at \$6,000 and Stockton's at \$2,500. (MB)
- Oct. 26, 1830 Chief Engineer Canvass White organizes the Engineering Dept. of the Delaware & Raritan Canal. (PRRColExpo)
- Oct. 27, 1830 Delaware & Raritan Canal Company petitions the Legislature for the power to build a railroad along its banks; also asks for an extension of its charter to 60 years, in return for which it will build a larger canal of 75 x 7 feet for coasting vessels. (Cranmer)
- Oct. 27, 1830 Wealthy New York merchant John G. Coster (1762/3-1844), Richard Varick, Anthony Dey and Joseph W. Scott petition the N.J. Legislature for a charter for a railroad from Jersey City to the Delaware River. (AssyMin)
- Oct. 28, 1830 N.J. Gov. Peter D. Vroom in his annual message recommends a state subscription to the Delaware & Raritan Canal, which must be made by 1832, and to the Camden & Amboy Railroad, which must be made by Jan. 1, 1831 under the provisions of the charter. (AssyMin - Min notes say D&R, Cranmer has only C&A?)
- Oct. 28, 1830 Bill for the Camden & Salem Railroad & Transportation Company introduced in the N.J. Assembly. (AssyMin)
- Oct. 29, 1830 Bill introduced in N.J. Assembly for New Jersey Atlantic Railroad to build from Jersey City through Newark to point near Salem opposite New Castle & Frenchtown; provides for a 1½% tax on capital; farmers with produce may pass free; state may subscribe \$1 million and appoint four directors. (AssyMin, NwkSntlFrdm)
- Oct. 29, 1830 Accounts of the opening of the Liverpool & Manchester Railway reach Philadelphia, lending support to railroad advocates. (Lewis Diary)
- Nov. 1, 1830 New York Antimason Francis Granger (1792-1868) comes close to unseating incumbent Democratic Gov. Enos T. Throop (1784-1874); Throop is saved by the votes of Hudson Valley Masons who would rather have the Albany Regency than the Antimasons. (JHammond)
- Nov. 2, 1830 Water first let into Juniata Division Canal at Huntingdon to test the banks,

- although it is not open for navigation. (Africa, Lytle)
- Nov. 2, 1830 Navigable feeder of the Union Canal opens to Pine Grove. (Nolan/Unger)
- Nov. 2, 1830 *Best Friend of Charleston* makes its first trial trip on the South Carolina Canal & Railroad Company. (RRGaz)
- Nov. 3, 1830 N.J. committee of Assembly reports on the question of a state subscription to the Camden & Amboy Railroad; majority reports in favor of subscription, providing no payment will be required before Apr. 1, 1831; in an appendix, the Camden & Amboy offers to pay the state \$50,000 providing no other railroad be chartered for 8 years, if the state does not subscribe; a minority report by Marshall of Hunterdon says that state has no money, should not go into debt, and opposes a railroad monopoly. (AssyMin, Cranmer)
- Nov. 3, 1830 Lt. Pickell and George W. Hughes, civil engineer, report on the survey of a railroad from Catskill to Canajoharie, N.Y. (Hill)
- Nov. 4-5, 1830 Citizens of Huntingdon celebrate by running a boat back and forth on the Juniata Division Canal at that place; the aqueducts at Jacks Narrows and Shavers Ford are still unfinished, leaving this section isolated. (Africa)
- Nov. 9, 1830 Panic grips London as rumors spread of planned attacks on the King and the Duke of Wellington. (Francis)
- Nov. 11, 1830 First boats dispatched from Dover, N.J., on Morris Canal; arrive at the head of Newark Inclined Plane on Nov. 15. (NwkSntofrdm)
- Nov. 15, 1830 Group of West Chester citizens meet to protest Sections 5 & 6 of the railroad and canal law. (CCHS)
- Nov. 1830 N.J. Assembly defeats the subscription to the Camden & Amboy Railroad, and the proffered gift of \$50,000, 24-21. (Cranmer)
- Nov. 1830 Eastern Division Canal opens between Middletown and Duncan's Island at mouth of Juniata River. (what source - must be reopening?)
- Nov. 16, 1830 B&O Pres. Philip E. Thomas breaks off negotiations with C&O Canal after they insist on settlement through courts. (Dilts)
- Nov. 16, 1830 After new elections and increasing demands for political reforms, the Duke of Wellington resigns as Prime Minister, ending a half century of Tory rule; replaced by Whig leader Charles Grey, 2<sup>nd</sup> Earl Grey (1764-1845). (Mercer)

- Nov. 19, 1830 Future PRR VP Joseph Napoleon Du Barry (1830-1892) born at Bordentown, N.J.; son of Edmund Louis Du Barry (1797-1853), a Navy surgeon, and Emma Duane Du Barry, a daughter of William Duane; Edmund L. Du Barry is the friend, neighbor and physician of Joseph Bonaparte, and he names his son after both Bonaparte brothers. (SonsoftheRevolution, PRRMN - RRG obit has 11/30?)
- Nov. 1830 10-15 arks destroyed passing the Nanticoke Dam chute on the fall freshet. (WyoHrld)
- Nov. 22, 1830 Meeting held at Sunbury in support of Danville & Pottsville Railroad; Daniel Montgomery of Danville presides; appoints a committee to collect information. (Rept, HazReg)
- Nov. 23, 1830 John Randel, Jr., presents cost estimate for New Castle & Frenchtown Railroad of \$204,300. (Lewis Diary)
- Nov. 24, 1830 Western Division Canal opens between Blairsville and 3 miles west of Johnstown. (??? - NO - is date begin filling from Suttons Dam below Johnstown to Blairsville! - see Haz - PADA says was navigable by ca. 11/29)
- Nov. 25, 1830 Delaware & Raritan Canal Company files map with Secretary of State. (NJCorp)
- Nov. 25, 1830 B.B. Vincent reports on survey for canal between Conneaut Lake and Erie; recommends wooden locks. (CC)
- Nov. 26, 1830 Robert L. Stevens of Camden & Amboy, after arriving in Liverpool, issues a circular for iron works to roll the modern form of T-rail (42-lb. per yard) which he had devised during the ocean crossing. (Watkins)
- Nov. 26, 1830 Ground broken for Delaware & Raritan Canal at Kingston, N.J.; George T. Olmstead (1803?-1876) is Assistant Engineer for the Middle Division at Princeton, with Ario Pardee (1810-1892) as sub-assistant; Ashbel Welch (1809-1882) is Assistant for the feeder at Lambertville. (PADA, Bradsby)
- Nov. 27, 1830 Meeting held in Pottsville, Pa., in support of Danville & Pottsville Railroad. (HazReg)
- Nov. 30, 1830 Balance in the Pennsylvania Treasury is \$243,856, of which \$94,425 is transferred to the Internal Improvement Fund. (PaArch)
- Late 1830 Cornelius Vanderbilt abandons the Despatch Line, knowing that its stagecoach link cannot stand the competition from the Stevens brothers' new Camden & Amboy Railroad; Vanderbilt concentrates on Long Island

Sound. (Stiles)

- Dec. 2, 1830 Joseph Bonaparte, ex-King of Spain, sues the Camden & Amboy Railroad to contest its cutting a right-of-way through his park at Bordentown; later settled out of court when the railroad agrees not to occupy the park west and north of the Bordentown-Trenton road without his consent. (PADA)
- Dec. 2, 1830 Louisville & Portland Canal opens around Falls of the Ohio on Kentucky side; the 50 x 183 foot locks are soon too small to pass the largest steamboats; Louisville remains a major transshipment point between upper and lower Ohio. (Smiths, Hunter)
- Dec. 3, 1830 First tests of Newark Inclined Plane on Morris Canal; opens an outlet lock on the Passaic River. (SntofFrdm, NilesReg)
- Dec. 3, 1830 Coal boat *Sunbury* arrives at Sunbury after a 20-day trip from Philadelphia. (HazReg)
- Dec. 3, 1830 First boat leaves Pine Grove, Pa., for Philadelphia via the Union and Schuylkill Canals. (Nolan/Unger)
- Dec. 4, 1830 Construction of Camden & Amboy begins at Bordentown. (Watkins)
- Dec. 4, 1830 First public test of Robert Stephenson & Co's, *Planet* in England. (Watkins - verify Rolt?)
- Dec. 6, 1830 Robert L. Stevens contracts with Robert Stephenson & Co. of Newcastle for a locomotive similar to the *Planet* but with 0-4-0 arrangement and domed firebox similar to that developed by Stephenson's rival Edward Bury of Liverpool. (White)
- Dec. 6, 1830 In his second annual message, Pres. Jackson increases his attacks on the Bank of the United States "in its present form," and calls for a national bank of deposit only based in Washington and under the control of the Treasury Dept., that is, part of the party patronage apparatus. (Catterall, Willburn)
- Dec. 7, 1830 Francis Preston Blair, Sr. (1791-1876), begins publication of the *Washington Globe* as the official organ of the Jackson Administration; as a result of the Peggy Eaton Affair, Jackson removes his patronage from the *United States Telegraph* edited by Calhoun's follower Duff Green (1791-1875), which soon becomes an anti-Jackson paper with financial support from the Second Bank of the United States, while the *Globe* preaches the virulently anti-Bank party line. (EAH, Howe)
- Dec. 8, 1830 In his annual message, Gov. Wolf notes that \$458,403 is needed to

complete the canals and railroads; notes that the state has begun more works that it can finance and the eastern and western improvements are still not connected; however, the state's finances are improving; calls again for a sinking fund and new taxes to fund the state's interest. (PaArch)

- Dec. 10, 1830 Camden & Amboy Board resolves to place section between Crosswicks Creek and South River under contract but not do any work south of Bordentown. (MB)
- Dec. 10, 1830 Public meeting held at West Chester to estimate costs and secure survey for branch railroad to Philadelphia & Columbia Railroad. (HazReg)
- Dec. 10, 1830 Western Division Canal opens between Blairsville and Johnstown, completing line; first packet passes up to Johnstown and return. (HazReg - not from CC - if done not open long water let in 5/1831 - local histories say one boat arr. in 12/1831 before closed, but no real traffic)
- Dec. 13, 1830 Henry R. Campbell and Robert Pettit of John Wilson's Philadelphia & Columbia Railroad engineer corps begins surveying the West Chester Railroad. (HazReg)
- Dec. 1830 Adjourned meeting in favor of the Danville & Pottsville Railroad held at Sunbury; note that the Little Schuylkill & Susquehanna route does not serve the Mahanoy and Shamokin coal fields. (Rept)
- Dec. 1830 Gen. Simon Bernard is given a six-month furlough effective Jan. 1, 1831. (Hill)
- Dec. 1830 Rev. Frederick W. Geissenhainer (1771-1838), a Lutheran clergyman, experiments with smelting with anthracite coal using both a hot blast and an atmospheric blast at an experimental furnace in New York City; experiments continue into Mar. 1831. (Swank)
- Dec. 16, 1830 Washington & Pittsburgh Turnpike Road reported completed. (PaArch)
- Dec. 17, 1830 Isolated section of the Eastern Division Canal opens between Columbia and Chickies Creek with a public celebration with canal boats *John Barber* and *Edward F. Gay*. (ColSpy, Ellis/Evans)
- Dec. 17, 1830 Ex-Pres. John Quincy Adams (1767-1848), re-elected to Congress, travels over B&O between Baltimore and Relay, Md., en route to Washington; rides in his own carriage that is placed on a horse-drawn B&O flat car. (Withers)
- Dec. 18, 1830 Report on survey for Allegheny Portage Railroad by Col. Stephen H. Long

and Maj. John Wilson; recommend railroad over macadamized road; route via Blairs Gap with 11 inclined planes (6 east and 5 west) and no summit tunnel. (CC)

- Dec. 18, 1830 Lykens Valley Railroad & Coal Company receives letters patent. (PaArch)
- Dec. 22, 1830 Books opened for Danville & Pottsville Railroad at Philadelphia. (PADA)
- Dec. 22, 1830 Second railroad meeting held in West Chester appoints Maj. John Wilson as engineer. (CCHS)
- Dec. 23, 1830 Railroad meeting at Philadelphia in favor of Danville & Pottsville Railroad; addressed by Nicholas Biddle. (PADA)
- Dec. 24, 1830 Third railroad meeting at West Chester chooses Dr. William Darlington to head local committee. (CCHS)
- Dec. 24, 1830 County seat of McDonough County, Illinois, established at Macomb. (Long)
- Dec. 25, 1830 *The Best Friend of Charleston*, first non-experimental American-made locomotive, built by West Point Foundry Association of New York, makes its first revenue trip on the first six miles of South Carolina Canal & Railroad Company from Charleston to the forks of the Dorchester Road; begins the first regular U.S. common carrier service with steam locomotives. (AAR, ARJ, )
- Dec. 25, 1830 Coles County, Illinois, created from parts of Clark and Edgar Counties with county seat at Charleston; McLean County created from parts of Tazewell County and non-county area with county seat at Bloomington. (Long)
- Dec. 26, 1830 Second meeting held at West Chester to present preliminary survey for branch railroad made by John Wilson and Henry R. Campbell. (Moore)
- Dec. 27, 1830 As an economy measure, the Canal Commissioners abolish the engineer corps on Delaware Division and French Creek Feeder, effective Jan. 10, 1831, abolish Superintendent of Delaware Division and place under Superintendent of Philadelphia & Columbia Railroad, effective Feb. 1, 1831, and make cuts in engineer corps on other divisions. (CC)
- Dec. 27, 1830 Railroad meeting held at Washington, Pa., to promote the construction of a railroad via the valley of Chartiers Creek to link the Pennsylvania Canal with the National Road. (Crumrine)
- Dec. 1830 Edward Miller transferred from Western Division to Portage Railroad

- surveys. (Wilson)
- Dec. 31, 1830 Chesapeake & Ohio Canal Company formally abandons the works of the Potomac Company, including the canals at Little Falls and Great Falls. (Poor)
- Late 1830 Union Line Transportation & Steam Boat Company (Philadelphia-Baltimore) absorbed by Pennsylvania, Delaware & Maryland Steam Navigation Company (Citizens Line); operates as Citizens' Union Line. (Holmes)
- 1830 Cornelius Vanderbilt buys the steamboats *Baltimore* and *John Marshall* for his Despatch Line. (Stiles)
- 1830 Stevens's Union Line buys out Vanderbilt's Despatch Line to end rate wars on New York-Philadelphia route; Vanderbilt then moves to Hudson River and then Long Island Sound. (Lane - NO)
- 1830? Stevens's Union Line buys the Citizens Line from Jacob Ridgway. (BordHS - verify)
- 1830 Stevens brothers first employ William H. Gatzmer (1807-1895), later head of the United Companies, as chief clerk on their steamboat *North American*. (Prowell)
- 1830 John Wessels ( -1830), who has operated the Federal Street Ferry at Camden since before 1820, dies and leaves the ferry to his son Samuel D. Wessels. (Prowell)
- 1830 Schuylkill Navigation Company builds a weigh lock at Fairmount. (AR)
- 1830 Boats from Lewistown and Mifflin on the Juniata River and from Berwick, Danville and Milton on the upper Susquehanna River, arrive at Philadelphia via the Union Canal; 271 boats are employed on the canal. (AR)
- 1830 John Koons of Shickshinny in the Wyoming Valley builds the canal boat *Wyoming*, tows it to Nanticoke, where he loads it with 10 tons of coal; because the North Branch Canal is unfinished, it is passed down the chute of the Nanticoke Dam, down the river to Northumberland and then down the Susquehanna Division, Union and Schuylkill Canals to Philadelphia. (Munsell)
- 1830 Nathan Beach of Luzerne County sells 500 acres of coal land at the site of Beaver Meadow, Pa., to Judge Joseph Barnes of Philadelphia. (Mathews/Hngfrd)



- 1830 Minersville, Pa., laid out by Titus Bennet on the Mine Hill & Schuylkill Haven Railroad, on the West Branch of the Schuylkill River west of Pottsville. (Munsell)
- 1830 The Philadelphia-Pittsburgh mail stage route via the Juniata Valley is divided at Huntingdon; the Philadelphia-Huntingdon leg passes to Calder, Wilson & Co., who run through in two days; the Huntingdon-Pittsburgh leg is run in three days. (Lytle)
- 1830 Mohawk & Hudson Railroad is the first to be listed on the New York Stock & Exchange Board. (Werner)
- 1830 Future Lines West, Nickel Plate and Lake Shore & Michigan Southern Railway executive Daniel Webster Caldwell (1830-1897) born at Massachusetts. (RRBiog)
- 1830 Baltimore & Rappahannock Steam Packet Company places the new *Rappahannock* on the Baltimore-Fredericksburg run. (Burgess - verify BaltAm)
- Late? 1830 Claude Crozet, the State Engineer of Virginia, reports to the Legislature advocating a continuous railroad from Richmond to Covington instead of a canal or locks and dams; his advice is rejected. (Dunaway - check - NO)
- 1830 Stephen H. Long receives a patent for a vertical-boilered, anthracite-burning locomotive. (RRG - Pat index shows only 12/28/32!!)
- 1830 Army assigns Maj. William Gibbs McNeill to Boston & Providence and Boston & Lowell Railroads; Lt. Isaac R. Trimble is Principal Assistant Engineer; Trimble returns to ordnance duty later in year. (Tucker)
- 1830 Rev. Frederick W. Geissenhainer (1771-1838) of New York successfully smelts iron ore with anthracite coal in a laboratory furnace; receives a patent in 1833. (Clark/Stokes)
- 1830 New covered toll bridge of the Susquehanna Bridge Company (?) opens across the river at Port Deposit; built by Lewis Wernwag. (Johnston)
- 1830 Marl discovered on the headwaters of the Manasquan River at New Bargain Mills in Monmouth County; marl becomes prized as a fertilizer in the Coastal Plain of New Jersey. (Ellis)
- 1830 A total of 6,641 broad-wheeled wagons pass the North Mountain toll gate of the Southern Turnpike between Loudon and McConnellsburg; long distance wagon freight will decline with the construction of the Main Line,

- but droves of livestock will have increased by 1834. (HistFranklinCo)
- 1830 Bald Eagle Furnace built in northern Blair County by John Gloninger & Co. (Africa)
- c. 1830 Upper Ohio River is navigable by steamboats for about 4 months of the year; frozen about 23 days a year; at Wheeling, depth fluctuates from 18" to 33'-0". (LHunter)
- 1830 William Cramp (1807-1879), who has apprenticed under shipbuilder Samuel Grice since 1823, establishes his own shipyard on the Delaware River at Kensington. (Scharf)
- 1830 Morris Canal & Banking Company places a \$750,000 First Mortgage loan with Wilhelm Willink in the Netherlands. (CLJones, Cranmer)
- 1830 John Harrison, a blacksmith, begins the mining of coal on the Monongahela River opposite McKeesport, Pa.; the boating of coal and boat-building become the principal business of the town. (HistAllghyCo)
- 1830 Coal first mined in Washington County, Pa., by John Jenkins, Enoch Cox, Samuel French, Jesse Bentley and others near Limetown on the Monongahela River; the coal is mined during the winter and floated to market on the spring or summer freshets. (Crumrine)
- 1830 Alfred Kelley moves from Cleveland to Columbus. (NCAB)
- ca. 1830 Kilbourne's Road laid out between Sandusky City and Upper Sandusky, Ohio; in 1832, it is diverted to pass through York Cross Roads, now Bellevue. (Baughman)
- 1830 National Road opens to Zanesville, Ohio, using much of the alignment of Zane's Trace of 1796; it is the first part to be macadamized. (Raitz)
- 1830 \$60,000 appropriation is used to build the National Road for 16 miles east and 12 miles west of Indianapolis. (Esarey)
- 1830 Indiana act makes one Canal Commissioner the Commissioner of the Canal, the second a Commissioner of Contracts, and the third the Commissioner of Accounts; also creates the office of Chief Engineer. (Clark - verify PL)
- 1830 Joseph Ridgway, an Ohio engineer, surveys for a canal along the Maumee and Wabash Rivers from the Ohio state line to the Tippecanoe River north of present-day Lafayette. (Fatout)

- 1830 Howard Stansbury (1806-1863) of the U.S. Engineers, surveys the Wabash-Maumee line from the Maumee Rapids to the mouth of the Auglaize River in Ohio, and between Lake Michigan and the Wabash River; he also rules that a canal along the Whitewater River is impracticable. (Fatout)
- 1830 Territorial Road laid out from Ypsilanti, Mich., on the Chicago Military Road from Detroit to St. Joseph on Lake Michigan through the second tier of counties; it becomes the main conduit for settlers, generating important towns such as Ann Arbor, Jackson, Battle Creek and Kalamazoo; it will define the later Michigan Central Railroad and I-94 corridor. (Dunbar)
- 1830 Coal is first mined from the Pittsburgh Seam at Bellaire, Ohio; it is taken to Maysville, Ky., by flatboat, beginning the Ohio coal trade. (Eavenson, Gephart)
- 1830 Cincinnati is largest city in the Midwest with 30,000. (Pate)
- 1830 Population of Michigan is at 31,640, up from 8,765 in 1820; over the next decade it will increase nearly 7 times, the largest percentage increase in any state or territory; most of the settlers come from New England or the Yankee settlements in western New York, giving southern Michigan a strong New England cast. (Dunbar)
- 1830 Frankfort, Ind., platted; settled earlier by three German brothers, John Pence (1800-1882), William Pence and Nicholas Pence. (Claybaugh)
- 1830 South Bend, Ind., platted (?)
- 1830 The settlement at the South Bend of the St. Joseph's River, formerly St. Joseph's and then Southold, is named South Bend. (wiki)
- 1830 Two men named Masters and Tipsorf make the first runs up the St. Josephs River as far as South Bend in a keelboat. (HistStJosCo)
- 1830 With the failure of the Bank of the Commonwealth, there are no state banks left in Kentucky and only the branches of the Bank of the United States in Louisville and Lexington. (Duke)
- 1830 Bank of England reduces the interest on the public debt from 4% to 3½%. (Francis)