

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

By Christopher T. Baer

1831

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All data subject to correction and change

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| Jan. 1, 1831 | Henry R. Campbell reports to the Canal Commissioners that the cost of a branch railroad to West Chester will be \$88,021. (HazReg) |
| Jan. 1, 1831 | Work begins on arching Western Division Canal tunnel at Tunnelton. |
| Jan. 2, 1831 | New Castle & Frenchtown Railroad orders its first locomotive from Robert Stephenson & Co. (Bell) |
| Jan. 3, 1831 | Meeting held at Phoenixville in favor of a railroad between Philadelphia and Reading. (Lewis) |
| Jan. 4, 1831 | Pennsylvania act repeals Feb. 4, 1830 act requiring state to repay \$90,000 to Philadelphia Bank, \$62,500 to Farmers & Mechanics Bank and \$50,000 to Bank of North America, with money diverted to public works. (PL) |
| Jan. 4, 1831 | B&O publishes a notice offering a \$4,000 prize for the best locomotive to be delivered by June 1, with \$3,500 as a second prize. (Reizenstein) |
| Jan. 7, 1831 | Convention held in Newark to promote New Jersey Atlantick Railroad, to run from Jersey City through Trenton to a point on the Delaware River opposite Wilmington; John P. Jackson, presiding; paper reports have made an alliance with the Delaware & Raritan Canal forces for mutual support in the Legislature. (NwkSntFrdm) |
| Jan. 8, 1831 | Pennsylvania act orders transfer of \$53,433 unappropriated balance from loan of Mar. 13, 1830 in Internal Improvement Fund to public works. (PL) |
| Jan. 8, 1831 | Maj. John Wilson reports to West Chester meeting on survey of railroad to join Philadelphia & Columbia Railroad. (CCHS) |

- Jan. 10, 1831 Major flood in the Lehigh River; highest since 1821. (BucksCoHS:6)
- Jan. 11, 1831 N.J. Assembly defeats the Delaware & Raritan Canal Company's bill permitting a railroad along its banks, 24-23. (Cranmer)
- Jan. 12, 1831 Pennsylvania act authorizes \$250,000 six-month temporary loan. (PL)
- Jan. 12, 1831 Conemaugh, Pa. (now Johnstown) incorporated as a borough. (Storey)
- Jan. 15, 1831 Cook County, Illinois, created from part of Putnam County with county seat at Chicago. (Long)
- Jan. 15, 1831 Mail is first carried unofficially on the South Carolina Canal & Railroad Company, although this is disputed. (Long/Dennis)
- Jan. 1831 Bill introduced in the N.J. Assembly by which the Camden & Amboy Railroad is to give the state 2,000 shares in return for exclusive privileges; the bill is modified to a gift of 1,000 shares in return for chartering no other railroad to operate between New York and Philadelphia; if such a road is chartered, the 1,000 shares must be returned to the company. (Cranmer)
- Jan. 1831 Canal boat *Wyoming* on its return trip to Wilkes-Barre with 15 tons of merchandise, is frozen in at New Buffalo; the cargo is carried to Wilkes-Barre by sleds. (Harvey)
- Jan. 1831 A. J. Reeside & Slaymaker begin running stages between Philadelphia and Pittsburgh via the "Glade Turnpike" through Somerset west of Bedford. (HistBdfdSsetFltn)
- Jan. 1831 An anonymous "stockholder" of the Delaware & Hudson Canal Company, assumed to be John Wurts ingenuously claiming to have no connection with the management, publishes *Views of a stock-holder, in relation to the Delaware & Hudson Canal Company* defending the value and future prospects of the company in what becomes a three-way pamphlet war with the Morris Canal and Delaware & Raritan Canal over which will supply coal to the New York market. (Pam)
- Jan. 18, 1831 New Brunswick Steam Boat & Canal Transportation Company incorporated in N.J.; given right to operate on Delaware and Raritan Rivers and any canal connecting them. (PL)
- Jan. 18, 1831 B&O Board authorizes competition for best American locomotive; to have a four-foot wheelbase for tight curves. (Dilts)
- Jan. 19, 1831 New Jersey Council passes supplement sought by Delaware & Raritan

Canal, permitting it to build a railroad along its canal between the Delaware and Raritan Rivers, against strong opposition of Camden & Amboy Railroad. (CnclMin, Thompson)

- Jan. 19, 1831 Lykens Valley Railroad & Coal Company organized at Millersburg; Quaker merchant Thomas Pim Cope elected Pres.; directors include Simon Gratz, Simon Sallade, Henry Sheaffer, and Samuel Fanner of Millersburg. (MB)
- Jan. 21, 1831 Paterson & Hudson River Railroad incorporated in N.J. to build from the manufacturing town of Paterson to a point on the Hudson River opposite New York. (PL)
- Jan. 22, 1831 Benjamin H. Latrobe, Jr., and Jonathan Knight report to B&O Board on survey for branch to Washington; Dr. William Howard and William Gibbs McNeill report on nearly identical survey to Maryland Legislature in favor of a state railroad; B&O Pres. Thomas lays opposition to combination of C&O Canal and Baltimore & Susquehanna Railroad. (AR, Dilts)
- Jan. 1831 Railroad meeting held at Carlisle, Pa. (Majewski)
- Jan. 24, 1831 According to Edwin A. Stevens, incorporators of the New Brunswick Steam Boat & Canal Transportation approach Edwin A. Stevens to join with them to buy the steamboat *Napoleon* and the sloop *James Bennet*. (2 Halsted 374)
- Jan. 27, 1831 Illinois passes an act for a \$100,000 state loan to pay the state's debts and redeem bank paper; the entire amount is borrowed from Samuel Wiggins of Cincinnati; the total loss from operation of the State Bank of Illinois is \$300-500,000; there is no bank in the state from 1831 to 1835. (PL, Dowrie, Garnett)
- Jan. 28, 1831 Illinois issues its first railroad charter in St. Clair County. (PL, Smith)
- Jan. 29, 1831 Meeting in favor of New Jersey Atlantic Railroad at Newark. (NwkSntFrdm)
- Winter 1831 William P. Farrand (1777-1839) of Philadelphia, acting as agent for the Lycoming Coal Company controlled by Matthew C. Ralston, begins building an iron works at Farrandville on the West Branch of the Susquehanna River; includes a cupola furnace and nail works and a small steamboat to tow coal; \$70,000 spent to no effect. (Sipes - probably 1832, Knowles - note that the Lycoming Coal Co. is not yet incorp. and the Lycoming Navigation, Railroad & Coal Company was at Ralston on Lycoming Creek, not Farrandville)

- Feb. 1, 1831 N.J. Assembly passes the Delaware & Raritan Canal bill, 36-9, but without the powers to build a railroad; on the same day, the Assembly takes up the Camden & Amboy bill. (Cranmer)
- Feb. 1, 1831 Third meeting in favor of New Jersey Atlantic Railroad at Newark; the Newark *Centinal of Freedom* reports “perfectly good feeling” between the Delaware & Raritan Canal Company and the New Jersey Atlantic. (NwkSntFrdm)
- Feb. 1, 1831 New Brunswick Steam Boat & Canal Transportation Company opens books for 200 shares at \$500 each; taken by James Bishop, Isaac Fisher, Richard & Hatfield, C. & J. Dunham, Lawrence Fisher, Miles C. Smith and John D. Hager. (2 Halsted 374)
- Feb. 2, 1831 Bill reported in N.J. Assembly for East Jersey Railroad; designed to divided backers of New Jersey Atlantic Railroad. (NwkSntlFrdm)
- Feb. 3, 1831 New Jersey Council passes the supplement to charter of Delaware & Raritan Canal Company, making it law, but without railroad powers and forbidding construction of any railroad within five miles of canal before canal is done; D&R will have first refusal to build railroad after that; the Camden & Amboy bill passes the Assembly, 35-9; the supporters of the two companies are now working in tandem; the Camden & Amboy can provide the money to help build the canal, while the Delaware & Raritan has the political clout to get the railroad the necessary protective monopoly to shelter the two enterprises. (PL, Cranmer)
- Feb. 3, 1831 George Mortimer Pullman (1831-1897), sleeping car inventor, born at Brocton, N.Y. (DAB)
- Feb. 4, 1831 Supplement to Camden & Amboy Railroad charter passes the Council, 13-1, and becomes law; grants 1,000 shares of stock to state with power to name one director in return for protection from any railroad being built within three miles for nine years; stock is to revert to the company if any competing railroad is built; Camden & Amboy to pay state 10 cents per passenger on through traffic; act does not affect any railroad built between Jersey City and the Raritan River or Camden to Salem. (PL, Digest, Cranmer)
- Feb. 4, 1831 Ohio act authorizes the governor to erect toll gates on the National Road to pay for maintenance. (Jordan - verify PL)
- Feb. 7, 1831 Maryland act authorizes Baltimore & Susquehanna Railroad to build a branch to Westminster. (PL)
- Feb. 7, 1831 Maryland act authorizes a issue of state bonds to pay the state

- subscriptions to the B&O and Chesapeake & Ohio Canal. (PL)
- Feb. 8, 1831 Meeting held in Newark to protest passage of Delaware & Raritan Canal and Camden & Amboy Railroad bills. (NwkSntFrdm)
- Feb. 9, 1831 Elizabethtown & Somerville Railroad incorporated in N.J. to build from Elizabethport to Somerville and first step in a line towards the Lehigh and/or Lackawanna Coal Fields; first component of the later Central Railroad Company of New Jersey (CNJ). (PL, ICC)
- Feb. 10, 1831 Maryland Legislature issues resolution against Pennsylvania Canal dams obstructing the Susquehanna River. (PL)
- Feb. 10, 1831 In Congress, Rep. Joseph Hemphill of Pa. makes a report against Pres. Jackson's vetoes of aid to improvement projects; asserts that the Maysville Road and Washington Turnpike are truly of a national character; offers a resolution that the Federal government continue to fund internal improvements both by direct spending and subscriptions to internal improvement companies chartered by the states. (Rept)
- Feb. 10, 1831 A "stockholder" of the Morris Canal & Banking Company publishes an attack on the Delaware & Hudson Canal Company in response to the earlier defense of that company by John Wurts, as the rivalry among the canals hoping to supply New York City with anthracite coal increases. (Pam)
- Feb. 10, 1831 Indiana act declares the West Fork of the White River a public highway as far up as Yorktown in Delaware County. (Dunn)
- Feb. 12, 1831 "Act of Union" uniting the Camden & Amboy Railroad and Delaware & Raritan Canal Company passes the N.J. Assembly, 32-13. (Cranmer)
- Feb. 12, 1831 West Jersey Railroad & Transportation Company incorporated in N.J. to build from Camden to Lower Penns Neck in Salem County, taking the lower part of the route of the New Jersey Atlantick Railroad. (PL)
- Feb. 14, 1831 Books opened for the Commercial Bank of Cincinnati, incorporated in 1829. (Huntington)
- Feb. 15, 1831 By "Act of Union" or "Marriage Act," passed by the Council, 10-4, the Camden & Amboy Railroad and Delaware & Raritan Canal stocks are equalized and amalgamated as the "Joint Companies"; each retains own organization and officers, but all important decisions are to be made by a Joint Board; sets maximum fare of \$3.00 New York-Philadelphia; both projects must be finished by 1838 or both charters will be forfeit. (PL, Cranmer)

- Feb. 15, 1831 N.J. Assembly postpones action on New Jersey Atlantick Railroad to next session; combined with the "Marriage Act," this creates outrage across the northern part of the state, especially in Jersey City, Newark and Elizabethtown. (AssyMin, Cranmer)
- Feb. 15, 1831 Lykens Valley Railroad & Coal Company Board appoints a committee to interview Enoch Lewis for the post of Engineer; appoints Simon Sallade Superintendent. (MB)
- Feb. 15, 1831 Illinois act permits substituting a railroad for the Illinois & Michigan Canal with the assent of the federal government. (PL, Smith)
- Feb. 15, 1831 Effingham County, Illinois, created from parts of Crawford and Fayette Counties; not fully organized. (Long)
- Feb. 16, 1831 New Jersey Legislature passes joint resolution requesting Secretary of War to permanently assign Lt. William Cook to Camden & Amboy Railroad. (PL)
- Feb. 16, 1831 Maryland Internal Improvement Act authorizes state subscription of \$100,000 to Baltimore & Susquehanna Railroad, providing \$350,000 is subscribed by private parties; state is to name one director. (PL)
- Feb. 16, 1831 Trenton Delaware Falls Company incorporated in N.J. to build a water power canal from Scudders Falls to Trenton. (PL)
- Feb. 16, 1831 Seat of Tazewell County, Illinois, changed from Mackinaw to Pekin. (Long)
- Feb. 17, 1831 Philadelphia, Germantown & Norristown Railroad incorporated to build a local line between Norristown and Philadelphia. (PL)
- Feb. 17, 1831 Duff Green publishes in his *United States Telegraph* VP John C. Calhoun's own account of his secret opposition to then Gen. Jackson's invasion of Florida in 1818; the break between Jackson and Calhoun is final, ending Calhoun's hopes of succeeding to the presidency and making Martin Van Buren of New York the heir apparent; it also leaves Pennsylvania's Family Party faction without influence in Washington and revives the Amalgamation faction led by James Buchanan; however, Van Buren hopes to build a new organization in Pennsylvania on the wreckage of both factions. (McDougall, Klein)
- Feb. 18, 1831 West Chester Railroad Company incorporated in Pa. to build from West Chester to junction with Philadelphia & Columbia Railroad. (PL, Val)

- Feb. 18, 1831 Danville & Pottsville Railroad receives letters patent. (PaArch)
- Feb. 1831 Second meeting in Newark in favor of New Jersey Atlantick Railroad. (Freeman)
- Feb. 20, 1831 Bank of the United States announces that it will sell bills of exchange on Europe, even though they have fallen to very low levels because of the fears of revolution and war, to encourage American importers to buy manufactured goods cheaply. (Govan)
- Feb. 21, 1831 Associates of the Jersey Company appoint R.H. Nevins, Lewis Atterbury and George Griswold a Committee on Railroads in association with the New Jersey Atlantick project. (MB)
- Feb. 22, 1831 Maryland authorizes B&O to build a branch to Washington. (PL)
- Feb. 23, 1831 Maryland appoints commissioners to personally remonstrate with the Pennsylvania Legislature against the obstructions caused by the state dams in the Susquehanna River. (PaArch)
- Feb. 23, 1831 Western portion of Long Bridge over Potomac River at Washington carried away by ice freshet when river ice breaks up; directors meet next day and resolve to rebuild, but company had never earned 6%, and bridge is not replaced until 1835; replaced in interim by a ferry. (NatIntlgncr)
- Feb. 24, 1831 Sensing that the drift of the Jackson Administration is inimical to the interests of Pennsylvania, state Republican leader Charles J. Ingersoll introduces resolutions in the state legislature against nullification, and in favor of the tariff, federal aid to internal improvements and the Bank of the United States; those on nullification and the tariff are passed, but the others are postponed indefinitely. (Govan)
- Feb. 25, 1831 Delaware & Raritan Canal Company revises Delaware River terminus to be at Bordentown. (MB)
- Feb. 25, 1831 Bank of Norwalk incorporated in Ohio with a capital of \$100,000. (Huntington)
- Feb. 28, 1831 Holmes Hutchinson reports on the survey of the Black River Canal between Rome and High Falls, N.Y., using inclined planes as on the Morris Canal; uses 40 miles of river navigation between High Falls and Carthage. (Sweet)
- Feb. 28, 1831 Ashtabula, Ohio, incorporated as a village. (ashtcohs.com)
- Mar. 1, 1831 Allen County, Ohio, fully organized with county seat at Lima. (Long)

- Mar. 2, 1831 Act of Congress authorizes B&O to extend branch into District of Columbia by using the city streets, but no further west than 7th Street. (Digest)
- Mar. 2, 1831 Juniata County, Pa., created from the southern part of Mifflin County with county seat at Mifflintown. (Beitel, Long)
- Mar. 2, 1831 Act of Congress appropriates \$100,000 for the National Road west of Zanesville, \$2,700 for unpaid bills between Wheeling and Zanesville, \$265,000 for arrearages on the surveys between Zanesville and St. Louis, \$75,000 for grading in Indiana, and \$66,000 for grading in Illinois. (CongGlobe)
- Mar. 2, 1831 Congress ratifies the transfer of the completed portions of the National Road in Ohio to the State. (Lee/Columbus)
- Mar. 2, 1831 Allegan County, Mich., created from part of Barry County and non-county area; attached to Cass County; Montcalm County, Ottawa County and Kent County created from Michilimackinac but not fully organized. (Long)
- Mar. 3, 1831 Guest, Lewis & Co. of the Dowlais Iron Works bills the Camden & Amboy Railroad for rolling the first T-rails at £8 per ton; also £20 for making the rolls to roll the rails with. (PRRColExpo)
- Mar. 3, 1831 Lima, Ohio, platted; the name is chosen from 15 drawn from a hat. (Rusler)
- Mar. 4, 1831 Virginia act authorizes a lottery to raise \$30,000 to complete the Clarksburg-Point Pleasant Road. (PL)
- Mar. 6, 1831 Stephen Girard subscribes \$200,000 to Danville & Pottsville Railroad, two-thirds of the total; Girard's bank also extends a loan of \$20,000. (Hoffman, DAdams)
- Mar. 6, 1831 Shamokin Dam damaged by an ice freshet. (HazReg)
- Mar. 12, 1831 Village of Bronson platted on the site of Kalamazoo, Mich. (Durant)
- Mar. 14, 1831 Guest, Lewis & Co. of the Dowlais Iron Works write to Francis B. Ogden, agent in England of the Camden & Amboy Railroad, that they are proceeding with the order for T-rails but that the work "is attended with a great deal of trouble, which retards our progress." (PRRColExpo)
- Mar 15, 1831 Mohawk & Hudson Railroad orders first locomotive and two 12 HP

stationary engines for inclined planes from West Point Foundry Association. (RRH)

- Mar. 1831 Work on the Delaware & Raritan Canal begins in earnest. (Cranmer)
- Mar. 1831 Stephen H. Long joins with Gen. ___ Parker, George D. Wetherell, Richard Harlan and William Norris (1802-1867) to form the American Steam Carriage Company to manufacture Long's patented "Locomotor," a 3.5 ton anthracite burning locomotive; first model is built by Phoenix Foundry in Kensington and placed on the NC&F later in the year. (RRGaz)
- Mar. 1831 Baltimore & Susquehanna Railroad orders first locomotive from George Stephenson & Co. (Wilson)
- Mar. 1831 "Investigator" issues a pamphlet attacking the Delaware & Hudson Canal Company and its Pres. John Bolton for charging high prices for what he alleges is an inferior type of coal compared to that from the Schuylkill or Lehigh Regions. (Pam)
- Mar. 1831 Virginia House defeats a \$1,236,500 loan for internal improvements, 57-66, along sectional lines; \$650,000 had been earmarked for improving the James River with locks and dams from Maiden's Adventure to Lynchburg and \$200,000 for improvements from the Blue Ridge Canal to Covington. (Hunter/Dooley - see Niles 3/12)
- Mar. 1831 With the fear of a new European war past, European prices for American agricultural staples decline and southern and western producers withhold them from market until prices rise in the fall. (Govan)
- Mar. 16, 1831 Pa. Legislature passes a joint resolution in favor of rechartering the Bank of the United States. (Govan)
- Mar. 17, 1831 Engineer Henry G. Sargent reports on a survey for improving the Chemung and Susquehanna Rivers in New York State. (Sweet)
- Mar. 18, 1831 Danville & Pottsville Railroad organized at Philadelphia; Daniel Montgomery (1765-1831) of Danville elected Pres.; vote to secure Moncure Robinson as Chief Engineer. (MB)
- Mar. 18, 1831 Washington & Pittsburgh Railroad incorporated in Pa. to build from Pittsburgh to Washington, Pa., on the National Road. (Crumrine)
- Mar. 19, 1831 North Western Turnpike Company incorporated in Va. to build from Winchester in the Shenandoah Valley across the mountains to Parkersburg on the Ohio River; is located as far as Clarksburg later in the year by Claude Crozet and Charles B. Shaw (1800-1870). (PL, VaBPW)

- Mar. 20, 1831 First section of Delaware Division Canal opens between Bristol and New Hope, Pa.; low water because the level of the intake was improperly located by engineer Henry G. Sergent renders the canal barely navigable. (CC)
- Mar. 21, 1831 Gov. George Wolf signs the Internal Improvement Act passed on Mar. 12 with written reservations; authorizes completion of 20 miles at east end of Philadelphia & Columbia Railroad, City of Philadelphia is to build a railroad on Broad Street from Vine to Cedar Street with branches; construction of Allegheny Portage Railroad, excluding summit tunnel recommended by Moncure Robinson; completion of Eastern Division between Middletown and Columbia; extension of Juniata Division Canal from Huntingdon to Hollidaysburg; Wyoming Line of North Branch Division from Nanticoke Pool to Old Forge; Lycoming Line of West Branch Division between Muncy and Lock Haven, including Lewisburg and Bald Eagle Side Cuts; Beaver Division between Beaver and New Castle; Franklin Line of French Creek Division consisting of slackwater between Franklin and French Creek Feeder; \$125,000 for relief of companies comprising the Southern Turnpike between Harrisburg and Washington, Pa.; authorizes permanent loan of \$2,483,162; Gov. Wolf decries adding new project, but respects the will of the people's representatives; he also urges them to provide new taxes to fund the state debt; the entire loan is taken by the Bank of Pennsylvania at a 6% premium. (PL, PaArch)
- Mar. 21, 1831 Little Schuylkill & Susquehanna Railroad incorporated in Pa. to build from the head of the Little Schuylkill Railroad above Tamaqua to Catawissa on the North Branch of the Susquehanna River; follows one of the routes previously surveyed by Moncure Robinson for the Canal Commissioners; charter secured through the efforts of Col. Joseph Paxton of Catawissa, who had accompanied the Robinson survey, Nicholas Biddle, and Edward R. Biddle. (PL, Rdg CorpHist, USRR&MR)
- Mar. 22, 1831 Books opened for the West Chester Railroad; all 2,000 shares taken in a half hour. (AR, HazReg)
- Mar. 22, 1831 Staunton & Potomac Railroad incorporated in Virginia to build down the Shenandoah Valley from Staunton to a connection with the B&O on the Potomac River. (PL)
- Mar. 24, 1831 Philadelphia Select Council adopts a compromise calling for either a railroad of edge rails (which would stick up above the pavement) or a "tramroad" (plain flat granite sills set flush with the pavement for wagon wheels to run on) for the city tracks. (Schwartz)

- Mar. 25, 1831 Commonwealth of Pennsylvania imposes tax on personal property and a 1-mill surcharge on county taxes for five years to cover shortfalls in public works spending; a proposed tax on coal mined and a proposal to allow the Canal Commissioners to sell surplus water power fail to pass the Legislature. (PL)
- Mar. 25, 1831 Juniata Division Canal opens between Lewistown and Newton Hamilton. (CC AR implies this date for NH-Huntingdon-recheck!!)
- Mar. 26, 1831 Rochester Canal & Railroad Company authorized to build a branch canal or railroad from the Erie Canal in Rochester to the head of navigation on the Genesee River. (PL, Peck)
- Mar. 28, 1831 West Chester Railroad receives letters patent. (PaArch)
- Mar. 28, 1831 South Bend, Ind., platted by Lathrop Minor Taylor (-) and Alexis Coquillard (-). (Howard)
- Mar. 30, 1831 Commonwealth of Pennsylvania authorizes an additional \$300,000 temporary loan for Public Works, including towpath along Nanticoke Pool; also taken by the Bank of Pennsylvania at a 6% premium. (PL, PaArch)
- Mar. 30, 1831 Pennsylvania legislative resolution calls for outlet lock on Juniata Division Canal opposite mouth of Tuscarora Creek. (PL)
- Mar. 30, 1831 Canal Commissioners appoint Sylvester Welch as Principal Engineer for Allegheny Portage Railroad, with Moncure Robinson as Consulting Engineer, under supervision of Samuel Jones, Superintendent of Western Division Canal, who thus becomes first Superintendent of the Portage Railroad. (CC)
- Mar. 30, 1831 Bald Eagle & Nittany Valley Turnpike & Railroad Company incorporated in Pa. to build from Shanks Bridge on the Bald Eagle Creek to a point on the Bellefonte and Great Island Road. (PL)
- Mar. 30, 1831 Engineer Charles DeHass reports on a survey for the Washington & Pittsburgh Railroad; little or no money is subscribed, and the charter is allowed to lapse. (Crumrine)
- Mar. 31, 1831 Francis B. Ogden, agent of the Camden & Amboy Railroad in England, writes to Robert L. Stevens that he will go to Cardiff to inspect the T-rails. (PRRColExpo)
- Mar. 31, 1831 Baltimore & Susquehanna Railroad Board authorizes the purchase of a British locomotive. (MB)

- Mar. 31, 1831 Trowbridge & Ogden of Cleveland advertise the Ohio Line of boats on the Ohio Canal, offering through routing and billing via the Erie Canal to New York. (ClevIndHrld)
- Apr. 1, 1831 John Barber of Columbia appointed Superintendent of Philadelphia & Columbia Railroad and Maj. John Wilson Chief Engineer. (Ellis/Evans - verify!!!)
- Apr. 1, 1831 Pennsylvania Legislature passes a resolution in favor of a federal subscription of \$1 million to the Chesapeake & Ohio Canal providing it is used to build the Western Division at Pittsburgh. (HazReg)
- Apr. 1, 1831 A. J. Reeside and Samuel Slaymaker establish stage coach service between Philadelphia and Pittsburgh running via Somerset, Pa. (HistSset/Bedfd)
- Apr. 1, 1831 Grant County, Indiana, created from parts of Adams New Purchase, Madison County and non-county area with county seat at Marion. (Long)
- Apr. 2, 1831 Southwark Railroad Company incorporated in Pennsylvania to build from the terminus of the City Railroad at Broad & Cedar (South) Streets to the Delaware River in Southwark. (PL)
- Apr. 2, 1831 Philadelphia & Delaware County Railroad incorporated in Pennsylvania to build from Philadelphia to the state line in the direction of Wilmington. (PL)
- Apr. 2, 1831 Cumberland Valley Railroad Company incorporated in Pennsylvania to build from a point opposite Harrisburg (Lemoyne) to Carlisle; incorporators include Judge Frederick Watts (1801-1889), Samuel Alexander, Charles B. Penrose (1798-1857), William Biddle, Thomas G. McCullough (1785-1848), Thomas Chambers, Philip Berlin and Lewis Harlan; the Carlisle branch of the Biddle family comes to have a controlling interest, and Thomas Biddle & Co. of Philadelphia handles its finances. (PL, Val, HWest)
- Apr. 2, 1831 Virginia act restructures the Board of Public Works, eliminating the 10 regional civilian representatives of each section of the state, reducing it to the Governor, Lieutenant Governor and State Treasurer; also cuts the salary of Principal Engineer Claudius Crozet, who had favored the Trans-Alleghany interests, from \$3,500 to \$2,500. (PL, Hunter/Dooley)
- Apr. 2, 1831 Youngstown, Pa., incorporated as a borough in Unity Township, Westmoreland County; is a trade center on the road between Ligonier and Greensburg at the western foot of Chestnut Ridge. (Albert)

- Apr. 4, 1831 Pa. legislative resolution directs Canal Commissioners to decide whether act of Feb. 19, 1801 declaring Susquehanna River a public highway to Maryland state line has been violated by construction of Shamokin, Nanticoke and Muncy Dams as charged by Maryland; second resolution calls for chute in the east side of Shamokin Dam. (PL)
- Apr. 4, 1831 Committee of Lykens Valley Railroad & Coal Company rejects appointment of Enoch Lewis (1776-1856) as Chief Engineer after an interview; Board appoints William Hanlin as Engineer at \$5 a day. (MB)
- Apr. 4, 1831 Charter supplement authorizes Beaver Meadow Railroad & Coal Company to extend its railroad down the Lehigh River to Easton. (PL)
- Apr. 4, 1831 Rock Cabin & Tangascootack Railroad incorporated in Pa. to build from Rock Cabin down Tangascootack Creek to the Susquehanna River. (PL)
- Apr. 4, 1831 Baltimore ordinance permits B&O to extend down Pratt and President Streets to city property at the City Block east of Jones Falls; tracks to be operated by horse power. (Digest)
- Apr. 4, 1831 Pennsylvania act provides for placing tolls and providing for maintenance of that portion of the National Road in the state, provided the federal government pays for its initial repairs and macadamizing and agrees to turn it over to the states. (Plummer, Searight)
- Apr. 5, 1831 Pennsylvania Canal Commissioners combine Philadelphia & Columbia Railroad and Eastern Division Canal under John Barber, Superintendent. (CC)
- Apr. 5, 1831 Philadelphia, Germantown & Norristown Railroad receives letters patent. (PaArch)
- Apr. 5, 1831 Henry Martyn Hamilton (1831-1907), co-founder of Grinnell, Iowa, and promoter of the National Railway between New York and Philadelphia, is born. (findagrave)
- Apr. 5, 1831 Lynchburg & New River Railroad incorporated in Virginia to build towards the southwestern part of the state and down the New River to the Kanawha; the state fails to appropriate money in the next session, throwing most of its resources the James River-Kanawha canal and killing the project. (PL, Wolfe)
- Apr. 6, 1831 Burlington ordinance grants the Camden & Amboy Railroad the right to occupy the center of Broad Street for \$100 per year; speed is limited to 6 MPH. (Woodward, Schermerhorn)

- Apr. 6, 1831 James D. Harris appointed Principal Engineer on the Lycoming Line of the West Branch Division Canal. (Cummings)
- Apr. 6, 1831 New York Assembly fails to postpone consideration of a resolution opposing the recharter of the Bank of the United States, 55-55. (Wilburn)
- Apr. 7, 1831 Western Division Canal opens for full service to Johnstown; before Allegheny Portage Railroad is finished in 1834, most freight leaves the canal for the Huntingdon, Cambria & Indiana Turnpike Road at Blairsville, and the canal between Blairsville and Johnstown is barely used; turnpike runs on high ground to avoid deep narrows through Laurel Run and Chestnut Ridge; Johnstown is in an isolated valley without good roads. (or 5/1831? check CC rept)
- Apr. 8, 1831 West Chester Railroad charter supplement authorizes construction of a branch to intersect Philadelphia & Columbia Railroad east of the eastern branch of Brandywine Creek. (PL)
- Apr. 8, 1831 Ground broken for Danville & Pottsville Railroad near Pottsville, Pa.; designed to cross Broad Mountain to reach coal lands owned by Stephen Girard.
- Apr. 8, 1831 Winchester & Potomac Railroad incorporated in Va. to build from Winchester and Harpers Ferry; the state is to take one-fifth of the \$300,000 capital stock. (PL)
- Apr. 9, 1831 New York Assembly passes a joint resolution against the recharter of the Bank of the United States, 73-35; Thomas W. Olcott of the Farmers & Mechanics Bank of Albany, the bank of the Albany Regency, has been exerting pressure to get the resolution passed; support for the bank is mostly concentrated in New York City and the western counties; considerable pressure has been exerted on New York City members to abstain, but 8 members defy the Albany Regency. (Wilburn)
- Apr. 11, 1831 Steamboat *Robert Hanna* reaches Indianapolis on the White River from Cincinnati, towing a loaded barge, the first steamboat to ascend the river; it departs on Apr. 13, but it grounds on a bar at Hog Island a few miles below Indianapolis in low water and has to lay there stranded all winter before returning downstream; a second brief effort is made in 1865-66. (Esarey, Dunn, Hunter, Sulgrove)
- Apr. 12, 1831 Sylvester Welch begins final location of Portage Railroad, pitching camp near Lilley's Mill at the head of the Conemaugh River; Solomon White Roberts as Principal Asssistant Engineer, Patrick Griffin, surveyor; proceed down Conemaugh River. (SWRoberts)

- Apr. 12, 1831 New York Senate passes the joint resolution against recharter of the Bank of the United States, 17-12. (Wilburn)
- Apr. 12, 1831 Future transcontinental railroad builder Grenville Mellen Dodge (1831-1916) born to an impoverished but old Yankee family. (Hirshon)
- Apr. 13, 1831 John Wurts elected Pres. of the Delaware & Hudson Canal Company, replacing John Bolton, resigned for health; Bolton has also been at odds with the Wurts brothers; Wurts holds the office until 1858. (CntryofPrgrss)
- Apr. 15, 1831 Matthias Baldwin, now proprietor of a Philadelphia machine shop, places a miniature steam railroad in operation at Peale's Museum; Baldwin's first locomotive pulls two small passenger cars around a circular track.
- Apr. 1831 William Hasell Wilson named Principal Assistant Engineer of Eastern Division of Philadelphia & Columbia Railroad; J. Edgar Thomson does not return to Philadelphia & Columbia. (Wilson)
- Apr. 1831 First shipment of Stevens T-rail is shipped to New York on the *Charlemagne*. (PRRColExpo)
- Apr. 1831 Through his family's political connections, 18-year old Joel Barlow Moorhead (1813-1889) gets a contract for grading 1.5 miles of the Philadelphia & Columbia Railroad west of Paoli. (RyW)
- Apr. 1831 Mine Hill & Schuylkill Haven Railroad opens from Schuylkill Haven on the Schuylkill Canal to Mine Hill Gap above Minersville, opening the lands of the New York & Schuylkill Coal Company; traffic for the year amounts to 17,559 tons. (AR, Rdg Val)
- Apr. 1831 Daily stage established between Philadelphia and Wilkes-Barre. (WyoHrld)
- Apr. 16, 1831 Bank of Pennsylvania takes \$2,483,161 of permanent loan of Mar. 21 at 6% premium.
- Apr. 16, 1831 Future PRR VP William B. Foster, Jr., writes to James D. Harris seeking a sub-assistant engineer's position on the West Branch Division Canal; it is probable that Harris became acquainted with the Foster family when locating the Western Division Canal in 1826. (Cummings)
- Apr. 18, 1831 NC&F authorizes purchase of first locomotive in England. (MB - Lewis Diary says 2 Stephenson locos)
- Apr. 18, 1831 William D. Lewis (1792-1881) notes 1,100 men at work on NC&F.

(Lewis Diary)

- Apr. 18, 1831 Lykens Valley Railroad & Coal Company appoints John Randel, Jr., to accompany Engineer William Hanlin on the survey between the Susquehanna River and Short Mountain. (MB)
- Apr. 19, 1831 Mount Carbon Railroad opens from Mount Carbon on Schuylkill Canal below Pottsville up east fork of Norwegian Creek to Wadesville and up west fork to Oak Hill; operated by animal power. (MinJrnl)
- Apr. 19, 1831 First Reform Bill is defeated in the House of Commons, resulting in the dissolution of Parliament and a general election that is won by reform advocates. (Stokes)
- Apr. 20, 1831 Notice of the Exchange Line running between New York and Philadelphia. (PRRColExpo)
- Apr. 20, 1831 The *Washington Globe* announces the resignation of the entire Cabinet; this is Secretary of State Martin Van Buren's solution to the Peggy Eaton affair that has paralyzed the Administration; as a widower, Van Buren has no qualms about socializing with Mrs. Eaton and secures his place as Jackson's heir and the removal of his enemies, particularly John C. Calhoun; the actual resignations take place between May and July. (Howe)
- Apr. 21, 1831 Thomas Handasyd Perkins (1764-1854) of Boston and wife visit William D. Lewis in Philadelphia; view NC&F. (Lewis Diary)
- Apr. 23, 1831 Ponchartrain Railroad, first in Mississippi Valley, opens on what is now Elysian Fields Avenue in the French Quarter of New Orleans, to Milneburg on Lake Ponchartrain (4.5 miles) with horse power; later part of Louisville & Nashville Railroad. (RRH 101)
- Apr. 25, 1831 West Chester Railroad organized; first directors elected. (Moore)
- Apr. 25, 1831 New York & Harlem Railroad incorporated to build from 23rd Street, New York City to Harlem River; first predecessor of NYC at New York City. (PL, GrnBk)
- Apr. 25, 1831 Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to extend through streets to City Block east of Jones Falls, not to be operated by steam power. (Digest)
- Apr. 26, 1831 New York act authorizes depositing the surplus of the Canal Fund in the country banks; the deposits are made by the Albany Regency on a partisan basis with the Regency's Mechanics & Farmers Bank of Albany as the chief beneficiary; the Regency is thus in a position to pressure the banks to

- oppose the recharter of the Bank of the United States. (PL, Seavoy)
- Apr. 27, 1831 Philadelphia City Council pledges to extend the City Railroad. (HazReg)
- Apr. 1831 David Leech's packet *DeWitt Clinton* runs from Pittsburgh to Johnstown in 40 hours. (PADA)
- Apr. 28, 1831 Bank of Pennsylvania takes entire \$300,000 permanent loan of Mar. 30 at 6% premium.
- Apr. 28, 1831 Philadelphia City Councils accepts the provisions of the State Improvement Act to build an extension from the Philadelphia & Columbia Railroad at Broad & Vine Streets to the southern city line at Cedar (South) Street. (HazReg, Schwartz)
- Apr. 30, 1831 Danville & Pottsville Railroad announces that Stephen Girard has subscribed to all remaining stock. (MB)
- Apr. 30, 1831 Little Schuylkill & Susquehanna Railroad opens books in Philadelphia. (PADA)
- Spring 1831 Young civil engineer Edward Miller sails from Philadelphia to examine railroads of England and Scotland for ideas for Portage Railroad; views Liverpool & Manchester and Cromford & High Peak and other railways. (Roberts)
- Spring 1831 Edward F. Gay named Principal Engineer of the Juniata Division Canal, replacing James Ferguson. (Africa - verify)
- May 1, 1831 James Neilson for himself and Edwin A. Stevens begins negotiating to buy a majority of the New Brunswick Steam Boat & Canal Navigation Company; 52% of stock taken by Edwin A. Stevens of Union Line (some of which is distributed to other Camden & Amboy and Delaware & Raritan directors) and 48% by the proprietors of the New Brunswick Steamboat Ferry Company. (2 Halsted 374, PL, Thompson)
- May 1, 1831 Pennsylvania Canal Commissioners adopt new schedule of tolls, reducing charges on many commodities; maximum charge 3 cents per ton-mile going inland and 1½ cents going towards tidewater. (CC)
- May 1, 1831 Seat of Boone County, Indiana, changed from Jamestown to Lebanon. (Long)
- May 2, 1831 Philadelphia investors led by William D. Lewis and Samuel Nevins take control of NC&F at annual meeting and elect four directors; John Janiver remains Pres. (LewisDiary)

- May 2, 1831 Principal Engineer James Ferguson and assistants John Bennet and Lord Butler begin surveys along both sides of the Lackawanna River. (WyoHrld)
- May 2, 1831 John P. Baily (1805-1874) is discharged as Engineer of the Mine Hill & Schuylkill Railroad upon completion of the work with the thanks of the Board. (MB)
- May 3, 1831 First West Chester Railroad Board meets; William Darlington elected Pres. and John Wilson appointed Chief Engineer; John P. Baily (1805-1874) Assistant Engineer. (MB)
- May 5, 1831 Danville & Pottsville Railroad appoints Moncure Robinson as Chief Engineer for Eastern Division after Robinson writes that he only has time to locate the road as far as the junction of the Danville and Sunbury Branches where the Centre Turnpike crosses Shamokin Creek; Robinson is about to leave for England, but agrees to supervise construction of Eastern Division next year; Board appoints committee to negotiate for use of Mount Carbon Railroad. (MB)
- May 6, 1831 Canal Commissioners authorize the construction of a wing dam and water wheel at New Hope to bail water from the Delaware River into the poorly-designed Delaware Division Canal. (CC)
- May 7, 1831 Danville & Pottsville Railroad secures Francis W. Rawle as Chief Engineer of Western Division. (MB)
- May 9, 1831 NC&F directors fix stone blocks at three feet on center; most to come from Port Deposit quarries. (Lewis Diary)
- May 9, 1831 Gen. Charles Gratiot assigns Maj. William Gibbs McNeill to survey the Paterson & Hudson River Railroad. (Hill)
- May 9, 1831 First promotional pamphlet printed advocating a railroad from Philadelphia to Reading up the west bank of the Schuylkill River. (Rdg)
- 1831 Reeside, Slaymaker & Co. takes over the entire stage line between Philadelphia and Pittsburgh; put on three lines of stages: a daily small stage running through in 2.5 days; a daily large stage running through in 4 days; a third line running every other day; plus a fourth line via the Northern Turnpike in under 4 days. (StdHistPitts)
- May 10, 1831 Reeside, Slaymaker & Co. begin a through stagecoach between Philadelphia and Wheeling; formerly went only as far as Washington, Pa., connecting with coaches on the National Road between Cumberland and

Wheeling. (HazReg)

- May 11, 1831 John Augustus Roebling (1806-1869) and his brother Karl Friedrich Roebling (1804-1837) leave Muhlhausen, Prussia, for the U.S. at the head of an emigre colony of 300; while politically liberal, they are mostly motivated by a desire for economic advancement; they intend to buy a large tract of land and found an agricultural community. (Schuyler)
- May 12-14 1831 Balance of Philadelphia & Columbia Railroad placed under contract, including inclined planes at Belmont and Columbia. (CC)
- May 12, 1831 First boat arrives at Huntingdon from Waynesburgh on the Juniata Division Canal. (Lytle)
- May 13, 1831 Juniata Division Canal opens between Newtown Hamilton and Huntingdon. (Blair Co. has first boats arr. Hunt. on 5/26! NO)
- May 13, 1831 NC&F contracts with George Steever of Baltimore for three passenger cars with Winans's friction wheels. (MB)
- May 14, 1831 Location of Allegheny Portage Railroad completed from Lilley's Mill to Johnstown. (Roberts)
- May 14, 1831 Derrick Bird launches the canal boat *Luzerne* at Wilkes-Barre; it is to run between Wilkes-Barre and Philadelphia; it is loaded with coal and run down the river to the North Branch Division Canal at Nanticoke. (Munsell, Harvey)
- May 1831 Canal Commissioners contract grading of middle section of Philadelphia & Columbia Railroad, construction of Columbia Bridge over the Schuylkill River, grading between Broad & Vine Streets and the river, and laying track on the parts already graded. (Wilson)
- May 1831 Canal boat *Merchants' Choice* arrives at Milton, Pa., on the West Branch Canal with 20 tons of merchandise, 9 days after leaving Philadelphia and saving \$400 in freight charges. (HistJuniata/Susq)
- May 16, 1831 Delaware & Raritan Canal Company reluctantly accepts Act of Union, having failed to get grant of railroad powers from last Legislature. (MB)
- May 16, 1831 Joint Board of Joint Companies organized; John Potter elected Pres. of Joint Board; Jeremiah H. Sloan (1800-1845) Secretary; appoint six-man Executive Committee. (MB)
- May 16, 1831 Camden & Amboy Railroad grants Robert L. Stevens \$6,000 per year as Chief Engineer; grants Lt. William Cook \$2,000 per year from date of

- John Wilson's retirement in Sep. 1830. (MB)
- May 16, 1831 First shipment of 36-pound T-rail rolled by Dowlais Iron Works of Wales for Camden & Amboy Railroad arrives at Philadelphia on *Charlemagne*; two-foot square stone sleepers ordered from Sing Sing State Prison in New York. (Watkins)
- May 16, 1831 New Brunswick Steam Boat & Canal Transportation Company meets; Edwin A. Stevens, George Abbe and James Neilson elected directors, replacing James Bishop, Charles Dunham and Frederick Richmond; Miles C. Smith Pres.; Abraham Schuyler Neilson, son of James Neilson, Treasurer; John D. Hager, Secretary; acquires steamboat *Napoleon*, under construction by James P. Allaire, from Union Line Stage & Steamboat Company; from this boat and its rapacious manner, it becomes popularly known as the "Napoleon Company"; also builds the freight sloop *James Bennet*. (2 Halsted 374, Thompson)
- May 16, 1831 New Castle & Frenchtown Railroad begins laying track. (MB)
- May 16, 1831 Danville & Pottsville Railroad authorizes Stephen Girard to contract for rails. (MB)
- May 16, 1831 David Leech of Blairsville and Charles Humphreys & Co. of Philadelphia, already shippers to the North and West Branches, form a through freight line between Philadelphia and Pittsburgh using the Union Canal and wagons between Waynesburg and Blairsville; run one boat daily; Philadelphia to Pittsburgh in 14-18 days at \$1.75 per cwt. (PADA)
- May 1831 W. Milnor Roberts joins Portage Railroad corps as Principal Assistant Engineer; begins location from Lilley's Mills east to Allegheny Summit. (Roberts)
- May 1831 Makeshift route between Philadelphia and West begins using Union Canal and the completed portions of the Main Line with turnpikes in lieu of Allegheny Portage Railroad.
- May 18, 1831 Camden & Amboy Railroad and Delaware & Raritan Canal Company file acceptance of the "Marriage Act" of Feb. 15, 1831. (NJCorp)
- May 19, 1831 Philadelphia Merchants Exchange Company organized at Stephen Girard's Bank for the purpose of building a formal exchange to replace the informal arrangements of the Merchants' Coffee House on 2nd Street; stockholders include Thomas Pim Cope, Joshua Lippincott, John Hemphill, William D. Lewis, Ashbel G. Ralston, John J. Borie, Matthew L. Bevan and John A. Brown. (Scharf)

- May 20, 1831 Surveys for western part of Portage Railroad completed. (CC)
- May 20, 1831 Marion, Ind., platted as the seat of Grant County. (HistGrantCo)
- May 20, 1831 Troops are finally removed from Fort Dearborn to Green Bay. (CHTaylor)
- May 23, 1831 Delaware & Raritan Canal Company Board approves consolidation of stock with Camden & Amboy Railroad. (MB)
- May 23, 1831 Philadelphia & Delaware County Railroad receives letters patent. (PaArch, Val)
- May 23, 1831 John P. Baily completes the final location of the West Chester Railroad. (AR)
- May 23, 1831 Martin Van Buren resigns as Secretary of State and is replaced by Edward Livingston (1764-1836) of Louisiana; Levi Woodbury (1789-1851) is named Secretary of the Navy, replacing John Branch (1782-1863). (wiki)
- May 25, 1831 Chief Engineer Francis W. Rawle begins surveys for western portion of Danville & Pottsville Railroad 12 miles east of Sunbury; works down to Sunbury and then to Danville, finishing on June 3. (PADA)
- May 25, 1831 Delaware & Hudson Canal Company stock has fallen to 58½ under attacks from rival companies. (CntryofPrgrss)
- May 26, 1831 West Chester Railroad placed under contract. (AR)
- May 26, 1831 First 5 boats arrive at Huntingdon from the East on the Juniata Division Canal. (Africa)
- May 26, 1831 Future New York broker Harvey Fisk (1831-1890) born at New Haven, Vt., son of Joel Fisk (1796-1856) and Clarinda Chapman Fisk (1803-1878). (ancestry.com)
- May 28, 1831 First construction contracts let for western portion of the Allegheny Portage Railroad; engineer corps moves to locating portion east of the summit. (Wilson, Roberts, Africa say 5/25 at Ebensburg)
- May 31, 1831 J. Edgar Thomson makes report on survey for Oxford Railroad Company of Chester County running from Philadelphia & Columbia Railroad at Parkesburg to Port Deposit via Cochranville and Oxford, including an inclined plane at the Susquehanna River; was to form part of a route between Philadelphia and Baltimore, but was superseded by PW&B. (HazReg, Ward)

- May 31, 1831 Public meeting held in Richmond, Va., to consider the threat of the B&O and Baltimore influence extending into Virginia and to support the Lynchburg & New River Railroad. (Hunter/Dooley)
- June 1, 1831 Existing steamboat operators Charles Hoyt and Curtis Peck buy out Cornelius Vanderbilt's New Haven steamboat line for \$30,000 to end competition. (Stiles)
- June 1, 1831 The canal boat *Wyoming* arrives at Bolton's wharf on the Schuylkill River waterfront with a cargo of flour from Wilkes-Barre via the Pennsylvania, Union and Schuylkill Canals; the first through trip. (HazReg)
- June 1, 1831 Ground down by three years of depression and unemployment, Welsh ironworkers march through the area around Merthyr Tydfil, intimidating officials and seizing goods confiscated from indebted workers in the six-day Merthyr Rising, the last armed uprising in Britain; it is finally put down by a small detachment of soldiers; a miner, Richard Lewis (1808-1831) aka Ric Penderyn, is hanged for a crime he did not commit as an example, stoking Welsh working class consciousness; many Welsh emigrate to the U.S. to work in the coal and iron industries, where their skills can command higher returns. (angelfire.com, wiki)
- June 2, 1831 Canal Commissioners approve first contracts for Frankstown Line of Juniata Division Canal between Huntingdon and Hollidaysburg; the refusal of Jacob Wertz to sell his land for the basin results in the terminus being moved from Frankstown to Hollidaysburg. (CC, Sell)
- June 3, 1831 John Janvier resigns as Pres. and director of NC&F after William D. Lewis criticizes him for interfering with Chief Engineer John Randel; the Janvier family retains an interest in the Citizens Union Line and uses this influence to favor the Chesapeake & Delaware Canal; James Booth (1789-1855) elected Pres. of NC&F, and Kensey Johns, Jr., a director, replacing Janvier. (MB, Holmes)
- June 1831 A small railroad about a half-mile in circumference is operated opposite the Eastern Penitentiary on Coates Street (now Fairmont); 12½ cents for two circuits. (PADA)
- June 4, 1831 Meeting held at Newtown, Bucks County, in favor of a railroad from Philadelphia to New York via Newtown and Taylorsville. (HazReg)
- June 7, 1831 Engineer William Hanlin presents his report and profile to the Lykens Valley Railroad & Coal Company Board, which orders more surveys. (MB)
- June 7, 1831 Books for Pennsylvania & Ohio Railroad opened at Beaver court house.

(Richard)

- June 7, 1831 Lawrence Manufacturing Company incorporated in Mass. by William Appleton, Nathan Appleton and Benjamin R. Nichols to manufacture woolen textiles; it makes Lawrence, Mass., further down the Merrimack, the great center of woolen manufacture, as Lowell is of cotton. (PL)
- June 8, 1831 Baltimore & Susquehanna Railroad holds test with two horses secured by harnesses between two cars, one forward and one behind, to keep them from stumbling over the sleepers or wandering off the track. (Scharf)
- June 1831 Herman Haupt enters West Point at age 14 through the influence of his local Congressman and family friend, the radical agrarian Democrat John B. Sterigerie (1793-1852); Haupt was appointed in 1830 when too young; at 4'-9", he is the youngest and one of the shortest cadets ever appointed; he initially racks up demerits and gains the hostility of Superintendent Sylvanus Thayer; however the military drill gives him great endurance and stamina and general good health. (Ward, Wilson, Haupt)
- June 11, 1831 Canal boat *James Clarke* launched at Huntingdon, Pa. (Lytle)
- June 13, 1831 "Railroad Grove" advertised at Arch Street west of Schuylkill 8th Street; locomotive built by __ Shields of Cincinnati runs on a circular track 925 feet in circumference; 12 cents for two circuits. (PADA)
- June 14, 1831 Mass meeting at the Capitol in Richmond hears the report of the Committee of Thirteen chaired by John Marshall which calls for the James River Company canal to have priority among state improvements as a state project; urges individuals to subscribe matching funds to the state appropriation. (Hunter/Dooley)
- June 15, 1831 William D. Lewis talks with Edwin A. Stevens; feels Camden & Amboy will progress very slowly; stone sleepers are contracted for at Cape Ann, Mass., and Sing Sing Prison. (Lewis Diary)
- June 1831 Mount Carbon Railroad completed from the mines above Pottsville to the Schuylkill Canal at Mount Carbon. (MinersJnrl - see 4/19)
- June 1831 Lord Butler (-) named Assistant Superintendent of the Wyoming Line of the North Branch Canal, replacing James P. Bull, resigned. (WyoHrld)
- June 1831 B&O places the remainder of the line to Point of Rocks under contract. (AR)
- June 16, 1831 New canal boat *James Clarke* owned by Williams & Miller runs excursion down Juniata Division for 13 miles from Huntingdon to Clintonville. (Haz

Reg)

- June 17, 1831 South Carolina Railroad's *Best Friend of Charleston* explodes, killing one; the first recorded U.S. locomotive boiler explosion. (Shaw)
- June 18, 1831 Robert Stephenson & Co. of Newcastle, England, completes a "Planet" class locomotive (c/n 25), now known as the *John Bull*, for the Camden & Amboy railroad; now oldest operable locomotive in world. (White)
- June 18, 1831 Pennsylvania Canal Commissioners approve first contracts for Wyoming Line of North Branch Division between Nanticoke Dam and Pittston. (CC)
- June 18, 1831 Embattled Secretary of War John H. Eaton finally resigns; he is replaced by Lewis Cass (1782-1866) on Aug. 1. (wiki)
- June 19, 1831 Philadelphia merchant and ironmaster Samuel G. Wright (1781-1845) proposes to furnish William D. Lewis with railroad "rails" made of 9-foot lengths of 4-inch cast iron pipe, to be linked together with chains; Lewis is rightly skeptical. (Lewis Diary)
- June 20, 1831 B&O construction workers begin 11-day strike to secure wages after a contractor absconds; first recorded U.S. railroad strike; broken by militia. (Foner - verify)
- June 20, 1831 Secretary of the Treasury Samuel D. Ingham finally resigns. (wiki)
- June 21, 1831 Samuel Nevins and William D. Lewis go to see first shipments of Robert L. Stevens's T-rail just arrived from Wales; Lewis is not impressed. (Lewis Diary)
- June 22, 1831 Boston & Providence Railroad Corporation incorporated in Mass. by Boston, Providence and New York capitalists; first portion of future "Shore Line" between New York and Boston and second predecessor of the New Haven. (NHCorp, Johnson/Supple)
- June 22, 1831 By War Dept. General Order 26, the Topographical Bureau is made a separate staff unit reporting to the Chief of Engineers; this year the Bureau employs 12 civil engineers and 30 officers detailed from the regular Army, in addition to the 10 commissioned Topographical Engineers; with Gen. Simon Bernard's furlough, this ends the Board of Engineers for Internal Improvements, and the Topographical Bureau carries out the work of the General Survey Act. (topogs.org, Hill)
- June 23, 1831 Canal boat *Luzerne* arrives at Nanticoke Dam from Philadelphia with 21 tons of merchandise; the first trip from Philadelphia to the Wyoming Valley; it had to use the river from Northumberland and Nanticoke

- because of low water in the canal. (HazReg)
- June 23, 1831 Boston & Worcester Railroad Corporation incorporated in Mass.; oldest element of NYC system in New England. (GrnBk)
- June 23, 1831 Books opened in Pittsburgh for the Washington & Pittsburgh Railroad; not successful. (StdHistPitts)
- June 23, 1831 Meeting held at Sandusky, Ohio, in favor of a railroad to Dayton. (Smiths)
- June 24, 1831 Meeting held at Taylorsville, Pa., in favor of railroad between Philadelphia and New York crossing Delaware River at Taylorsville. (HazReg)
- June 24, 1831 NC&F approves New Castle depot to plan of Mr. Cresap, architect. (MB)
- June 25, 1831 First of a series of heavy rains over Pennsylvania. (HazReg)
- June 27, 1831 Francis B. Ogden forwards a bill to Robert L. Stevens of £784 7s from Stephenson & Co. for the locomotive (the *John Bull*). (PRRColExpo)
- June 28, 1831 B&O conducts locomotive trials similar to Liverpool & Manchester's Rainhill Trials; *York*, built by Phineas Davis (1800-1835) and Israel Gartner of York is the only successful candidate. (Dilts)
- June 28, 1831 Baltimore & Susquehanna Railroad Board bans pleasure cars on Sundays. (MB)
- June 29, 1831 NC&F lands first two passenger and two freight cars at New Castle, having brought them by steamboat from Baltimore and sloop through Chesapeake & Delaware Canal. (Lewis Diary)
- June 29, 1831 B&O laborers about 25 miles from Baltimore riot when the contractor absconds with their wages; they destroy about \$5,000 in company property before being suppressed by the militia. (Scharf)
- June 30, 1831 Contractors begin work on balance of Philadelphia & Columbia Railroad including all track and inclined planes; first ten miles from Philadelphia uses continuous stone rails plated with iron; next 10 miles uses Liverpool & Manchester pattern of edge-rails set in iron chairs on stone blocks.
- Summer 1831 Capt. Elihu S. Bunker breaks with William Comstock and forms the New York & Boston Steamship Company, operating between New York and Providence with the *Benjamin Franklin* and *President*. (Dunbaugh)
- July 1, 1831 William D. Lewis views Col. Stephen H. Long's "Locomotor", which is

- set up and running on blocks at New Castle; hopes to demonstrate it on NC&F on July 4. (Lewis Diary)
- July 1, 1831 Continuous rain in the Lehigh/Delaware watershed for the first 10 days of July, coming after almost continuous rain in Mar. 1831. (BucksCoHS:6)
- July 1, 1831 Chesterfield Railroad, the first long-term railroad in Virginia, opens between the coal mines near Falling Creek and Rocketts Landing on the south bank of the James River below Richmond; 4'-6" gauge; operated by horse power with two inclined planes to cross the Falling Creek valley; designed by and built under the direction of Moncure Robinson; contractor is Claibourne R. Mason (1800-1865), who goes on to build other railroads in Va.. (Cnls&RRs, WwasW)
- July 2, 1831 First trial trip of locomotive *DeWitt Clinton* built for Mohawk & Hudson Railroad by West Point Foundry Association. (RRGaz)
- July 3, 1831 Pennsylvania Canal Commissioners approve first contracts for Lycoming Line of West Branch Division between Muncy and Williamsport. (CC)
- July 3, 1831 Flood washes out Susquehanna River dam of Conewago Canal. (HazReg)
- July 4, 1831 First section of Baltimore & Susquehanna opens between Belvidere Depot (Guilford & Eager Streets) and Relay House (Hollins) with horse power; line has 12 cars and a car house at Belvidere; directors urge an extension to Reisterstown, a major hub of turnpikes leading to the west. (BaltAm, AR)
- July 4, 1831 Excursion trip held with horse power over first two miles of New Castle & Frenchtown Railroad between New Castle and Ross's Point, Del.; cars run back and forth all day at 25 cents, and company luncheon held in woods at Ross's Point; company has invited Col. Stephen H. Long and George W. Featherstonhaugh (1780-1866) of the Mohawk & Hudson, who happen to be in Philadelphia; Col. Long's "Locomotor" fails to operate as the boiler cannot produce enough steam; grate is too small, and locomotive can run only about a mile without running out of steam. (MB, Lewis Diary, DelFreePress, RRGaz)
- July 4, 1831 Convention held at Towanda, Pa., to promote Susquehanna & Lehigh Canal between White Haven and Berwick. (HazReg)
- July 4, 1831 Ground broken for Alexandria Canal between Georgetown and Alexandria. (Sanderlin)
- July 5, 1831 Col. Stephen H. Long's "Locomotor" successfully runs over completed portion of New Castle & Frenchtown Railroad to Ross's Point and back

with one car at 15 MPH after Long makes some modifications; he is still not satisfied and has a new boiler built at Rush & Muhlenberg's foundry at Brush Hill, but he is still unable to make it work when pulling loads, although by itself it can run at 25 MPH. (Lewis Diary, Scharf)

- July 5, 1831 Thomas S. Clarke (1801-1867) of Pittsburgh marries Eliza Thaw (1805-1864), daughter of John Thaw and sister of William Thaw, whose partner he will become. (StdHstPitts)
- July 6, 1831 Floods in Conemaugh Valley destroy upper part of Western Division; out of service for rest of season; severing the makeshift route to the West begun in May. (HazReg)
- July 7, 1831 Col. Long's "Locomotor" makes round trip between New Castle and Ross's Point with two cars in 14 minutes. (Lewis Diary)
- July 7, 1831 Western Division Canal Dam No. 1 at Leechburg partially washed out by the flood, closing navigation for the season; a new dam and lock are then built about 60 rods below the old one. (Smith/Armstrong)
- July 7, 1831 Bald Eagle & Nittany Valley Turnpike & Railroad Company receives letters patent. (PaArch)
- July 8, 1831 NC&F Board rescinds approval of Mr. Cresap's design for New Castle depot after protests from residents that it blocks the view; orders John Randel, Jr. to adopt a new plan. (MB)
- July 11, 1831 John Stevens presides at a *fête* for over 200 guests, as the Stevens brothers open their Elysian Fields amusement grounds on the river at Hoboken. (Hone)
- July 12, 1831 Canal Commissioners approve first contracts for Franklin Line of French Creek Division between Franklin and the French Creek Feeder. (CC)
- July 12, 1831 Locomotive *York* built by Phineas Davis (1800-1835) of York first tried on B&O. (Dilts)
- July 13, 1831 Francis W. Rawle (1795-1881) reports on the location of first the 17 miles of Western Division of Danville & Pottsville Railroad. (MB)
- July 13, 1831 Three days of heavy rain begin at Philadelphia, coming on top of about a foot of rain over the last two weeks. (HazReg)
- July 14, 1831 Camden & Amboy Railroad locomotive shipped from Liverpool aboard the *Allegheny*; T-rail is shipped the same date on the *Montezuma*. (White, PRRColExpo)

- July 1831 Secretary of War Lewis Cass (1782-1866) attempts to remove a part of the federal pension funds from the Bank of the United States to the Farmers & Mechanics Bank of Albany, the bank of the Albany Regency and center of opposition to the BUS in New York State. (Catterall)
- July 16, 1831 Francis B. Ogden writes to Robert L. Stevens noting that the locomotive was shipped on July 14; also that British railway engineer Charles B. Vignoles (1793-1875) has laid down his road with a T-rail like Stevens's but lighter; Vignoles introduces the Stevens T-rail in Britain, but it is not used widely there for many years. (PRRColExpo)
- July 18, 1831 Canal Commissioners contract with iron-importing house of A. & G. Ralston in Philadelphia for all edge rails and 320 tons of flat bars for Philadelphia & Columbia Railroad. (CC)
- July 18, 1831 Southwark Railroad opens subscription books. (MB)
- July 18, 1831 Lykens Valley Railroad & Coal Company adopts route and discharges Engineer William Hanlin; Jacob Miller Haldeman (1781-1857), Harrisburg merchant and ironmaster, agrees to take 140 shares. (MB)
- July 19, 1831 Meeting held at Pittsburgh to promote a railroad to reach a point on the Ohio Canal via the mouth of the Little Beaver. (StdHistPitts)
- July 20, 1831 Joint Companies authorize Robert F. Stockton and Jeremiah H. Sloan to attend opening of books for West Jersey Railroad & Transportation Company; nothing is done on this project. (MB)
- July 20, 1831 Pres. Jackson appoints Roger B. Taney (1777-1864) of Maryland as Attorney General, replacing John M. Berrien (1781-1856). (wiki)
- July 20, 1831 Treaty of Lewistown; Seneca cede their last reservations in Ohio and agree to move west of the Mississippi River. (IndLndCessions)
- July 21, 1831 Commissioners of Southwark resolve to permit the Southwark Railroad to occupy any street in the District. (Schwartz)
- July 22, 1831 Canal Commissioners approve first contracts for Beaver Division between Beaver Falls and New Castle; the outlet locks at the mouth of the Beaver River are named the Girard Locks for Stephen Girard, whose bequest for internal improvements helps pay for them. (CC, Bausman)
- July 23, 1831 Southwark Railroad receives letters patent. (PaArch, Val)
- July 23, 1831 Benjamin Wright arrives in Richmond as consulting engineer to the James

River Company; he immediately clashes with Claudius Crozet, Principal Engineer of the Board of Public Works, a man of much greater education. (Hunter/Dooley)

- July 25, 1831 Locomotive *DeWitt Clinton* delivered from the West Point Foundry to the Mohawk & Hudson Railroad. (Reynolds)
- July 26, 1831 First four boats of coal leave Mauch Chunk, Pa., for Newark, N.J., via Lehigh and Morris Canals. (MchChnkCourier)
- July 26, 1831 Ground-breaking celebration held for the Beaver Division Canal at the site of present Fallston, Pa.; ground is broken by a group of Revolutionary War soldiers. (Bausman)
- July 27, 1831 Locomotive *DeWitt Clinton* first placed on rails. (Reynolds)
- July 29, 1831 Construction contracts let for grading Eastern Division of Allegheny Portage Railroad. (CC)
- July 29, 1831 First of a series of public meetings in favor of a railroad across the Southern Tier of New York held in Monticello. (Minor, Mott)
- July 30, 1831 Canal Commissioners issue contract to Sylvanus Lathrop (1794-1861) for Peters Island bridge for Philadelphia & Columbia Railroad ("Columbia Bridge") at Philadelphia. (HazReg)
- July 30, 1831 Former New York City Mayor and founder of the Associates of the Jersey Company Richard Varick (1753-1831) dies at his home at Jersey City of "cholera morbus." (Stokes, Hone)
- Aug. 1, 1831 Noah Noble (1794-1844), a Henry Clay Republican and active canal promoter, elected Governor of Indiana, defeating Jacksonian Daniel G. Read and Independent Milton Stapp; Noble builds a bi-partisan group that controls state politics for over a decade based on support for internal improvements and a State Bank. (Sobel, Esarey, Larson)
- Aug. 2, 1831 William Milnor Roberts (1810-1881) promoted to Senior Principal Assistant Engineer on Allegheny Portage Railroad in charge of the eastern division. (CC)
- Aug. 3, 1831 William Comstock and the old Rhode Island & New York Steamboat Company place the new steamboat *Boston* in service between New York and Providence in competition with Elihu S. Bunker's New York & Boston Steamship Company; it is the first to make the run in under 15:00. (Dunbaugh)

- Aug. 4, 1831 Horseshoe or Conemaugh Viaduct on Allegheny Portage Railroad relet to Leslie, Snodgrass & Durno. (Wilson)
- Aug. 5, 1831 Col. John J. Abert assigns civil engineer DeWitt Clinton, Jr. (1805-1833) to survey for a railroad from Jersey City via Paterson to the summit of the Ohio Canal (Akron). (Hill)
- Fall?? 1831 Board of Engineers for Internal Improvement assigns DeWitt Clinton, Jr., (1805-1833) to make preliminary survey for a railroad to the Mississippi River at Rock Island advocated by William C. Redfield; goes as far west as Portage Summit of the Ohio Canal (Akron). (NilesReg, Mott)
- Aug. 5, 1831 Fuel Saving Society in Philadelphia appoints a committee to request submissions for designs of cheap of anthracite stoves and grates costing no more than \$6 each. (HazReg)
- Aug. 6, 1831 John Augustus Roebling (1806-1869) and his brother Karl Friedrich Roebling (1804-1837) arrive in Philadelphia with a group of 53 immigrants from Muhlhausen, Prussia, with the object of founding a utopian farming community; they have originally considered Virginia, but are turned off by the presence of slavery and Nat Turner's rebellion; instead, they travel to Pittsburgh, where they buy 7,000 acres that once belonged to Robert Morris in southwestern Butler County, about 25 miles north of Pittsburgh at a place later called Saxonburg. (Schuyler, Zink)
- Aug. 8, 1831 Pres. Jackson appoints Louis McLane (1786-1857) Secretary of the Treasury, replacing Samuel D. Ingham. (wiki)
- Aug. 8, 1831 At the Treaty of Wapakoneta, the Shawnee cede their last reservations in Ohio and agree to move west of the Mississippi River. (IndLndCessions)
- Aug. 9, 1831 Mohawk & Hudson Railroad opens between Lydius Street, Albany, and the head of the Schenectady plane with its first locomotive, the *DeWitt Clinton*, the third locomotive built by the West Point Foundry in New York City; *DeWitt Clinton* proves too light, and most early operation is with horse power. (Stevens)
- Aug. 9, 1831 Benjamin Wright reports to Virginia Gov. John Floyd (1783-1837) on the James River Company on the basis of less than three weeks in Virginia and no traveling west of Lynchburg; where Claudius Crozet favors a combination of slackwater and steamboat navigation, Wright favors a narrow canal of the type he knows best along the north bank at least as far as Lynchburg and a portage railroad from Buchanan across the Allegheny summit to the New River, along with a railroad from Lynchburg down the Great Valley to Tennessee. (Hunter/Dooley)

- Aug. 1831 Books opened for West Jersey Railroad & Transportation Company; over 2,500 shares subscribed. (SmrsetMssngr)
- Aug. 1831 Convention held in Abingdon, Va., in support of a railroad from Lynchburg south into Tennessee, which is being surveyed by Claudius Crozet; most delegates are from eastern Tennessee, which is desperate for a direct outlet to the Eastern Seaboard. (Hunter/Dooley)
- Aug. 1831 South Carolina Canal & Railroad Company opens as far as Summerville, 20 miles from Charleston. (BDavis)
- Aug. 1831 Former Secretary of State Martin Van Buren is appointed Minister to Britain. (Howe)
- Aug. 1831 Now that the last legitimist Bourbon king has been overthrown, Gen. Simon Bernard (1779-1839) resigns from the Board of Engineers for Internal Improvements and returns to his native France as a Lieutenant-General; several other French refugee engineers return as well. (Hill, topogs.org)
- Aug. 16, 1831 Southwark Railroad organized; Dr. Joel B. Sutherland (1792-1861), Democratic boss of South Philadelphia, elected Pres. (MB)
- Aug. 16, 1831 Col. John J. Abert assigns Capt. James D. Graham and two assistants to survey a railroad between Harpers Ferry and Winchester, Va. (Hill)
- Aug. 16, 1831 Roller bearing inventor Henry H. Timken (1831-1909) born in Bremen, Germany; the family emigrates to the U.S. in 1838. (May)
- Aug. 20, 1831 William Turnbull (-) is commissioned a Capt. in the Topographical Engineers; between 1832 and 1843, he will supervise the construction of the Aqueduct Bridge at Georgetown linking the Chesapeake & Ohio and Alexandria Canals. (topogs.org.)
- Aug. 22, 1831 Slave insurrection led by Nat Turner (1800-1831) begins in Suffolk County in southeastern Virginia; over 10 days, 57 whites, mostly women and children, are killed; the rebellion is brutally suppressed, with over 100 African Americans massacred afterward; Turner is hanged, skinned, beheaded and quartered, and 19 others are executed; the revolt helps snuff out the small emancipation movement in the South and leads to an increase in repressive laws; this in turn leads to increasing slave escape attempts via the "Underground Railroad" and the growth of a small but vocal and uncompromising abolition movement in the North; James S. French (1807-1886), future proprietor of the Alexandria & Washington Railroad, plays a part in suppressing the revolt. (Howe, McDougall, CDavis)

- Aug. 27, 1831 Stephenson locomotive *Robert Fulton* is delivered to the Mohawk & Hudson Railroad; weighs 12,742 lbs., of which 8,745 lbs. is on the single pair of drivers; it proves too heavy for the strap rail track. (Larkin, Bloodgood)
- Aug. 30, 1831 James D. Harris hires William F. Foster, Jr., as a sub-assistant engineer on the Lycoming Line of the West Branch Division Canal at \$2.00 a day. (Cummings)
- Sep. 1, 1831 Seat of St. Joseph County, Indiana, moved from St. Joseph back to South Bend. (Long)
- Sep. 1, 1831 Berrien County, Mich., fully organized with a county seat at Niles. (Long)
- Sep. 4, 1831 Camden & Amboy locomotive, later called *John Bull*, arrives in Bordentown in disassembled state; assembled at by Isaac Dripps (1810-1892), a mechanic who has worked for the Stevens family at Hoboken since about 1829. (White)
- Sep. 5, 1831 Dr. Frederick W. Geissenhainer (1771-1838) files for a patent for smelting iron with anthracite coal based on his experiments at New York. (Swank)
- Sep. 10, 1831 Galion, Ohio, laid out by Michael Ruhl and Jacob Ruhl. (Perrin/CrwfrdCo)
- Sep. 11?, 1831 Public meeting held at Gettysburg in support of a railroad to the Maryland state line; delegates include Thaddeus Stevens. (HazReg)
- Sep. 13, 1831 New York & Harlem Railroad Board adopts a route in 4th (later Park) Avenue. (Grogan)
- Sep. 13, 1831 Water let into the Ohio Canal feeder at Columbus. (Lee/Columbus)
- Sep. 15, 1831 *John Bull* first fired up as test at Bordentown; tender improvised from a flat car with a whiskey keg for a water tank. (Prowell, White)
- Sep. 1831 Stacy Costell, a Philadelphia mechanic, completes the second locomotive seen in Philadelphia. (Scharf)
- Sep. 1831 First Stephenson locomotive ordered by NC&F appropriated by Liverpool & Manchester Railway upon arriving at Liverpool. (Holmes)
- Sep. 1831 Evan Poultney, a Quaker merchant and broker, buys control of the Bank of Maryland and appoints two young lawyers, John Glenn and Reverdy Johnson (1796-1876) to help him expand the bank; within two years, its

specie reserves rise from \$8,525 to \$45,000 and its note circulation from \$213,070 to \$620,000; because the bank pays interest on deposits, it attracts the deposits of the poor and middling sort; under cover of this growth, Glenn, Johnson and their friends begin to loot the bank for their own ends without the knowledge of Poultney. (Shalhope)

- Sep. 16, 1831 Several members of the New York City Council and directors of the New York & Harlem Railroad arrive in Albany to inspect the Mohawk & Hudson Railroad, particularly with regards to laying tracks in streets. (Stokes)
- Sep. 17, 1831 Meeting held at Kimberton, Pa., in favor of railroad between Philadelphia and Reading up west side of Schuylkill River; presents surveys by J. Edgar Thomson from North Branch of French Creek to Reading; to be extended down French Creek or up to Valley Creek and down it to the Schuylkill. (HazReg)
- Sep. 17, 1831 Railroad meeting held in Urbana, Ohio, in favor of a railroad to Lake Erie; participants include Urbana banker John Hough James (1800-1881) and Gen. Joseph Vance. (Smiths)
- Sep. 19, 1831 Responding to criticism that it is a monopoly, the Lehigh Coal & Navigation Company advertises that it will begin selling lots in Mauch Chunk and permitting individuals to establish stores and other private businesses; many taking advantage of this offer originally came as company employees. (Mathews/Hngrfrd)
- Sep. 20, 1831 Public meeting in favor of a railroad across the Southern Tier of New York held at Jamestown. (Minor, Mott)
- Sep. 20, 1831 Schuylkill Navigation Company Board approves a plan of Benjamin Wright and Edward H. Gill of Dec. 27, 1830, for an entirely new canal to replace the leaky section through Reading. (MB)
- Sep. 22, 1831 Samuel Nevins of NC&F visits Bordentown to see Camden & Amboy Railroad; learns they have trouble getting stone blocks and talk of building entirely with wooden ties. (Lewis Diary)
- Sep. 22, 1831 House of Commons passes the Second Reform Bill. (Stokes)
- Sep. 23, 1831 Columbus Feeder Canal opens between Columbus and the Ohio & Erie Canal at Lockbourne. (Taylor, Miller, Lee/Columbus)
- Sep. 24, 1831 Mohawk & Hudson Railroad holds an excursion for about 150 dignitaries; finished portion runs from 2 miles west of Albany at Lydius Street & Western Avenue for 12 miles; the English locomotive *Robert Fulton* is

abandoned after trying to start it for 2 hours, and the West Point Foundry locomotive *DeWitt Clinton* is used instead. (Hone)

- Sep. 26, 1831 NC&F authorizes use of wooden ties three feet on center instead of stone blocks wherever expedient. (MB)
- Sep. 26, 1831 Anti-Masonic Party holds the first U.S. national party nominating convention of any party in Baltimore, nominating William Wirt (1772-1834) for the presidency and Amos Ellmaker (1787-1851) of Pennsylvania for VP on Sep. 28. (EAH)
- Sep. 26, 1831 First canal boats from Cleveland arrive at Columbus. (Lee/Columbus)
- Sep. 27, 1831 North Branch Division Canal opens between Northumberland and Nanticoke Dam.
- Sep. 28, 1831 John B. Collin (1831-1886), first PRR Mechanical Engineer, born at Malmo, Sweden, where his father is professor of Greek and Latin at the University of Gothenburg. (HistBlairCo)
- Sep. 29, 1831 B&O opens City Extension down Pratt and President Streets to Stiles Street and the City Block; downtown depot established on south side of Pratt Street in block bounded by Charles, Light & Camden Streets; City Block is not improved, so B&O rents nearby block bounded by President, Aliceanna and Lancaster Streets and Falls Avenue. (Harwood, Dilts, AR)
- Oct. 1, 1831 Portions of Western Division Canal reopen.
- Oct. 1, 1831 Robert Stephenson & Co. ships first locomotive to New Castle & Frenchtown Railroad. (Bell)
- Oct. 1, 1831 James Reeside begins a new stagecoach line between Baltimore and Pittsburgh via Chambersburg and the Southern Turnpike. (Holmes/Rohrbach)
- Oct. 4, 1831 Public meeting at Bellefontaine, Ohio, calls for turnpike between Cincinnati and Lake Erie instead of a railroad. (Smiths)
- Oct. 5, 1831 Because of building construction and congestion at Light Street, B&O moves its passenger terminal six blocks west to Three Tuns Tavern at Pratt & Paca Streets; served with horse power. (BaltAm)
- Oct. 6, 1831 Meeting at Elmira in favor of a railroad to Williamport. (Messer - verify)
- Oct. 7, 1831 Nicholas Biddle orders a contraction at the Bank of the United States, which has greatly expanded its loans to fuel the rapid expansion of cotton-

growing in the South and Southwest. (Catterall)

- Oct. 8, 1831 Four days of heavy rain begin in Delaware and Susquehanna watersheds; new portion of Muncy Dam swept away. (HazReg)
- Oct. 8, 1831 House of Lords kills the Second Reform Bill, causing violent reactions across Britain. (Stokes)
- Oct. 10, 1831 Arguments resume in case of B&O vs. Chesapeake & Ohio Canal in Maryland Court of Chancery over issues of whether Potomac Company had right to build continuous canal and whether C&O succeeded to that right. (Dilts)
- Oct. 11, 1831 New York City Council and Mayor approve the map of the New York & Harlem Railroad running up 4th (later Park) Avenue from 23rd Street to the Harlem River with a branch on 125th Street to the Hudson River. (Valentine, Stokes)
- Oct. 12, 1831 Danville & Pottsville Railroad Board hears reports of Moncure Robinson and Francis W. Rawle, engineers on revised survey for Danville & Pottsville Railroad to Sunbury; estimate is \$675,500 for a single track for locomotives and inclined planes; Robinson has reduced the number of planes on the Eastern Division since 1828 from 12 to 9. (MB, Rept)
- Oct. 12, 1831 First boat arrives at Danville from Nanticoke on North Branch Canal; still not enough water below Danville for navigation. (HazReg)
- Oct. 13, 1831 Major flood in the Lehigh/Delaware watershed. (BucksCoHS:6)
- Oct. 15, 1831 Danville & Pottsville Railroad Board hears reports of Moncure Robinson and Francis W. Rawle; resolves to build from both ends so as to open both the Mahanoy and Shamokin coal fields. (Rept)
- Oct. 15, 1831 Second meeting at Gettysburg in favor of railroad from Gettysburg to Maryland state line in direction of Baltimore. (HazReg)
- Oct. 15, 1831 Post Office Dept. contracts with Slaymaker & Tomlinson, stagecoach operators, to operate a daily mail with four-horse post coaches between Philadelphia and Lancaster at \$1,800 a year through Dec. 31, 1835. (HistRyMail)
- Oct. 1831 In his annual address to the Legislature, N.J. Gov. Peter D. Vroom notes that the period for the state subscribing to the Delaware & Raritan Canal Company will soon expire. (Cranmer)
- Oct.? 1831 On the resolution of James S. Green, member of the Council from

Somerset County, a joint committee is appointed to obtain information from the Delaware & Raritan Canal Company prior to making a state subscription; Green is also VP of the D&R. (Cranmer)

- Oct.? 1831 Pres. Robert F. Stockton of the Delaware & Raritan Canal Company proposes to the state that it extend the charter of the Camden & Amboy from a life of 30 years to 50 years to match the D&R; the Joint Companies will then give the state an additional 1,000 shares of stock, build a branch from the Camden & Amboy to Trenton, and extend the railroad to the Hudson River. (Cranmer - see CouncilJrnl 1831:21-23)
- Oct. 1831 Claudius Crozet reports on surveys of a railroad from Lynchburg to the Tennessee state line; the route will later be occupied by the Virginia & Tennessee Railroad, a part of the Norfolk & Western Railway main line; Crozet is impressed by the undeveloped resources in southwestern Virginia. (Hunter/Dooley)
- Oct. 16, 1831 James S. Stevenson (1780-1831), President of Pennsylvania Board of Canal Commissioners, dies at Pittsburgh; replaced by James Clarke (1793-1867) on Nov. 4. (CongBio, CC)
- Oct. 19, 1831 Cornelius Vanderbilt enrolls the steamboat *Cinderella* for the lower Hudson River run to Peekskill originally established by his brother, Jacob H. Vanderbilt (1807-1893); he engages in cutthroat competition with the *Water Witch*, owned by Daniel Drew (1797-1879), a former cattle drover from Carmel, N.Y. (Stiles)
- Oct. 20, 1831 Citizens Union Line appoints committee of Pres. William Meter, John Ellicott and Philip Raybold to confer with NC&F for use of railroad. (Lewis Diary)
- Oct. 20, 1831 Baltimore & Susquehanna Railroad completes letting contracts for new route to Westminster, owing to failure to obtain charter from Pennsylvania for reaching York. (MB)
- Oct. 21, 1831 Bark *Royal George* arrives off New Castle with 225 tons of iron for the NC&F. (Lewis Diary)
- Oct. 22, 1831 First rail-stone laid on the Lexington & Ohio Railroad at Lexington, Ky.; the company intends to use strap-iron attached to limestone slab rails, which soon proves impracticable. (TDClark)
- Oct. 1831 First boats of Lehigh coal finally arrive at Newark after being delayed by leakage and breaches in the Morris Canal; the inclined planes are limited to boats carrying 18-20 tons. (PatIntllgnr, LC&N AR)

- Oct. 25, 1831 Public meeting in favor of a railroad across the Southern Tier of New York held at Angelica. (Minor, Mott)
- Oct. 26, 1831 John P. Jackson introduces bill in N.J. Assembly to incorporate the Newark Railroad to build from Jersey City to Elizabethtown; bills for East Jersey Railroad and New Jersey Atlantick Railroad are carried over from last session but not acted upon. (AssyMin)
- Oct. 26, 1831 Claudius Crozet, who has become increasingly frustrated by the Board of Public Works' lack of real authority, the political wrangling over the James River & Kanawha route and being assigned to survey minor projects of little account while major projects go unbuilt, submits his resignation to Gov. John Floyd, effective at the end of the year. (Hunter/Dooley)
- Oct. 1831 Ohio & Erie Canal opens between Newark and Chillicothe, Ohio. (Scheiber)
- Oct. 29, 1831 New Brunswick Steam Boat & Canal Transportation Company makes a \$25 per share dividend, which amounts to a return of one-fifth of its capital. (2 Halsted 374)
- Oct. 30, 1831 Two days of rioting begin in Bristol, England, following the defeat of the Second Reform Bill; reformers are seeking a regulation of working conditions, a wider franchise and proper proportional representation in Parliament for the new industrial cities. (Mercer)
- Oct. 31, 1831 B&O runs first horse-drawn excursion to foot of Parris Ridge Plane No. 1. (Harwood)
- Fall 1831 Ario Pardee (1810-1892) assigned as Sub-Assistant Engineer of the Delaware & Raritan Canal at Lambertville under Ashbel Welch. (Foulke&Foulke)
- Nov. 1, 1831 Union Canal Company of Pennsylvania suspends interest on its loans. (AR)
- Nov. 2, 1831 Morris Canal & Banking Company petitions N.J. Legislature for a railroad between Newark and Jersey City. (AssyMin)
- Nov. 4. 1831 As the state has opted for a simple subscription to the Delaware & Raritan Canal Company, the Camden & Amboy interests introduce the Subscription Bill in the New Jersey Legislative Council (Senate); calls for the state School Fund to subscribe to one quarter of the stock of the Delaware & Raritan Canal Company (\$250,000) and confirm the monopoly of New York-Philadelphia traffic; bill is strongly opposed in

northern New Jersey, which wants its own railroad under local control and objects to a raid on the School Fund. (CnclMin, Cranmer)

- Nov. 9, 1831 Maryland Chancellor Theodoric Bland again finds in favor of B&O's prior right to build through the Potomac Valley. (Dilts)
- Nov. 10, 1831 Citizens Union Line and NC&F agree to operate a through line of steamboats and railroad cars between Philadelphia and Baltimore; NC&F to get \$1.00 of each fare; while in Baltimore, William D. Lewis rides over B&O to Ellicott's Mills; finds granite rail "hard and disagreeable to ride on." (Lewis Diary)
- Nov. 11, 1831 War Dept. issues an order withdrawing all army officers employed outside its jurisdiction by private companies; the assignments are affecting discipline and causing limited appropriations to be spent in hiring civil engineers. (Hill)
- Nov. 12, 1831 First public trials of *John Bull* on 3500 feet of Camden & Amboy track at Bordentown, N.J. for dignitaries, including members of the Legislature and Prince Lucien Murat (1803-1878), Napoleon's nephew, and his American wife Caroline (1810-1879); two passenger coaches, built by M.P. & E. Green of Hoboken who had built stagecoaches for Stevens's Union Line; design is based on stagecoach body with three compartments; seats 24 inside and 12 on top; first trip operates up to 35-40 MPH; Robert L. Stevens acts as overall conductor, Isaac Dripps as engineer and Benjamin Higgins as fireman. (White, Watkins, Woodward)
- Nov. 12, 1831 Danville & Pottsville Railroad stockholders vote to begin construction; Moncure Robinson estimates \$649,535 for Eastern Division, and Francis W. Rawle \$267,648 for Western Division; road requires nine inclined planes. (AR, HazReg)
- Nov. 12, 1831 Eli Hamilton Janney (1831-1912), future inventor of the knuckle coupler, born in Loudoun County, Va. (wiki)
- Nov. 14, 1831 Bill introduced in N.J. Assembly for Newark Railroad but unable to bring to final vote. (AssyMin)
- Nov. 14, 1831 Danville & Pottsville Railroad authorizes first construction contracts. (Rept)
- Nov. 1831 Joseph G. Swift, George W. Whistler, William Gibbs McNeill and Claudius Crozet examine Bergen Hill near Hoboken for a tunnel, possibly connected with the projected Newark Railroad. (Hunter/Dooley)
- Nov. 1831 Committee of the N.J. Council headed by ex-Gov. Isaac H. Williamson

reports that the Delaware & Raritan Canal Company has not complied with its charter, has not filed a location with the Secretary of State and has refused to supply information, in a north Jersey attempt to stop the Subscription Bill. (Cranmer)

- Nov. 1831 West Branch Division Canal completed between Northumberland and Muncy Dam.
- Nov. 1831 U.S. mail first carried by rail by South Carolina Canal & Railroad Company. (AAR - not a regular mail contract)
- Nov. 16, 1831 Meeting held at house of John Bessonnet at Bristol, Pa., in favor of a railroad between New York and Philadelphia. (MB)
- Nov. 18, 1831 N.J. Council takes up the Delaware & Raritan Canal Subscription Bill; ex-Gov. Isaac H. Williamson makes the main speech against it. (Cranmer)
- Nov. 18, 1831 Little Schuylkill Railroad opens between Port Clinton and Tamaqua, Pa., with horse power; it is the longest of the Schuylkill County coal laterals and built to standard gauge with strap rail. (Munsell/Sch, Heydinger/RRH 108)
- Nov. 19, 1831 *Niles Register* reports that the Baltimore stagecoach-building shop of Stockton & Stokes on Belvedere Street in Baltimore, managed by Richard Imlay, has 30 railroad coaches under construction, including two for the Mine Hill & Schuylkill Haven Railroad. (NilesReg)
- Nov. 20, 1831 Solomon White Roberts (1811-1882) named Principal Assistant Engineer on the Allegheny Portage Railroad; designs the Conemaugh Viaduct at Horseshoe Bend eight miles east of Johnstown, which is later used by the main line of PRR and stands until destroyed in the Johnstown Flood of 1889. (Hare - verify from CC, may be earlier -see above SWR was Junior Principal Asst in charge of western division)
- Nov. 21, 1831 Last portion of Washington & Williamsport Turnpike Road completed between the Monongahela River at Williamsport and the National Road at Washington and licensed to take tolls. (PaArch)
- Nov. 22, 1831 Voters of Providence, R.I., accept incorporation as a city. (Field/RI)
- Nov. 22, 1831 Seat of St. Joseph County, Mich., moved from White Pigeon to Centerville. (Long)
- Nov. 23, 1831 New Jersey Council passes Subscription Bill by vote of 8-5, with Bergen, Essex, Morris, Cumberland and Cape May Counties opposed. (CnclMin)

- Nov. 23, 1831 Bill for the Newark Railroad tabled in N.J. Assembly. (AssyMin)
- Nov. 24, 1831 Subscription Bill sent to New Jersey Assembly; it goes to a committee with instructions to examine the state of affairs of the Delaware & Raritan Canal Company. (AsyJrnl)
- Nov. 24, 1831 New Jersey legislative resolution asks Gov. Peter D. Vroom to request the Secretary of War to assign William Cook to the Camden & Amboy Railroad. (PL)
- Nov. 25, 1831 New Jersey House resolution calls for committee to which Subscription Bill referred to investigate finances and operations of Delaware & Raritan Canal Company and report; forced through by Northern New Jersey legislators. (AsyJrnl)
- Nov. 27, 1831 Packet *John Blair* leaves Huntingdon; arrives at Hollidaysburg next evening, opening upper Juniata Division Canal. (is 1832!!!!)
- Nov. 30, 1831 Col. John J. Abert writes to Gov. Peter D. Vroom of N.J., defending the recall of Lt. William Cook from the Camden & Amboy Railroad; line officers, though not topographical engineers, must either resign or return to duty; an exception is made for Capt. William Gibbs McNeill, who has assignments with several companies. (Hill)
- Nov. 31, 1831 Directors of New Castle & Frenchtown Railroad and Pennsylvania, Delaware & Maryland Steam Navigation Company meet at New Castle; ride over 10 miles of completed railroad and walk the rest of the way to Frenchtown, where they board the *Independence* for Baltimore. (Lewis Diary)
- Fall 1831 Pennsylvania engineer Edward Miller returns from England. (Wilson)
- Dec. 1, 1832 New Jersey Assembly committee reports such documents it has been able to collect on Delaware & Raritan Canal and is discharged from further consideration of subject by vote of 23-15; after promising compliance, Robert F. Stockton refused to grant access to anything but summary reports; leads to a backlash against the Subscription Bill. (AssyMin, Freeman - check date??)
- Dec. 1, 1831 B&O opens from Ellicotts Mills to Frederick, Md.; requires four inclined planes to cross Parrs Spring Ridge between the Patapsco and Potomac watersheds, though the planes have gentler grades than those on the Philadelphia & Columbia Railroad; uses only horses between Ellicotts Mills and Frederick. (AR, Scharf)
- Dec. 1, 1831 Little Schuylkill Navigation, Railroad & Coal Company licensed to take

tolls. (PaArch)

- Dec. 1, 1831 Ohio act authorizes construction of Miami Extension Canal from Dayton to the junction of the Auglaize and Maumee Rivers. (McClelland)
- Dec. 2, 1831 Future PRR Secretary and Tom Scott confidante Joseph Lesley (1831-1889) born at Philadelphia; son of Peter Lesley (1793-1855), a carpenter, who early on develops his sons' spatial and graphic skills, and his first wife Elizabeth Oswald Allen Lesley (1793-1832); his older brother J. Peter Lesley (1819-1903) becomes a famous geologist, and Joseph becomes an excellent cartographer before being elevated to an executive position. (ancestry.com, Knowles)
- Dec. 2, 1831 Chesapeake & Ohio Canal Company presents an elaborate memorial to the U.S. House asking for aid. (22 Cong I 18)
- Dec. 4, 1831 Future LIRR Superintendent Elizur Brace Hinsdale (1831-1916) born at Le Roy, N.Y.; son of Elizur Hinsdale (1783-1860) and Hannah Johnson Hinsdale (1792-1863). (ancestry.com)
- Dec. 5, 1831 Lykens Valley Railroad & Coal Company lets five miles at eastern end. (MB)
- Dec. 5, 1831 Seat of Hancock County, Illinois, changed from Fort Edwards to Montebello. (Long)
- Dec. 6, 1831 Despite jockeying between Nicholas Biddle and certain friends of the Administration for a compromise behind the scenes, Pres. Jackson in his third annual message asserts that his views on the Bank of the United States have not changed while suggesting that Congress deal with the issue. (Catterall)
- Dec. 7, 1831 Pennsylvania Gov. George Wolf in his annual message favors granting a charter to the York & Maryland Line Railroad. (HazReg)
- Dec. 7, 1831 James Boxall, an innkeeper at the Callowhill Street Bridge, inaugurates the first local city transit service in Philadelphia, with a stage coach operating between Merchants' Coffee House in 2nd Street to Schuylkill 7th (16th) & Chestnut Streets, via Chestnut Street every hour from 9:00 AM to 5:00 PM. (Scharf)
- Dec. 1831 Citizens of Pittsburgh pass resolution asking B&O to consider Pittsburgh as a western terminus. (Vexler)
- Dec. 12, 1831 "National Republicans," embracing those opposed to Andrew Jackson, meet in convention at Baltimore and later nominate Henry Clay (1777-

- 1852) for Pres. and John Sergeant (1779-1852) for VP in 1832. (Scharf)
- Dec. 13, 1831 Delaware & Hudson Canal Company raises the price of anthracite coal at New York to \$10 a ton, demand is outrunning supply; Schuylkill coal is selling at \$14 a ton. (Hone)
- Dec. 15, 1831 Canal Commissioners report that the Grants Hill Tunnel and Monongahela outlet locks at Pittsburgh are finished and ready for navigation. (Ilisevich)
- Dec. 15, 1831 Public meeting in favor of a railroad across the Southern Tier of New York held at Binghamton; favors two companies, one from New York to Owego and one from Owego to Lake Erie. (Minor, Mott)
- Dec. 1831 A flatboat owned by Capt. John Pickworth is the first to arrive at Johnstown at the eastern terminus of the Western Division Canal, but it grounds in low water in the aqueduct; the citizens pull it into town with ropes. (Storey)
- Dec. 1831 Urbana, Ohio, banker John Hough James meets in Washington with Ohio stagecoach operator William Neil, Gen. Joseph Vance and Rep. Tom Corwin to discuss a railroad to be built between Columbus and Urbana to be financed through James's Urbana Banking Company. (Smiths)
- Dec. 16, 1831 In his final report to the Virginia Board of Public Works, Claudius Crozet demolishes Benjamin Wright's arguments in favor of extending the James River Company's canal; Crozet has now been convinced of the superiority of the railroad and its potential for great technological improvement, where towpath canals have none; he urges scrapping the canal and building a railroad from Richmond to the Kanawha River; he also recommends free long-distance state roads across the undeveloped areas of what is now West Virginia. (Hunter/Dooley)
- Dec. 17, 1831 Samuel B. Ruggles (1800-1881) creates Gramercy Park, still a posh residential square containing a residents-only private park, between 20th & 21st Streets and Lexington Avenue in Manhattan; Ruggles will make a fortune from real estate development in the section between Fourth Avenue and Broadway north of 14th Street, which will be opened by the New York & Harlem Railroad. (Trager)
- Dec. 18, 1831 Little Schuylkill Navigation, Railroad & Coal Company formally opens between Tamaqua and Port Clinton, Pa. (HazReg)
- Dec. 20, 1831 Letter of Peter Caley, Jr., to William Boyd, agent at the Girard coal mines; has opened two mines on the north side of Shenandoah Creek and three on the south side; has also opened two veins at Boon's sawmill further up Shenandoah Creek. (HazReg)

- Dec. 20, 1831 Two-day convention of delegates from all Southern Tier counties begins at Owego, N.Y., to promote railroad from Hudson River to Lake Erie across Southern Tier of New York; draws strong support from counties of northeastern Pennsylvania; Eleazar Lord and other New Yorkers send a letter urging a single charter; petitions Legislature for charter. (Minor, Mott)
- Dec. 21, 1831 Stephen Girard taken ill suddenly. (McMaster)
- Dec. 22, 1831 New York ordinance authorizes the New York & Harlem Railroad to build its road as filed, on 4th Avenue from 23rd Street to the Harlem River, with the City to have the ultimate decision as to whether the tracks as built constitute a nuisance and the right to dictate the type of motive power. (Valentine, Stokes)
- Dec. 23, 1831 Maryland meeting held for railroad from Baltimore to Port Deposit to meet the Oxford Railroad to be built in Pa. (ARJ)
- Dec. 23, 1831 Meeting at Binghamton, N.Y., pushes for the Chenango Canal instead of a railroad. (Mott)
- Dec. 23, 1831 Ohio River Bridge Company incorporated in Kentucky James Guthrie (1792-1869) to build a bridge at Louisville; cornerstone laid at 12th Street but little other work done; the project for a bridge is not revived until 1856. (PL, Baird)
- Dec. 26, 1831 Stephen Girard (1750-1831), supposedly the richest man in America and financier of Schuylkill Canal and Danville & Pottsville Railroad, dies of influenza at Philadelphia; forces termination of his private bank, which has been a major factor in the Philadelphia mercantile community; his stocks are willed to the City of Philadelphia. (Lewis Diary, D&P AR)
- Dec. 26, 1831 Maryland Court of Appeals hears suit of B&O vs. C&O Canal; Daniel Webster makes main case for B&O on Dec. 30. (Dilts)
- Dec. 29, 1831 Richmond, Eaton & Miami Railroad incorporated in Ohio to build from Dayton on Miami Canal towards Richmond, Ind.; some work done but never finished. (PL)
- Dec. 30, 1831 Daniel Montgomery (1765-1831), former Canal Commissioner and Pres. of Danville & Pottsville Railroad, dies, following the earlier death of Stephen Girard, leaves that project relatively leaderless. (MB)
- Dec. 30, 1831 By a 3-2 vote, the Maryland Court of Appeals reverses the Chancery Court verdicts and awards the Chesapeake & Ohio Canal prior right to

proceed between Point of Rocks and Harpers Ferry and blocking construction of B&O; the conservative majority led by Chief Justice John Buchanan (1772-1844) hold to an older legal interpretation that the rights of a corporation begin when the charter is issued, and not when it actually exercises them, that the law protects privileges rather than actions; the minority and the B&O's lawyers want the law to protect active, socially-useful enterprises without stifling other initiatives or new technologies. (Dilts, Bender)

- Dec. 31, 1831 Stephen Girard's will probated; leaves the bulk of his fortune, including his Mahanoy Valley coal lands, to the City of Philadelphia in four trusts for a variety of civic and charitable purposes, including \$2 million for a school for the education of poor white male orphans (Girard College), \$500,000 to improve the Philadelphia waterfront and a third trust for improvements in the city of Philadelphia, and \$300,000 to the state for internal improvements; under the will, the City of Philadelphia becomes the largest stockholder in the Danville & Pottsville Railroad. (Hoffman, D&P MB)
- Dec. 31, 1831 Because of Stephen Girard's death and the closing of his private bank, the Schuylkill Navigation Company Board votes to move its bank account to the Bank of the United States. (MB)
- Dec. 31, 1831 Mohawk & Hudson Railroad suspends service until the following spring; the boiler tubes and other parts of the *DeWittClinton* have proven defective, and the line has been running mostly with horse power; among its many problems are surging of water in the boiler, too large a chimney and too low a draft in the stack; the use of anthracite coal required a forced draft which concentrated the heat in the draft area and melted the grates and draft nozzle; the *DeWitt Clinton* is completely reboilered in 1832 and finally sold in Apr. 1835. (Larkin, Bloodgood)
- Dec. 31, 1831 Ohio votes to sell federal land grant of 1828 and establish special fund to finance Miami Extension Canal, but commits no regular funds, and project not begun. (PL,)
- 1831 With 8,764 employees, most of them part-time local postmasters, the U.S. Post Office is the country's largest bureaucracy, larger than the army of 6,332 men, and accounting for 76.3% of federal employees; the U.S. Post Office has 74 post offices for every 100,000 inhabitants, versus 17 in Great Britain and only 4 in France. (John)
- 1831 Five years of good harvests begin in Great Britain; wheat prices fall to 50-year lows, and decreasing food imports keep gold reserves high and favor the flow of British capital to the U.S. (Parks)

- 1831 Increase of exports ends the depression. (Wyckoff)
- 1831 William Cook named Chief Engineer of Camden & Amboy; retains post til death in 1865. (must be Dec. or early 1832)
- 1831 Cornelius Vanderbilt sells Dispatch Line to the Stevens family. (Lane)
- 1831 Future Foreman of Altoona Shops Andrew Constant Vauclain (1809-1887) is hired by Matthias W. Baldwin, where he gains experience with locomotives; he later works for the Philadelphia & Reading Railroad before joining the PRR in 1856. (Crimmins)
- 1831 Maryland subscribes \$100,000 to Baltimore & Susquehanna Railroad.
- 1831 B&O secures a \$200,000 loan from the Bank of the United States and \$100,000 from the Mechanics Bank. (AR)
- 1831 B&O plans a track up Howard Street from Pratt Street to Franklin Street in Baltimore; it is unclear when this track is built, but it is in service by the late 1830s. (AR)
- 1831 Wiconisco Coal Company organized by Simon Gratz, Samuel Richards, George H. Thompson and Charles Rockland Thompson of Philadelphia and Henry Schreiner and Henry Sheaffer of Dauphin County; open drifts in Bear Creek Gap. (Egle - verify may have been unincorporated)
- 1831 Consumption of anthracite coal from the three major canals this year is 226, 511 tons, up from 115,202 tons in 1830. (SN AR)
- 1831 Overproduction causes the price of anthracite coal to drop to \$4.00 a ton at Philadelphia. (Nolan/Unger)
- 1831 Coal Mining Association of Schuylkill County formed at Pottsville by the coal operators. (Nolan/Unger)
- 1831 85,053 bushels of West Branch bituminous coal carried to Philadelphia via the Union Canal. (AR)
- 1831 Schuylkill Navigation Company lays out the village of Conshohocken, Pa., as a manufacturing village utilizing the canal's water power. (Nolan/Hocker - check MontCo)
- 1831 Juniata Bridge Company completes a bridge across the Susquehanna River at Clarks Ferry. (Hain/Perry Co.)
- 1831 Samuel Duncan lays out Duncansville, Pa., in the area south of the future

- site of Altoona; it will become the junction of the PRR and the Allegheny Portage Railroad. (Africa)
- 1831 Ephraim Lyon Blaine (1796-) lays out the town of West Brownsville, Pa. (Crumrine)
- 1831 Claudius Crozet and Benjamin Wright conduct surveys for the Commonwealth of Virginia for a continuous railroad or slackwater dams and locks from Richmond to Covington, plus a canal or railroad across the mountains and improvements on the New River; also a means to connect the upper James and Roanoke Rivers; Crozet advocates a continuous railroad and Wright a canal between Richmond and Covington. (Dunaway - check - see above)
- 1831 Claudius Crozet surveys the upper reaches of the Shenandoah River from Staunton on Lewis Creek and the North Fork to the mouth of Stoney Creek near Woodstock; finds unsuitable for slackwater; Crozet favors a railroad over a canal. (VaBPW)
- 1831 Stage line established between Pittsburgh and Steubenville; speed of the Pittsburgh-Cleveland and Pittsburgh-Erie stage lines increased. (StdHistPitts)
- 1831 Pennsylvania & Ohio Transportation Company formed. (StdHistPitts)
- 1831 Lt. Ormsby Mc Knight Mitchel (1810-1862) surveys a railroad from Pittsburgh to Massillon, Ohio via New Lisbon and Canton; residents of Canton are concerned that they have been bypassed by the Ohio & Erie Canal and are promoting a railroad to the Pennsylvania Main Line. (HazReg)
- 1831 Ohio Canal opens side cut to Dresden on the Muskingum River 16 miles above Zanesville. (Mould, Scheiber)
- 1831 Robert Neil sells his interest in the Ohio Stage Company to William Neil; William Neil's principal partner is Henry Moore of Wheeling. (Lee/Columbus)
- 1831 James M. Bucklin, Chief Engineer, reports on Illinois & Michigan Canal; notes a railroad over the same route could be built for \$1.05 million, vs. \$4.1 million for the canal. (Young, Smith)
- 1831 Charter of the first State Bank of Illinois expires; the loss to the state exceeds the original note issue of \$300,000; in order to close its affairs, it is necessary to borrow \$100,000 from Samuel Wiggins; it is said Wiggins pays the principal in depreciated bank notes that he has acquired cheap but

which the state accepts at par; the closure leaves Illinois without a bank of issue. (Huston)

- 1831 James P. Allaire acquires the Howell Iron Works located between Farmingdale and Manasquan in Monmouth County, N.J., in what is now Allaire State Park. (WwasW)
- 1831 William Coffin, Sr. (-), establishes glass-works at Winslow, N.J., later operated by his son, William Coffin, Jr. (1801-1872) and the latter's brother-in-law, Alexander Kessler Hay (1809-1881). (Prowell)
- 1831 Enoch Pratt (1808-1896), a descendant of Plymouth Pilgrims, moves from Boston to Baltimore where he establishes the wholesale iron house of E. Pratt & Bro.; he becomes one of the city's most successful financiers and philanthropists. (Scharf)
- 1831 Orasmus Eaton (1792-1872) and Uri Gilbert (1809-1888) form a partnership at Troy, N.Y., to build stagecoaches; they begin making railroad passenger cars in 1841 and after 1852 build only railroad cars. (Holmes/Rohrbach)
- 1831 Charles Tayleur, Jr., & Co. established as a spin-off of Robert Stephenson & Son as locomotive builders. (Rolt)