

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

By Christopher T. Baer

1832

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All data subject to correction and change

- Jan. 2, 1832 Lykens Valley Railroad & Coal Company Board authorizes purchase of strap rails. (MB)
- Jan. 2, 1832 Daniel K. Minor, publisher of *New York American*, publishes the first issue of the *American Railroad Journal* at New York City; first U.S. periodical devoted entirely to the railroad industry. (ARJ, NilesReg)
- Jan. 3, 1832 Camden & Amboy Railroad files survey from Camden to South Amboy. (NJCorp)
- Jan. 4, 1832 Canal Commissioners authorize the construction of a weigh lock at Pittsburgh. (Ilisevich)
- Jan. 4, 1832 Maryland Court of Appeals rules in favor of C&O Canal, based on prior right of the Potomac Company; the canal is free to extend through Point of Rocks first. (Dilts)
- Jan. 5, 1832 Pa. legislative resolution directs Canal Commissioners to pay salaries due Jan. 1 out of toll receipts. (PL)
- Jan. 5, 1832 Mad River & Lake Erie Railroad Company incorporated in Ohio to build between Sandusky and Dayton via Springfield; replaces the central canal route rejected for lack of adequate water; promoted by Eleutheros Cooke, father of future banker Jay Cooke, John Hough James, and others; first successful railroad charter in Ohio, and the first of 6 granted this session; it poses a threat to the extension of the state-owned Miami Canal north of Dayton. (PL, GrnBk, Marvin, Scheiber)
- Jan. 6, 1832 Lykens Valley Railroad & Coal Company Board authorizes writing to locomotive manufacturers in Baltimore; however, uses only horses in

early years. (MB)

- Jan. 6, 1832 Meeting held in Williamsport in favor of railroad between Williamsport and Elmira, N.Y. (HazReg)
- Jan. 9, 1832 Sen. George M. Dallas of Pa., presents the petition of the Second Bank of the United States, whose charter is to expire in 1836, for a 20-year extension; Nicholas Biddle gambles that the chance of recharter will be less when Pres. Jackson is reelected; this turns out to be a monumental blunder, since it enmeshes the Bank question in the presidential election campaign. (Govan, Howe)
- Jan. 9, 1832 Indiana appoints a three-man Board of Fund Commissioners and authorizes first \$200,000 state loan. (Fatout)
- Jan. 11, 1832 New B&O memorial for federal subscription introduced in Congress; no action. (Haney)
- Jan. 12, 1832 Mass meeting at Newark against Camden & Amboy Subscription Bill. (Freeman)
- Jan. 13, 1832 Bank of Zanesville incorporated in Ohio with a capital of \$300,000. (Huntington)
- Jan. 14, 1832 Petition introduced in Senate for federal subscription to B&O. (NilesReg)
- Jan. 17, 1832 Public meeting held in Philadelphia to oppose granting charter for York & Maryland Line Railroad. (HazReg)
- Jan. 18, 1832 John Stevens recommends that the New York & Harlem Railroad be continued south on Broadway as far as Trinity Church at the head of Wall Street, using his idea of elevating the track above the street on pine posts. (Stokes)
- Jan. 18, 1832 Wilmington & Susquehanna Railroad Company incorporated in Delaware. (Val)
- Jan. 18, 1832 Wilmington, Del., incorporated as a city. (Lincoln)
- Jan. 19, 1832 B&O applies for joint construction with the Chesapeake & Ohio Canal between Point of Rocks and Harpers Ferry; the canal company rejects it. (AR)
- Jan. 21, 1832 Philadelphia City Council passes a resolution against granting a charter for the York & Maryland Line Railroad and appoints a committee to lobby the Legislature; one Isaac McCanley favors as an alternative extending the

- Philadelphia & Columbia Railroad to Gettysburg and beyond to the Maryland state line; first appearance of what becomes the Gettysburg Extension Railroad. (HazReg)
- Jan. 21, 1832 Northeastern pier of the Monongahela Bridge Company's bridge at Pittsburgh collapses. (PaArch)
- Jan. 23, 1832 Meeting at Wilmington, Del. in favor of Wilmington & Susquehanna Railroad. (ARJ)
- Jan. 23, 1832 Maryland act agrees to accept and operate the portion of the National Road within its boundaries. (Searight, HistBdfdSsetFltn)
- Jan. 24, 1832 Future PRR official Hartman Bache Du Barry (1832-1893) born at Bordentown, N.J.; son of Edmund Louis Du Barry (1797-1853) and Emma Duane Du Barry (1812-1893) and younger brother of future PRR VP Joseph Napoleon Du Barry (1830-1892). (ancestry.com)
- Jan. 26, 1832 Senate rejects Martin Van Buren's appointment as minister to Great Britain, 27-26; orchestrated by Henry Clay and John C. Calhoun, who is enraged at Van Buren's being anointed Jackson's heir apparent in place of himself; it is arranged to have a tie vote so Calhoun as VP can cast the deciding vote against Van Buren; in fact, Calhoun merely completes his break with Pres. Andrew Jackson and makes Van Buren the next VP and Jackson's heir apparent; the belief that Clay, Webster, Calhoun and the Bank of the United States are together responsible for this humiliation will lead many pro-Bank Democrats to side with Jackson out of party loyalty and sustain Jackson's Bank Veto. (Wilburn, Howe)
- Jan. 26, 1832 Charles J. Ingersoll, one of the lobbyists for the Bank of the United States writes to Nicholas Biddle of Van Buren's rejection and notes that nothing will jeopardize the recharter more than bad timing in presenting the petition. (Wilburn)
- Jan. 26, 1832 Philadelphia City Council resolves to oppose efforts of Lancaster to vacate parts of Columbia Railroad already built and reroute through center of town. (HazReg)
- Jan. 26, 1832 DeWitt Clinton, Jr. (1805-1833), reports on surveys for a railroad from Jersey City to the portage level of the Ohio Canal at Akron; serves as basis for New York & Erie Railroad; survey generally follows later main line of Erie to Hornellsville, then via Olean, Warren (Pa.), Jamestown (N.Y.), Waterford, Meadville, Kinsman, Warren (Ohio), and Ravenna; includes some inclined planes; the report is forwarded to Congress on Feb. 29. (22 Cong I House Doc. 133)

- Jan. 26, 1832 Erie & Ohio Railroad incorporated in Ohio to build from Ashtabula to Wellsville. (PL)
- Jan. 26, 1832 Rufus Henry Gilbert (1832-1885), future Civil War surgeon and developer of Manhattan's elevated railroads, born at Guilford, N.Y. (AppletonsCyc)
- Jan. 26, 1832 Terre Haute, Ind., incorporated as a town. (Bradsby)
- Jan. 27, 1832 Robert F. Stockton addresses meeting at New Brunswick held to support Camden & Amboy Subscription Bill. (Freeman)
- Jan. 28, 1832 Canal Commissioners appoint Edward Miller Principal Assistant Engineer on Portage Railroad. (CC) (Wilson has 6/28?)
- Jan. 28, 1832 N.J. Gov. Peter D. Vroom sends Pa. Gov. George Wolf copies of a resolution of the N.J. Legislature protesting the construction of the wing dam at New Hope; Gov. Wolf forwards it to the Pa. Legislature on Feb. 2. (PaArch)
- Jan. 30, 1832 Canal Commissioners order elimination of slackwater sections of Lycoming Line of West Branch Division after repeated flood damage to other large Susquehanna River dams at Nanticoke and Shamokin. (CC)
- Jan. 30, 1832 Meeting at Tammany Hall of all New York State Democratic factions protests the rejection of Martin Van Buren as Minister to Great Britain. (Wilburn)
- Early 1832 Road surveyed between Chicago and the Wabash River opposite Vincennes. (CHTaylor)
- Feb. 2, 1832 Maryland House of Delegates issues a resolution demanding that Pennsylvania not rebuild or repair the Shamokin and Muncy Dams, recently washed out by floods, as an obstruction to navigation. (PaArch)
- Feb. 2, 1832 Lawrenceburgh & Indianapolis Railroad incorporated in Indiana; first railroad incorporated in Indiana; only a small piece is completed under this charter. (PL,)
- Feb. 2, 1832 Madison, Indianapolis & Lafayette Railroad incorporated in Indiana; no work done. (Church)
- Feb. 2, 1832 Ohio & Lafayette Railroad incorporated in Indiana to build from Jeffersonville to Lafayette. (PL)
- Feb. 2, 1832 Wabash & Michigan Railroad incorporate in Indiana to build from Lafayette to Trail Creek in Laporte County. (PL)

- Feb. 2, 1832 Harrison & Indianapolis Railroad incorporated in Indiana. (PL)
- Feb. 2, 1832 Ground broken for the Wabash & Erie Canal at Fort Wayne. (Poinsatte - see 2/22?)
- Feb. 2, 1832 Wabash County, Indiana, created from part of Adams New Purchase and non-county area; not fully organized. (Long)
- Feb. 2, 1832 Miami County, Indiana, created from part of Cass County and non-county area; not fully organized. (HistMiamiCo)
- Feb. 3, 1832 Pennsylvania & Ohio Railroad Company incorporated in Ohio by William Robinson (1785-1868), John B. Trevor (1788-1860), Benjamin Hanna, et al., to build from Pa. state line in direction of Pittsburgh through New Lisbon and Canton to the Ohio Canal at Massillon, prefiguring the later Pittsburgh, Fort Wayne & Chicago Railway; nothing done under this charter. (PL)
- Feb. 3, 1832 Ohio & Indianapolis Railroad incorporated in Indiana to build from Indianapolis to Jeffersonville; predecessor of the Jeffersonville Railroad. (Church)
- Feb. 3, 1832 New Albany, Salem, Indianapolis & Wabash Railroad incorporated in Indiana to build from New Albany through Indianapolis to the Wabash River. (PL)
- Feb. 3, 1832 Richmond, Eaton & Miami Railroad incorporated in Indiana to build from Richmond towards Dayton; Ohio portion incorporated in Dec. 1831. (PL)
- Feb. 4, 1832 Charles J. Ingersoll writes to Nicholas Biddle indicating that the rejection of Van Buren has tightened Democratic Party lines and turned all Jacksonians against everything supported by Daniel Webster and Henry Clay, including the Bank of the United States. (Wilburn)
- Feb. 4, 1832 Matthew C. Ralston, et al., contract with William P. Farrand (1777-1839) a former bookseller and publisher of Philadelphia to act as agent for the sale of the property of the Lycoming Coal Company northwest of Williamsport, Pa. (Knowles - note the Lycoming Coal Co. was not yet inc. and the earlier Lycoming Navigation, Railroad & Coal Company was at Ralston, not Farrandville - Farrand seems to have been the middleman roping Ralston into both projects - Meginnis/Lycoming)
- Feb. 1832 Flood carries away 900 feet of Shamokin Dam. (MnrsJrnl)
- Feb. 5, 1832 Heavy rains begin over eastern Ohio and western Pennsylvania, lasting

five days; heavy flooding moves down Ohio valley; the lower part of the Ohio & Erie Canal, under construction, sustains heavy damages. (BaltAm, Scheiber)

- Feb. 5, 1832 Ice gorge breaks up at Columbia; five spans of Columbia Bridge carried off; Eastern Division Canal escapes injury; ice piles up at McCalls Ferry, damaging lower three locks of the Conestoga Navigation Company. (ColSpy, WBFrmr&Jrnl - C&C says 16 spans totaling 1,750 feet carried off)
- Feb. 6, 1832 Chesapeake & Delaware Canal Board refuses to reduce rates for Citizens Union Line passenger barges; had been raised to \$10,000 per year for one daily line in 1831. (Gray)
- Feb. 7, 1832 N.J. Legislature begins its second session. (Cranmer)
- Feb. 7, 1832 Pa. legislative resolution directs Canal Commissioners to have survey made rerouting Philadelphia & Columbia Railroad through downtown Lancaster by an engineer who has not previously worked on line. (PL)
- Feb. 7, 1832 Henry Schreiner elected Pres. of Lykens Valley Railroad & Coal Company, replacing Thomas Pim Cope. (MB)
- Feb. 7, 1832 Virginia act agrees to accept and operate the portion of the National Road within its boundaries. (Searight, HistBdfdSsetFltn)
- Feb. 7, 1832 Milan & Newark Railroad Company incorporated in Ohio to build from the head of the Milan Canal through Norwalk, Mansfield, Belleville and Mount Vernon to Newark on the Ohio Canal; not built. (PL)
- Feb. 7, 1832 Severe flooding of the Ohio River lasting through Feb. 19, when it reaches 63 feet above low water at Cincinnati; very heavy rains accompany a sudden thaw after a severe winter. (HistAllghnyCo)
- Feb. 8, 1832 Matthew Newkirk elected director of Danville & Pottsville Railroad to succeed Stephen Girard, deceased. (MB)
- Feb. 8, 1832 Columbus, Delaware, Marion & Sandusky Railroad Company incorporated in Ohio to build from Columbus via Delaware, Marion and Bucyrus to Sandusky, with a branch to intersect the Mad River & Lake Erie Railroad at Upper Sandusky. (PL)
- Feb. 8, 1832 Cincinnati & St. Louis Railroad incorporated in Ohio. (PL)
- Feb. 9, 1832 Delaware & Raritan Canal Subscription Bill comes before the N.J. Assembly; a bill is introduced in N.J. Assembly to ascertain the will of the

people on the Subscription Bill; sent to committee where allowed to die. (AssyMin)

- Feb. 9, 1832 Heavy flood damages Western Division Canal between the mouth of the Kiskiminetas and Blairsville. (HazReg)
- Feb. 10, 1832 U.S. House reports bill to extend the charter of the Second Bank of the United States; Nicholas Biddle, alarmed by growing attacks on the Bank by debtor interests in the West and South and States' Rights partisans in the South, and advised by Henry Clay, seeks the recharter to force the issue before the presidential election. (EAH)
- Feb. 10, 1832 Thomas M. Pettit elected Pres. of Danville & Pottsville Railroad, succeeding Daniel Montgomery, deceased. (MB)
- Feb. 10, 1832 Ice freshet on the Kiskiminetas River washes out the new lock and part of the new dam being built to replace the one lost in the summer flood of 1831. (Smith/Armstrong)
- Feb. 10, 1832 Flood crest reaches Pittsburgh at 38.2 feet above low water, highest yet recorded; new Western Division canal aqueduct survives; flood on the Beaver River washes around the abutments of the Bridgewater Dam on the Beaver Division and into the town site; the house of Gen. Abner Lacock at Beaver is flooded to the ceiling, destroying his library; the foundry of Darragh & Stow at Sharon is washed out. (HazReg, HistPitts, Richard, beavercountyhist)
- Feb. 10, 1832 Maryland Legislature passes resolution against Pennsylvania rebuilding Muncy and Shamokin Dams. (PL)
- Feb. 11, 1832 Meeting held at Smithtown, N.Y., in favor of a railroad from Brooklyn to the eastern end of Long Island. (ARJ)
- Feb. 11, 1832 Meeting at Taneytown, Md., to induce Baltimore & Susquehanna Railroad to build that way. (BaltAm)
- Feb. 11, 1832 Milan & Columbus Railroad Company incorporated in Ohio to build from the head of the Milan Canal through Norwalk, Peru, Newhaven and Mount Gilead to Columbus; not built. (PL)
- Feb. 13, 1832 Boats of Citizens Union Line resume service for season between Philadelphia and Baltimore three times a week; begin using stagecoach portage between New Castle and Frenchtown instead of Chesapeake & Delaware Canal because of canal company's refusal to cut rates. (Lewis Diary, BaltAm)

- Feb. 13, 1832 Ohio act authorizes the Canal Commissioners to improve the Muskingum River by locks and dams from the Dresden Side Cut of the Ohio Canal to Zanesville; appropriates \$20,000. (PL)
- Feb. 13, 1832 Nimishillen & Sandy Navigation Company incorporated in Ohio to improve the navigation of Nimishillen Creek from Canton down to a junction with the Sandy & Beaver Canal. (PL)
- Feb. 13, 1832 Utica, N.Y., incorporated as a city. (French)
- Feb. 15, 1832 Associates of the Jersey Company appoints a committee to negotiate with the Paterson & Hudson River Railroad regarding its application for lots at Jersey City. (MB)
- Feb. 16, 1832 N.J. Assembly defeats amendment to Subscription Bill to create a state stock (loan) under control of Governor instead of having subscription to Delaware & Raritan Canal made by School Fund, 27-21. (AssyMin)
- Feb. 17, 1832 Baltimore & Wheeling Transportation Company incorporated in Md. to operate freight wagons via the National Road. (PL)
- Feb. 18, 1832 Washington Grays militia company, numbering 64, travel by steamboat from Philadelphia to New Castle; taken to end of track over NC&F in three cars; walk past deep cut to Frenchtown wharf and embark for Baltimore; are traveling to celebration of George Washington's 100th birthday at Mount Vernon. (Lewis Diary, BaltAm)
- Feb. 18, 1832 Danville & Pottsville Railroad Board orders Moncure Robinson to place the road under contract as far as Girardville. (Rept)
- Feb. 18, 1832 Water admitted to Juniata Division Canal at Aughwick Dam. (WBFrmr&Jrnl)
- Feb 18, 1832 Ohio River flood crests at 64'-3", a height not surpassed until 1883; it is the highest 19th century flood at Pittsburgh, and exceeds the flood of 1883 from Pittsburgh down to Ripley, 414 miles. (HistCinHamCo)
- Feb. 1832 "Protection Bill" introduced in the N.J. Assembly as a substitute for the Subscription Bill; the Joint Companies are to give the state an additional 1,000 shares in return for a pledge that the state ban the construction of any railroad that shall be used for the transportation of freight and passengers between New York and Philadelphia; the Joint Companies will also guarantee to the state a minimum income of \$30,000 a year from transit duties and dividends or by direct payments; the state is to appoint one director, but not vote its stock for the other directors. (Cranmer)

- Feb. 21, 1832 Canal Commissioner James Clarke reports on the damage to the Western Division Canal caused by “the greatest freshet that has occurred in the Conemaugh, Kiskiminetas and Allegheny Rivers since the first settlement of this country”; most of the damage is between Blairsville and Leechburg; Sylvester Welsh estimates \$55,174 to repair damages plus \$67,374 to improve the canal’s ability to withstand future floods. (PaArch)
- Feb. 22, 1832 Commissioners of Mad River & Lake Erie Railroad hold first meeting at Bellefontaine, Ohio. (ARJ, Peeke)
- Feb. 22, 1832 State of Indiana breaks ground for the Wabash & Erie Canal on the St. Joseph River Feeder just north of Fort Wayne; Jesse L. Williams (1807-1886), formerly with the Ohio canals, made Chief Engineer. (Clark, Fatout)
- Feb. 22, 1832 Cornerstone laid for the Philadelphia Merchants Exchange, designed by William Strickland in the Greek Revival style, on the northwest corner of Dock & Walnut Streets; it opens early in 1834. (Scharf)
- Feb. 23, 1832 Philadelphia & Trenton Railroad Company incorporated in Pa. to build from Kensington to Morrisville, opposite Trenton. (PL, Digest)
- Feb. 23, 1832 New York & Harlem Railroad breaks ground at Murray Hill Cut at 36th Street. (Stokes, Harlow)
- Feb. 24, 1832 William D. Lewis goes to New Castle with Matthias Baldwin to inspect English locomotive *Delaware* (Stephenson c/n 23) left there since last fall; arranges with Matthias W. Baldwin to have rust scraped off and assembled. (Lewis Diary)
- Feb. 24, 1832 Maryland act appropriates \$1,500 for clearing the Chester River up to Millington. (PL)
- Feb. 25, 1832 New Castle & Frenchtown sets fare at \$1 on rail line; are to operate two horses per car, to be changed at midpoint (MB); holds opening excursion for officers and directors. (HazReg)
- Feb. 25, 1832 Meeting of residents of New Castle and Chester Counties at East Marlborough for railroad from Wilmington to Philadelphia & Columbia Railroad via Red Clay Creek Valley. (DelJrnl)
- Feb. 25, 1832 Virginia act authorizes \$20,000 to be raised by lottery to improve the Monongahela River in Monongalia County. (PL)
- Feb. 27, 1832 Washington Grays return to Philadelphia over New Castle & Frenchtown Railroad. (HazReg, BaltAm)

- Feb. 27, 1832 Baltimore coach builder Richard Imlay (1784-1867), whose shop was founded to build stagecoaches for Stockton & Stokes, displays three railroad passenger cars in Monument Square, including *Red Rover*, seating 50, for NC&F, one for Paterson & Hudson River Railroad and one for B&O. (BaltAm, Holmes/Rohrbach)
- Feb. 27, 1832 People's Steam Navigation Company incorporated in Md. to operate line of steamboats and stages between Baltimore and Philadelphia in competition with New Castle & Frenchtown Railroad. (PL)
- Feb. 27, 1832 Virginia act for the first time authorizes the state to borrow money for an internal improvement project, to make up its subscription to the Petersburg Railroad. (Goodrich)
- Feb. 28, 1832 N.J. Assembly votes 30-16 to postpone the Subscription Bill for the state to subscribe to one quarter of the stock of the Delaware & Raritan Canal Company to the next session; killed by votes of northern counties led by John P. Jackson; earlier in day, Assembly passes the Protection Bill, the Joint Companies' alternative measure, 28-21. (AssyMin, Thompson, Freeman)
- Feb. 28, 1832 New Castle & Frenchtown Railroad holds opening ceremony beginning revenue service over entire line with horse power; boat connections by the Citizen's Union Line (Pennsylvania, Delaware & Maryland Steam Navigation Company). (HazReg)
- Feb. 28, 1832 Fredericksburg & Potomac Creek Railroad incorporated in Va. to build from a point opposite Fredericksburg (Falmouth) overland to the Potomac River; no construction under this act. (PL)
- Feb. 29, 1832 Charter supplement authorizes Danville & Pottsville Railroad to merge in whole or part with Mount Carbon Railroad. (Digest)
- Feb. 29, 1832 Allegany Coal Mine Railroad Company incorporated in Maryland by William McMahon, David Shriver, George Hobletzell, William Ward, Samuel P. Smith, et al., to build a railroad up Wills Creek to the coal mines above Cumberland. (PL)
- Mar. 1, 1832 New Castle & Frenchtown appoints committee to confer with Citizens Union Line regarding through passenger and freight traffic between Philadelphia and Baltimore. (MB)
- Mar. 1, 1832 John Noble (1811-1871) opens the National Hotel opposite the Capitol at Columbus, Ohio; the office of the Ohio Stage Company is attached, and it becomes a center of travel. (Lee/Columbus)

- Mar. 2, 1832 "Protection Act" passes the N.J. Council, 8-4; it grants the Joint Companies the exclusive right to carry freight and passengers across New Jersey between New York and Philadelphia; in return, the Joint Companies give the state another 1,000 shares and right to appoint a second director; Joint Companies guarantee the state a minimum income of \$30,000 per year from dividends and transit duties; also authorizes branch railroad from Spotswood to New Brunswick to connect with New Jersey Railroad & Transportation Company; income from the Joint Companies eventually pays over half the expenses of state government, and the promise of low taxes makes the bill irresistible. (PL, Digest, Lane)
- Mar. 2, 1832 Water being let in at Clarks Ferry reaches Harrisburg on Eastern Division Canal. (PADA)
- Mar. 2, 1832 Ground broken for the Wabash & Erie Canal at Fort Wayne. (Fatout)
- Mar. 5, 1832 New Castle & Frenchtown Railroad achieves regular daily revenue service; boats of the Citizens' Union Line, *Carroll of Carrollton* and *Independence* on Chesapeake and *Robert Morris* on Delaware, transfer their passengers to railroad from stagecoaches, forming a through boat-rail line between Philadelphia and Baltimore; during its entire existence, the NC&F is closed from Dec. through Mar. when steamboats are stopped by ice, particularly in the narrow Elk River and drifting down from the mouth of the Susquehanna. (Lewis Diary, BaltAm, PADA)
- Mar. 5, 1832 Baltimore & Port Deposit Railroad incorporated in Maryland to build from Baltimore to Port Deposit; Susquehanna Bridge & Bank Company at Port Deposit may subscribe \$100,000 and lay rails on bridge. (PL, Val)
- Mar. 6, 1832 Pennsylvania Coke & Iron Company incorporated in Pa. by George Thompson for the purpose of smelting iron with mineral fuel; may hold up to 3,500 acres in two counties and build up to three blast furnaces and a rolling mill. (PL)
- Mar. 7, 1832 New Jersey Railroad & Transportation Company incorporated after backers come to terms with Camden & Amboy; limited to Jersey City-New Brunswick instead of Jersey City-Trenton; New Brunswick-Spotswood link to be built by Camden & Amboy, giving it control of through traffic; clause requiring a branch to Hoboken and equal accommodation to other ferries (i.e., one to be established by the Stevens's at Hoboken) is inserted at insistence of Stevens family; state may subscribe to one quarter of stock. (PL, Digest)
- Mar. 7, 1832 Joint Companies authorize negotiations with Union Line Stage & Steam Boat Company for purchase of their boats and real estate; because of

delays in getting stone blocks, authorize building track with wooden ties. (MB)

- Mar. 7, 1832 Citizens Union Line votes 5-4 to run both lines by railroad and none via Chesapeake & Delaware Canal; directors Manuel Eyre (1777-1845), Thomas Janvier (1772-1852), Philip Reybold (1783-1854) and John Ellicott, who have investments in the canal, are opposed. (Lewis Diary)
- Mar. 7, 1832 Cecil County Railroad incorporated in Maryland to be part of an inland route from Port Deposit towards Coatesville. (PL)
- Mar. 7, 1832 *Wyoming Herald* reports that floods are undermining the Nanticoke Dam, and 130 feet have been washed out. (WyoHrd)
- Mar. 8, 1832 Merchants petition Philadelphia City Councils to build the City Railroad track on Broad Street between Vine & Cedar (South) Streets before the Philadelphia & Columbia Railroad opens. (HazReg)
- Mar. 8, 1832 Moncure Robinson reports on cost of detouring Philadelphia & Columbia Railroad to pass through downtown Lancaster as demanded by residents; straight alignment on north side of town is eventually adopted by PRR in the 1880s. (CC)
- Mar. 8, 1832 Public meeting held at Wilkes-Barre in favor of extending the North Branch Canal. (WBFrmr&Jrnl)
- Mar. 8, 1832 New Jersey, Hudson & Delaware Railroad incorporated in N.J. to build from near Weehawken and Paterson to near the Delaware Water Gap, thus connecting the growing manufacturing center of Paterson with the anthracite coal fields; nothing of significance is done under this charter, which becomes part of the New York, Susquehanna & Western Railroad. (PL)
- Mar. 8, 1832 Portsmouth & Roanoke Railroad incorporated in Va. to build from Portsmouth, opposite Norfolk, to the Roanoke River in North Carolina; oldest portion of the Seaboard Air Line Railway. (PL)
- Mar. 8, 1832 Hagerstown, Ind., laid out by Jacob Ulrich and Jonas Harris. (Young)
- Mar. 9, 1832 Pennsylvania act authorizes temporary loan of \$75,000. (PL)
- Mar. 9, 1832 Maryland act authorizes City of Baltimore to pass ordinances permitting railroads to lay tracks in city streets. (Digest)
- Mar. 9, 1832 Senate passes bill to extend National Road through Ohio, Indiana and Illinois. (NilesReg)

- Mar. 10, 1832 Public meeting at Williamsport in favor of more money for the branch canals. (WBFrmr&Jrnl)
- Mar. 12, 1832 Franklin Railroad Company incorporated in Pa. to build from Chambersburg towards Hagerstown, Md., and Potomac River. (Digest)
- Mar. 12, 1832 Ice freshet in Lehigh and Delaware Rivers at Easton; upper portion of Delaware Division Canal heavily damaged. (WBFrmr&Jrnl - others have 3/13 – i.e. is overnight)
- Mar. 12, 1832 Danville & Pottsville Railroad lets contracts for Eastern Division between Mount Carbon Railroad to the mouth of Shenandoah Creek. (MB)
- Mar. 12, 1832 Maryland Legislature, in joint resolution, calls for Chesapeake & Ohio Canal to compromise with B&O over route between Point of Rocks and Harpers Ferry. (PL)
- Mar. 13, 1832 Major flood in the Lehigh/Delaware watershed; 21 feet at Easton. (BucksCoHS:6)
- Mar. 14, 1832 York & Maryland Line Railroad Company incorporated in Pennsylvania as extension of Baltimore & Susquehanna Railroad of Maryland; had been blocked in Legislature for four years by opposition of Philadelphia; a majority of directors and officers must be residents of Pennsylvania. (PL)
- Mar. 14, 1832 Maryland act authorizes B&O to issue additional stock to build the Washington Branch; City of Baltimore is authorized to subscribe for 5,000 shares. (PL)
- Mar. 14, 1832 Delaware & Maryland Railroad Company incorporated in Maryland to build from Susquehanna River to Delaware state line. (Val)
- Mar. 14, 1832 Second flood hits North Branch of Susquehanna River at Catawissa. (MnrsJrnl)
- Mar. 14, 1832 Chesapeake & Ohio Canal Company rejects proposal of B&O for joint construction between Point of Rocks and Harpers Ferry; lets its own contracts to Harpers Ferry. (Dilts)
- Mar. 15, 1832 Charter supplement allows Camden & Amboy Railroad to change location. (Digest)
- Mar. 15, 1832 William D. Lewis engages Matthias Baldwin who is to hire an engineer (Edward Young) and assemble NC&F locomotive *Delaware*. (Lewis Diary, Holmes)

- Mar. 16, 1832 New Jersey act calls for governor to appoint state directors for the Camden & Amboy Railroad. (PL)
- Mar. 16, 1832 Virginia incorporates James River & Kanawha Company to take over the state-owned works of the old James River Company and build a chain of canal and road improvements between Richmond and the Ohio River via the James and Kanawha Valleys; the state is to have three-fifths of the stock; the bill is opposed by residents of the territories along the proposed routes of the B&O and the Lynchburg & New River Railroads. (Dunaway)
- Mar. 16, 1832 U.S. Senate passes bill granting land to Illinois to build railroad instead of the Illinois & Michigan Canal. (NilesReg)
- Mar. 20, 1832 Philadelphia Exchange Company incorporated to build a merchants' exchange. (PL)
- Mar. 20, 1832 Virginia act abolishes the post of Principal Engineer, recently vacated by Claudius Crozet, and replaces it by Special Engineers or Agents for specific projects. (Couper)
- Mar. 21, 1832 House Committee exonerates Maj. John Wilson of charges he unfairly favored Columbia over Marietta as terminus of Philadelphia & Columbia Railroad, is rarely on line, and has grossly underestimated cost. (HseJrnl)
- Mar. 22, 1832 Select Committee of Legislature report rejects complaints against Canal Commissioners for irregularities in awarding and paying contracts.
- Mar. 22, 1832 New Jersey Railroad & Transportation Company commissioners meet. (Shaw)
- Mar. 22, 1832 Books opened in Baltimore for Baltimore & Wheeling Transportation Company, which proposes to operate a line of freight wagons. (BaltAm)
- Mar. 23, 1832 House of Commons passes the Third Reform Bill. (Stokes)
- late Mar. 1832 Floods in Susquehanna Valley wash out the Shamokin, Nanticoke, and Muncy Dams, placing North Branch, West Branch, and Susquehanna Divisions out of service. (see above)
- Mar. 1832 NC&F begins carrying freight. (Lewis Diary)
- Mar. 26, 1832 Pennsylvania Senate passes canal and railroad bill with all appropriations for branches struck out. (BaltAm)
- Mar. 28, 1832 Philip E. Thomas and John Elgar of B&O view NC&F. (Lewis Diary)

- Mar. 30, 1832 Gov. George Wolf returns the Improvement Bill signed into law but with a message decrying the lack of appropriations for the North and West Branches, Beaver Division and French Creek Feeder as a breach of faith pledged in previous year's bill; act authorizes \$2,348,680 state loan to complete Main Line only; the entire loan is taken by the Bank of Pennsylvania at a 14% premium. (PaArch, PL, HazReg)
- Mar. 31, 1832 Capt. James D. Graham reports on the survey of a railroad from Harpers Ferry to Winchester. (Hill)
- Spring 1832 House of Lords defeats the Third Reform Bill, sparking riots and a run on the Bank of England. (Francis - verify)
- Apr. 1, 1832 B&O opens from Frederick Jct. to Point of Rocks on the Potomac River, about 71 miles from Baltimore. (AR)
- Apr. 2, 1832 Commercial Bank of Lake Erie, closed in 1820, reopens after paying off its liabilities; Leonard Case (-1864), Pres.; most of the stock is held by the Dwights of Massachusetts. (Huntington, Avery)
- Apr. 3, 1832 Charter supplement extends time for the completion of the Northern Liberties & Penn Township Railroad to July 4, 1836. (PL)
- Apr. 3, 1832 Girard Bank incorporated in Pa. to continue the private bank of the late Stephen Girard with a capital of \$1.5 million; it retains the old Girard banking house previously occupied by the First Bank of the United States; James Schott (-), Pres. (PL, Barnes)
- Apr. 3, 1832 Frankstown, Pa., incorporated as a borough; Warren, Pa., incorporated as a borough. (PL)
- Apr. 5, 1832 Joint Companies file acceptance of the Protection Act. (NJCorp)
- Apr. 5, 1832 Pennsylvania act authorizes additional \$300,000 permanent loan to continue certain contracts on projects not covered by Mar. 30 act; this is also taken by the Bank of Pennsylvania at a 15% premium. (PL)
- Apr. 5, 1832 John Henry Devereux (1832-1886), future head of several Midwestern railroads, born at Boston, Mass.; son of John Devereux, a sea captain of Marblehead, and Matilda Burton Devereux. (Rozman)
- Apr. 6, 1832 Baltimore ordinance permits the B&O to extend tracks in various streets, including Paca, Howard, Green, Franklin and Eutaw Streets. (BaltAm)
- Apr. 6, 1832 Charter supplement to New York & Harlem Railroad authorizes extending

south along 4th Avenue from 23rd Street to 14th Street and other streets as far as Prince Street with permission of the city authorities; must not use locomotives south of 14th Street; increases the capital stock to \$500,000. (PL, Grogan)

- Apr. 6, 1832 A group of Sauk and Fox under Black Hawk (1767-1838) crosses the Mississippi near Rock Island to occupy their old fields lost in the 1804 treaty and fleeing their enemies, the Sioux; the resulting "Black Hawk War" provides an excuse to push the Sauk and Fox further west; another body of Sauk and Fox under rival, pro-American chief Keokuk (1780-1848) remains in Iowa. (, Howe)
- Apr. 7, 1832 Norristown, Berks & Lehigh Railroad incorporated in Pa. to build from Norristown to Allentown to meet the Beaver Meadow Railroad. (PL)
- Apr. 7, 1832 Leechburg Bridge Company incorporated in Pa. to build a bridge over the Kiskiminetas River at the Leechburg Dam. (PL)
- Apr. 9, 1832 Col. Stephen H. Long's "Pennsylvania Locomotor" again tested on New Castle & Frenchtown Railroad; covers 27 miles in two hours hauling load of 10 tons; "Locomotor" weighs 3 tons. (Lewis Diary, NilesReg)
- Apr. 10, 1832 Books for Philadelphia & Trenton Railroad opened in Bristol, Pa.; only 1,100 shares taken; many fear competition once Camden & Amboy is extended down to Camden; John Savage of Morrisville is promoting line to boost his property there. (MB, Lewis Diary)
- Apr. 10, 1832 Pa. legislative resolution authorizes Gov. George Wolf to appoint three commissioners to meet with commissioners of New Jersey re dispute over the wing dam in the Delaware River at Wells Falls (New Hope). (PL)
- Apr. 11, 1832 Canal Commissioners let contracts let for completing a single track on Portage Railroad; contract through A. & G. Ralston for enough 40-pound edge rail for one track, with double track of strap rails on the 10 inclined planes from Harfords, Davis & Co. of Wales. (Roberts, Wilson)
- Apr. 14, 1832 U.S. House passes resolution calling for survey for railroad between Hollidaysburg and Cumberland. (NilesReg)
- Apr. 14, 1832 Buffalo & Erie Railroad incorporated in N.Y. to build along Lake Erie from Buffalo to the Pennsylvania state line as part of a line between Buffalo and Erie, Pa.; nothing done under this charter. (PL)
- Apr. 14, 1832 Rensselaer & Saratoga Railroad incorporated in N.Y. to build from Troy to Saratoga; oldest part of the Delaware & Hudson Railroad system in New York State. (Val)

- Apr. 1832 Proprietors of the Lancaster and Pittsburgh stage coaches place a horse-drawn car on the Philadelphia & Columbia Railroad from the head of the Belmont Plane to end-of-track. (Scharf)
- Apr. 1832 First New Castle & Frenchtown Railroad locomotive, *Delaware*, built by Stephenson, arrives in New Castle in disassembled state - no appears to have been assembled in Phila!! probably arrived 1831!). (Holmes - Hayman has 8/1?)
- Apr. 1832 John Bennet made Principal Engineer of the Wyoming Line of the North Branch Canal, replacing James Ferguson, returned to New York. (WyoHrld)
- Apr. 17, 1832 New York & Albany Railroad chartered to build from the Harlem River at 4th Avenue, New York City, to Albany and Troy via Harlem River Valley. (PL)
- Apr. 20, 1832 First trainload of Potomac flour arrives in Baltimore over B&O from Point of Rocks. (Scharf, Dilts)
- Apr. 20, 1832 Stephen Girard's bequest of \$300,000 for funding canals is deposited by his executors in the Bank of Pennsylvania to the credit of the Commonwealth of Pennsylvania. (PaArch)
- Apr. 20, 1832 Buffalo, N.Y., incorporated as a city; because of its critical position at the eastern end of Lake Erie and the western end of the Erie Canal, it becomes the second largest city in New York State. (French)
- Apr. 21, 1832 Elmira & Williamsport Railroad incorporated in New York to build from Elmira to the Pennsylvania state line as an extension of the Williamsport & Elmira Railroad in Pennsylvania; nothing done under this charter. (PL)
- Apr. 23, 1832 In a moment reminiscent of *It's a Wonderful Life*, quick-thinking George Washington Salkeld, 14 (1817-1861), son of the LC&N's construction superintendent Isaac Salkeld (1780-1839), saves Robert H. Sayre (1824-1907), son of the company's weighmaster William H. Sayre, from drowning when he falls into the Lehigh Canal basin at Mauch Chunk while fishing; Sayre grows up to be Chief Engineer and VP of the Lehigh Valley Railroad and an official of the Bethlehem Iron Company, having an enormous impact on the railroad and steel industries; G. W. Salkeld becomes an engineer for the LC&N and helps build the inclined planes of the Switchback Railroad in the 1840s. (PADA, Mathews/Hngrfrd)
- Apr. 24, 1832 New York & Erie Railroad Company incorporated in New York to build from New York City to Lake Erie through the Southern Tier counties left

isolated from the Erie Canal; not permitted to connect with railroads in New Jersey or Pennsylvania without permission of Legislature; provisions that \$10 million be subscribed and action by a majority of 80 commissioners before company can be organized are inserted by canal interest to hamstring project. (PL, Minor, CHTP19)

- Apr. 24, 1832 Tonawanda Railroad incorporated in New York with a capital of \$500,000, to build from Rochester to Attica via Batavia, headquarters of the Holland Land Company; founders include Jonathan Child (1785-1860), first Mayor of Rochester. (GrnBk, Stevens, RochHist)
- Apr. 24, 1832 Pennsylvania legislature earmarks \$60,000 of Philadelphia & Columbia Railroad appropriation to be set aside to assist Lancaster in diverting the railroad through the center of town, contrary to the original survey; old roadbed on direct line to be preserved. (PL)
- Apr. 24, 1832 York Haven & Harrisburg Bridge Turnpike Road Company receives letters patent. (PaArch)
- Apr. 25, 1832 Brooklyn & Jamaica Railroad incorporated in New York to build between Brooklyn and Jamaica with branches to Flatbush and Flatlands; is to buy the Brooklyn, Jamaica & Flatbush Turnpike Company at \$26 per share; the oldest part of the Long Island Rail Road system. (PL)
- Apr. 25, 1832 Proprietors of the Good Intent stage coach line place a passenger car on the three miles of the Philadelphia & Columbia Railroad that are completed, with a coach connection between 284 Market Street and the foot of Belmont Plane; service is to be extended when next 15-20 miles open soon. (PADA)
- Apr. 26, 1832 Hudson & Berkshire Railroad reincorporated in New York to build from Hudson to the Massachusetts state line in West Stockbridge, connecting with a line to Boston. (PL, GrnBk)
- Apr. 26, 1832 Rensselaer School in Troy, N.Y., reincorporated as the Rensselaer Institute. (Rezneck)
- Apr. 27, 1832 Liggetts Gap Railroad incorporated in Pa. to build from the Lackawanna Valley at Cobbs Gap (present-day Scranton) to the New York state line in the direction of the Great Bend. (PL)
- Apr. 1832? Canal Commissioners contract through A. & G. Ralston with Harford, Davis & Co. of Wales for rails and cast-iron chairs for Portage Railroad; single track with double track on inclined planes. (CC)
- Apr. 30, 1832 U.S. House Committee reports the charge that Nicholas Biddle loaned

money from the Bank of the United States to Thomas Biddle & Co. without interest and without authority is false; a minority report blames the false reports on Reuben M. Whitney, an informer hostile to Nicholas Biddle. (HWest)

- Spring 1832 Sixty arrivals of steamboats are reported at Lafayette, Ind., during the spring season; Lafayette is the regular head of steamboat navigation on the Wabash River. (Hunter)
- May 1, 1832 Portion of Philadelphia & Columbia Railroad east of Downingtown and Delaware Division Canal placed under William B. Mitchell as Superintendent; portion west of Downingtown and Eastern Division Canal remain under John Barber. (CC)
- May 1, 1832 New Jersey Railroad & Transportation Company opens books at New Brunswick. (Shaw)
- May 1, 1832 Commissioners of Wilmington & Susquehanna Railroad open books at Philadelphia; no election of officers. (BdPap, BaltAm)
- May 1, 1832 Danville & Pottsville Railroad discharges Francis W. Rawle and halts all work on Western Division because of problems with delinquent subscribers. (MB)
- May 1, 1832 Boston & Worcester Railroad organized. (Bliss)
- May 1, 1832 Boston, Norwich & New London Railroad incorporated in Conn. to build from Norwich towards Boston. (NHCorp, Farnham)
- May 1, 1832 George W. Hughes reports on the survey of a horse railroad between Fredericksburg and Potomac Creek, Va. (Hill)
- May 2, 1832 New York City Council secretly grants New York & Harlem Railroad right to extend down Broadway to City Hall and Bowling Green. (Harlow - Greene has separate single tracks on the Bowery and 4th Avenue as far as Prince Street - not in Valentine?)
- May 3, 1832 New Jersey Railroad & Transportation Company closes subscription books at Newark; \$750,000 subscribed on the spot, three times amount needed; this is a deliberate false report; only 1/12 of the stock actually taken, and less than half of that in Newark; the commissioners pledge their personal credit to cover the balance to permit the company to be organized. (Freeman, AR)
- May 4, 1832 Pennsylvania act requires Canal Commissioners to make annual statement of tolls received by each collector and quantities of goods carried between

various points. (PL)

- May 4, 1832 Lt. Col. James Kearney of the U.S. Topographical Engineers reports to Col. John J. Abert (1788-1863) on the survey for a canal from the Beaver Division of the Pennsylvania Canal up the Mahoning and Cuyahoga Valleys via Akron to Cleveland; also a road from Pittsburgh to Uniontown to connect with the National Road. (Rept)
- May 8, 1832 Lykens Valley Railroad & Coal Company lets contracts for five miles. (MB)
- May 9, 1832 Commissioners of the New York & Erie Railroad meet at the Merchants Exchange in New York and organize. (Mott)
- May 10, 1832 New York City Council authorizes New York & Harlem Railroad to extend from 23rd Street south to Prince Street on two routes, one via Union Place, Bloomingdale Road and Broadway, and one via the Bowery; are to use only a single track for the first two months to determine if two track will obstruct the streets; track to create no impediment to other uses of the streets. (Valentine, NYState, Stokes)
- May 10, 1832 Merchant John Johnston (1781-1851) leaves New York with his family for Havre, France, on the Grand Tour; they return on Oct. 22, 1833, having traveled about 13,000 miles; young John Taylor Johnston (1820-1893) gets an exposure to European art that leads him to become one of New York's first serious art collectors and a founder of the Metropolitan Museum of Art; the boys are also treated to a ride on the Liverpool & Manchester Railroad. (DeForest)
- May 12, 1832 Lt. Col. James Kearney of the U.S. Topographical Engineers reports to Col. John J. Abert on the survey for a canal from Conneaut Creek to Erie via Elk Creek and Mill Creek. (Rept)
- May 14, 1832 Philadelphia & Trenton Railroad receives letters patent. (PaArch)
- May 14, 1832 Lt. Col. James Kearney of the U.S. Topographical Engineers reports to Col. John J. Abert on the survey of a road from Pittsburgh via Elizabethtown to intersect the National Road at Uniontown. (Rept)
- May 14, 1832 New York & Stonington Railroad incorporated in Conn. (NHCorp)
- May 14, 1832 A group of Sauk and Fox attempting to negotiate under a flag of truce is fired on by Illinois militia, who are then routed in the ensuing battle, beginning the "Black Hawk War"; the federal government orders up reinforcements. (Howe)

- May 1832 Philadelphia City Council passes a resolution authorizing the construction of the City Railroad on Broad Street between Vine & South Streets; the city-owned tracks will permit cars to be moved by horse-power between the Philadelphia & Columbia Railroad on the north and the future Philadelphia, Wilmington & Baltimore Railroad (PW&B) and Southwark Railroad to the south; urban growth in Philadelphia has logically spread north and south along the waterfront outside the city boundaries, leaving Broad Street still west of the built-up areas of the city, despite its being laid out as a main axis; as a result, Broad Street becomes part of a circumferential belt of coal yards and flour warehouses until the rest of the city begins impinging upon them in the 1860s. (Scharf - verify)
- May 1832 Robinson, Carr & Co., contractors, place the first two horse-drawn “pleasure cars” on the Philadelphia & Columbia Railroad, running hourly between Callowhill Street and Lemon Hill; these “pleasure cars” will do a big business carrying city dwellers to places of resort and amusement along the Schuylkill River around Fairmount, the germ of the future Fairmount Park. (Scharf)
- May 1832 Henry R. Campbell resigns as Principal Assistant Engineer of Philadelphia & Columbia Railroad to become Chief Engineer of Philadelphia, Germantown & Norristown Railroad. (PWSchopp)
- May 1832 New York & Harlem Railroad appoints Gen. Joseph G. Swift Chief Engineer. (Grogan)
- May 1832 Matthias Baldwin completes assembly of New Castle & Frenchtown Railroad locomotive *Delaware* at New Castle; took two months as was studying how to build one from scratch; charges this learning time to NC&F. (this is from Holmes - verify from a Baldwin source)
- May 16, 1832 Future pioneer meatpacker Philip Danforth Armour (1832-1901) born at Stockbridge, N.Y. (DAB)
- May 21, 1832 In response to the Anti-Masons, the Democrats convene their first nominating convention, nominating Andrew Jackson and Martin Van Buren; they adopt a two-thirds rule for nomination, which gives the South veto power over all Democratic nominees for a century; Simon Cameron (1799-1889) emerges as a power broker by delivering all 30 Pennsylvania votes to Van Buren in defiance of the instructions of the state convention to support a Family Party candidate. (Howe, Klein)
- May 21, 1832 Books opened for the Baltimore & Port Deposit Railroad at Baltimore. (Scharf)
- May 21, 1832 Convention held at Allentown to protest the high tolls on the Lehigh

- Canal. (CLJones)
- May 27, 1832 Hudson & Berkshire Railroad organized. (Gerstner)
- May 28, 1832 Senate kills bill for a federal subscription to the B&O by 23-18. (NilesReg)
- May 29, 1832 First section of Paterson & Hudson River Railroad between Paterson and Acquackanonk Landing (Passaic) opens with horse power; later main line of Erie Railroad; first revenue railroad service in New Jersey. (Lucas)
- May 29, 1832 Northern Liberties & Penn Township Railroad receives letters patent. (PaArch)
- May 29, 1832 Packet boat No. 13 *William Lehman* of David Leech's Line leaves Huntingdon for Harrisburg with freight and passengers; has a women's cabin at the bow and a men's cabin at the stern with a space for 20-30 tons of freight between; first run of a packet on the Lower Juniata Division. (Africa)
- May 31, 1832 Lt. Isaac R. Trimble resigns from Army and accepts post of Principal Assistant Engineer with Boston & Providence Railroad. (Tucker)
- May 31, 1832 Steamboat *Novelty* makes the New York-Albany run in a new record of 9:47. (Reynolds)
- May 31, 1832 The *Yellowstone*, outfitted by fur trader Pierre Chouteau, Jr. (1789-1865), arrives at Fort Tecumseh (now named Pierre, S.D. after Chouteau), the farthest a steamboat has ascended the Missouri River; accompanying Chouteau are the artist George Catlin (1796-1872), who paints superb portraits of the Native Americans, and Maj. John F.A. Sanford (1806?-1857), the Indian agent for the upper Missouri, who will become Chouteau's partner in manufacturing and railroad ventures and marry his oldest daughter Emilie (1814-1836). (Hoig)
- June 1, 1832 Thomas Handasyd Perkins (1764-1854), Patrick Tracy Jackson (1780-1847), Edmund Dwight (1780-1849) and George W. Lyman (1786?-1880), Massachusetts capitalists who own the textile mills at Lowell and Chicopee, buy the Lycoming Coal Company, holding 3,000 acres on Lycoming Creeek, from the Ralstons and others; retain William P. Farrand as agent; intend to develop a large iron works on the Welsh model, just as they have introduced the large integrated textile mill, but they know nothing of iron making; they hope to ship 5,000 tons of coal in arks to Port Deposit next spring, but the area is too remote to attract miners and ark-builders. (Knowles - NB the original land was at Ralston, not Farrandsville, Farrandsville is not on Lycoming Creek)

- June 3-4, 1832 First experiments with imported Stephenson locomotive *Delaware* on New Castle & Frenchtown Railroad.
- June 4, 1832 New Jersey Railroad & Transportation Company holds organization meeting at the Eagle Tavern at Newark; Gen. John Stevens Darcy (1788-1863) elected Pres. and John P. Jackson (1805-1861) Secretary. (MB, Shaw)
- June 4, 1832 Petitions to the Philadelphia Select Council call for immediate construction of the City Railroad on Broad Street. (Schwartz)
- June 4, 1832 Commissioners of the New York & Erie Railroad hold a general meeting at Owego, N.Y. (Mott)
- June 4, 1832 House of Lords passes Third Reform Bill after King William IV threatens to create enough new peers to ensure its passage; gives the vote to tenant farmers and the propertied middle classes and creates new constituencies for the industrial cities while abolishing those for depopulated rural areas; the Reform Bill splits middle class and radical reformers, ensuring that Britain experiences limited and gradual change rather than revolution; a sense of social stability and optimism is restored among the monied classes, leading to increased investment in America. (Mercer, Stokes,)
- June 5, 1832 Philadelphia & Trenton Railroad Board organized at United States Hotel at Philadelphia; directors include stage proprietor James Reeside. (MB)
- June 6, 1832 Delaware Division Canal opens between New Hope and Easton, completing line. (CC)
- June 7, 1832 New Jersey Railroad Board meets with Robert L. & Edwin A. Stevens of Hoboken Ferry and committee of Paterson & Hudson River Railroad to discuss route for crossing Bergen Hill. (MB)
- June 7, 1832 First section of Philadelphia, Germantown & Norristown Railroad opens between 9th & Green Streets and Germantown; first railroad at Philadelphia. (Hare)
- June 9, 1832 Philadelphia & Trenton Railroad Company organized; John Savage (- 1834) of Morrisville elected Pres. and Thomas G. Kennedy (1783-1836) Secretary. (MB)
- June 9, 1832 Single Pa. act incorporates Williamsport & Elmira Railroad, Portsmouth & Lancaster Railroad, Marietta & Columbia Railroad, Strasburg Railroad and revives the Oxford Railroad; backers of Williamsport & Elmira Railroad include Thomas Biddle, Archibald McIntyre and Simon Gratz.

(PL, Digest)

- June 9, 1832 Oxford Railroad Company of Chester County revived as Oxford Railroad to build from a point on the Philadelphia & Columbia Railroad between Coatesville and Gap through Oxford to the Maryland state line in the direction of Port Deposit; is to be part of an inland route between Philadelphia and Baltimore. (PL)
- June 9, 1832 Strasburg Railroad incorporated in Pa. to build a short line from the Philadelphia & Columbia Railroad to Strasburg, Lancaster County; no construction completed under this charter. (PL)
- June 9, 1832 Pennsylvania act distributes \$300,000 bequest from will of late Stephen Girard to the construction of the Main Line and the French Creek Feeder. (PL)
- June 9, 1832 Marietta Railroad incorporated in Pa. to build from Marietta on the Susquehanna River to the Philadelphia & Columbia Railroad. (PL)
- June 9, 1832 Bank of Middletown incorporated in Pa.; Simon Cameron is Cashier until 1850, when he is succeeded by his son, J. Donald Cameron. (PL, Holdsworth)
- June 9, 1832 Worldwide cholera epidemic reaches North America at Quebec, carried on Irish immigration ships; the cholera bacillus will not be discovered until 1883; it grows out of control in the gastrointestinal tract, causing fever, vomiting and violent diarrhea, killing the victim by radical dehydration and loss of electrolytes, usually within hours, and in the process spewing out huge quantities of the bacillus, which can contaminate food and water and start the cycle over again, permitting the disease to spread rapidly from person to person, particularly in areas with poor sanitation and vulnerable water supplies; the speed with which it spreads and kills makes it particularly feared; modern medicine can keep patients alive with intravenous fluids and minerals over the 3 to 5 days it takes for the immune system to flush the bacillus out of the body; in 1832, doctors believe that cholera is caused by “miasmas” arising from decaying organic matter, and the astringents they prescribe only make the patient worse; many deny person-to-person contagion. (NilesReg, McNeill, Dunbar)
- June 10, 1832 New Jersey Railroad directors view route of crossing Bergen Hill. (MB)
- June 11, 1832 The bill to recharter the Second Bank of the United States passes the Senate, 28-20; Pennsylvania Senators William Wilkins and George Mifflin Dallas vote for recharter, further poisoning their relations with Jackson and Van Buren; of the 20 Senators voting no, 9 had expressed support of the Bank but did not want to force the issue before the election;

the main opposition comes from the New York-Virginia axis.
(RgstrofDbts, PSKlein, Wilburn)

- June 11, 1832 Pennsylvania act directs Canal Commissioners to apply moneys earmarked for construction to pay interest coming due Aug. 1, 1832; resolution directs Canal Commissioners to permit persons to operate cars on finished portions of Philadelphia & Columbia Railroad; Canal Commissioners to adopt regulations regarding use of P&C. (PL)
- June 11, 1832 Baltimore & Port Deposit Railroad organized at Maryland Savings Institution in Baltimore; no Pres. elected. (MB)
- June 12, 1832 North River Steamboat Company places the *Champlain* in service as a day boat between New York and Albany. (Heyl)
- June 13, 1832 Baltimore & Susquehanna Railroad opens second division for revenue service between Relay House (Hollins) and the Reisterstown Road ("Turnpike") near Owings Mills at the new Green Spring Hotel, later Chattolane station; success of Philadelphia interests in blocking charter to extend to Harrisburg via York leads company to choose alternate route into Pennsylvania via Westminster and Gettysburg. (BaltAm, Gunnarsson)
- June 15, 1832 News of the cholera epidemic's arrival at Montreal reaches New York. (Hone)
- June 1832 Canal packet *North America* now operates twice a week on the North Branch Canal between Wilkes-Barre and Northumberland, connecting there with stages for Harrisburg. (WyoHrld)
- June 1832 War Dept. delegates DeWitt Clinton, Jr., to make survey for New York & Erie Railroad similar to his survey to Portage Summit (Akron) last year. (Mott)
- June 1832 Indiana appoints Jesse L. Williams (1807-1886) Chief Engineer, and he arrives at Fort Wayne to take charge of the Wabash & Erie Canal; Williams is a Quaker from North Carolina who has previously worked under David S. Bates and Nathan S. Roberts on the Ohio canals. (Poinsatte)
- June 1832 Indiana Commissioners let the first 15 miles of the summit level of the Wabash & Erie Canal. (Fatout)
- June 1832 Geographer Henry R. Schoolcraft (1793-1864) successfully identifies Lake Itasca as the source of the Mississippi River. (Walker)
- June 18, 1832 New Jersey Railroad appoints Ephraim Beach (1783-1857) Chief

Engineer. (MB)

- June 19, 1832 The steamboat *Yellowstone* reaches Fort Union at the mouth of the Yellowstone River, 700 miles above Fort Tecumseh; the steamboat revolutionizes the fur trade; however, the voyage of Pierre Chouteau's third steamboat *St. Peter* in 1837 carries smallpox deep into Indian country, wiping out the Mandan and other peoples recorded for posterity by George Catlin in 1832. (Hoig)
- June 20, 1832 John Jacob Astor sails for France, where he remains for almost two years. (Porter)
- June 23, 1832 New York, Providence & Boston Railroad incorporated in R.I. to build part of a line from Providence to Stonington, Conn., avoiding the steamboat trip around Point Judith. (NHCorp)
- June 25, 1832 After a month of dickering, Danville & Pottsville Railroad settles with Girard's executors for rails ordered before his death; railroad will pay \$19,736 expended by Girard and leave iron with executors for present; will pay installments on duties as they come due and take iron in installments as paid for; Board orders 350 tons of iron sold to raise money. (MB)
- June 26, 1832 World-wide cholera epidemic reaches New York City, where it causes 3,499 deaths before it abates at the end of Oct.; about 100,000, about half the population, flees the city; cholera spreads easily among canal laborers working in water and unsanitary living conditions; New York quarantines all shipping, forcing the lay-up of Hudson River and Long Island Sound steamboats until Sep. (Hone, Stokes, Burrows/Wallace, Heyl)
- June 27, 1832 Northern Liberties & Penn Township Railroad organized; Jesse R. Burden (1798-1875), a doctor and leading politician, Pres. (MB)
- June 27, 1832 Mad River & Lake Erie Railroad organized. (verify)
- June 28, 1832 Philadelphia & Trenton Railroad Board permits directors to borrow about \$12,000 from company. (MB)
- June 28, 1832 Edward Miller (1811-1872) named Principal Assistant Engineer of the Allegheny Portage Railroad in charge of the machinery for the inclined planes. (Wilson)
- June 29, 1832 Northern Liberties & Penn Township Railroad receives letters patent. (Rdg)
- June 29, 1832 Detroit & St. Joseph Railroad incorporated by the territorial government

of Michigan to built west from Detroit to the mouth of the St. Joseph River on Lake Michigan; leading figure is James Kingsley of Ann Arbor; first predecessor of Michigan Central Railroad; by 1837 it manages only to grade between Detroit and Dearborn. (GrnBk, Marsh, Harlow)

- June 30, 1832 Indiana places the entire Michigan Road under contract. (Esarey)
- July 1, 1832 Gen. Winfield Scott leaves Detroit by steamboat with 9 companies of regulars bound for the Black Hawk War; however, two soon die of cholera; Scott puts the one company of West Point cadets and 280 other men ashore at Fort Gratiot near Port Huron, where most die; Scott continues with the rest of his men in the steamboat *Sheldon Thompson*; 30 more die en route. (CHTaylor)
- July 2, 1832 Lykens Valley Railroad & Coal Company lets sections 15-23 of western division. (MB)
- July 3, 1832 Northern Liberties & Penn Township Railroad appoints Henry R. Campbell Chief Engineer. (MB)
- July 3, 1832 Test of Stephenson locomotive *Delaware* on New Castle & Frenchtown Railroad after track strengthened; runs up to 40 MPH. (MB, Holmes, NilesReg)
- July 3, 1832 Steered by Henry Clay, the bill to recharter the Second Bank of the United States passes the House, 107-85. (RgstrofDbts, McDougall)
- July 3, 1832 Pres. Andrew Jackson signs a \$1.1 million internal improvement bill; pocket vetoes the Rivers & Harbors Bill, which includes \$20,000 for improving Back Creek at the western entrance to the Chesapeake & Delaware Canal; the Improvement Bill includes extending the 1824 act for the improvement of the Ohio-Mississippi River system to include improving the Monongahela River up to the crossing of the National Road at Brownsville, Pa., and improving the upper Mississippi and Missouri Rivers. (NilesReg, StatutesatLarge)
- July 3, 1832 Internal Improvement Bill includes \$150,000 for repairs to the National Road east of Wheeling; \$100,000 for the road west of Zanesville; \$100,000 for the road in Indiana; \$70,000 for the road in Illinois. (Searight)
- July 3, 1832 Congress accepts the acts of Maryland and Pennsylvania assuming maintenance of the National Road within their boundaries. (Searight)
- July 3, 1832 First cholera death in Albany, N.Y., despite quarantine measures; cholera rages, paralyzing community life until Sep. 15. (Reynolds)

- July 4, 1832 Excursion held over the first three miles of the West Chester Railroad. (Scharf, Moore)
- July 4, 1832 John Randel, Jr., makes his final report as Chief Engineer of the New Castle & Frenchtown Railroad; he suggests designs for an improved switch, an uncoupling lever and a cowcatcher. (Holloway)
- July 4, 1832 On the orders of Pres. Andrew Jackson, the War Dept. suspends DeWitt Clinton, Jr.'s, service with New York & Erie Railroad unless the company pays costs; done at the urging of the Albany Regency, the New York Democratic organization, which is tied to the state canal system. (Mott)
- July 4, 1832 The steamboat *Henry Clay* arrives in Detroit with soldiers headed for the Black Hawk War; it is also carrying cholera, which spreads through the city, and despite armed roadblocks, into the rest of the state. (Dunbar)
- July 5, 1832 1831-32 world cholera pandemic reaches Philadelphia, where it continues through October; about 985 deaths in the city; death tolls are particularly high on canal projects because of crowded and unsanitary conditions. (Scharf)
- July 6, 1832 NC&F Board asks Matthias Baldwin to install a hand pump on the *Delaware* and also when will he be able to turn the locomotive over to the company. (MB)
- July 1832 Congress passes a bill to extend the life of the Second Bank of the United States for 15 years from its original expiration in 1836. (Howe)
- July 8, 1832 Troops under Gen. Winfield Scott arrive in Chicago on the steamboat *Sheldon Thompson* to take part in the Black Hawk War; they also bring cholera to Chicago; 90 more soldiers die. (CHTaylor)
- July 9, 1832 Joint Companies' Executive Committee reports so far unsuccessful in effort to acquire Citizens Line; have increased offer to \$90,000. (MB)
- July 9, 1832 Act of Congress reorganizes the Indiana service and appropriates \$20,000 to induce the Indiana Indians to move west of the Mississippi River. (Esarey)
- July 10, 1832 Pres. Andrew Jackson vetoes the bill to extend the charter of the Second Bank of the United States, making recharter a central issue in the fall's presidential election; in the veto message, ghost-written by "kitchen cabinet" advisor Amos Kendall (1789-1869), Jackson paints the Bank as a threat to popular sovereignty, a bastion of special privilege, and an imposition on states' rights; the economic arguments of the message are

completely muddled and contradictory, but the language of the message appeals immensely to visceral popular emotions and resentments, of Americans versus foreigners, of the poor against the rich, the West against the East, and democrats against a “monied aristocracy.” (EAH, Catterall, Howe, Govan, Wilburn)

- July 13, 1832 U.S. Senate fails to override Pres. Jackson's veto of the Bank Bill; in fact, here as elsewhere, the Democrats are divided, with an “improvement” faction favoring banks, internal improvements and other capitalist development projects and the opportunities they bring; party discipline gets most pro-bank Democrats to fall in line on the grounds that Jackson’s reelection is more important than the Bank. (EAH, Wilburn)
- July 14, 1832 Chesapeake & Ohio Canal Company stockholders pass a resolution for the B&O to end at Point of Rocks until the canal is completed to Cumberland or until 1840, and the resources of both companies be used to complete the canal to Cumberland first. (B&O AR)
- July 14, 1832 Congress passes the compromise Tariff of 1832 designed by John Quincy Adams, who has returned to Washington as a Congressman; to placate the South, there is a reduction from the high rates of 1828 but retaining high rates on cotton textiles and iron; raw wool and flax are made duty free, and the tariff on woolen “slave cloth” used by planters is cut from 45% to 5%; this is not enough to placate South Carolina; states or companies are allowed a full rebate for railroad iron that is actually used within three years. (StatutesatLarge, EAH, Howe, Haney)
- July 14, 1832 Congress passes an appropriation to purchase the franchise for the Long Bridge (Washington Bridge Company) and \$60,000 to rebuild it as a public bridge; out of service since flood of Feb. 1831. (StatutesatLarge)
- July 15, 1832 Books for the Ohio & Lafayette Railroad opened in Crawfordsville, Ind. (Beckwith)
- July 1832 Future Lines West official George Washington Cass (1810-1888) graduates from West Point with special honors in mathematics and joins the Topographical Engineers. (DAB)
- July 1832 Samuel Jaudon (1796-1874), formerly Cashier of the New Orleans Branch and a close friend of Nicholas Biddle, becomes Cashier of the Bank of the United States at Philadelphia, replacing William McIlvaine (1786-1854), retired. (Catterall)
- July 1832 Federal government decides to repair and macadamize the National Road between Cumberland and Wheeling and then turn it over to the states for maintenance. (Crumrine)

- July 17, 1832 Pa. Gov. George Wolf proclaims Aug. 9 a day of fasting and prayer in response to the cholera pandemic. (PaArch)
- July 17, 1832 Wyoming Line of the North Branch Canal advertises for 750 laborers. (WyoHrd)
- July 20, 1832 Col. John J. Abert informs DeWitt Clinton, Jr., that Pres. Andrew Jackson has set conditions that the New York & Erie Railroad or state must pay expenses of the survey other than salary of Principal Engineer and use of instruments; is to suspend work on Aug. 5 if these conditions are not met; rumor done at request of the Albany Regency and Erie Canal counties to protect the state investment in canals. (NilesReg, Minor)
- July 20, 1832 New York papers report many deaths from cholera among the New York & Harlem Railroad laborers at Harlem. (Greene)
- July 21, 1832 Further experiments with locomotive on New Castle & Frenchtown Railroad; runs through in 0:56. (BaltAm)
- July 23, 1832 Ship *Herald* arrives in Baltimore from Liverpool after 42-day crossing; carries Stephenson locomotive (c/n 7) for Baltimore & Susquehanna Railroad; locomotive had sat in Liverpool for six months waiting for a ship and was given the name of the first available ship which brought it to America; locally-owned *Herald* is one of the few Baltimore ships trading with Liverpool, and the delay underscores Baltimore's weak connection with the center of the English Industrial Revolution; locomotive is accompanied by 19-year old John Lawson, a locomotive engineer trained at George Stephenson & Co. (BaltAm, PRRMN)
- July 23, 1832 First Lehigh Canal boats, with 20 tons of coal each, arrive at Bristol via the Delaware Division Canal; capacity is gradually increased to 50 tons by the end of the season. (LC&N AR)
- July 23, 1832 Philadelphia Common Council votes to ban trade and travel to and from New York City and other places where cholera is rampant; Select Council does not concur. (Scharf)
- July 23, 1832 U.S. Corps of Engineers assigns Lt. J. K. F. Mansfield to superintend the repairs to the National Road east of Wheeling, preparatory it is being turned over to the states; the road is to be macadamized; stagecoach operator Lucius W. Stockton of Uniontown has offered his services to assist. (Searight)
- July 26, 1832 Western Division Canal reopens over entire length. (unclear if includes tunnel- need Supts. rept.)

- July 28, 1832 *Atlantic*, first B&O "Grasshopper" locomotive with vertical cylinders working drivers through overhead lever beams, makes test run to Ellicotts Mills with seven cars; designed by Davis & Gartner; burns anthracite coal. (Dilts, AR, BaltAm)
- July 29, 1832 Nicholas Biddle orders the southern and western branches of the Bank of the United States to cut off all new loans. (Catterall)
- July 30, 1832 Cholera strikes the Arch Street Prison in Philadelphia, where 70 out of 210 inmates die. (Scharf)
- Aug. 1, 1832 Because of fall off in business caused by the cholera epidemic, the Citizens Union Line raises the Philadelphia-Baltimore fare to \$4.00. (BaltAm)
- Aug. 1, 1832 William H. Swift (1800-1879), later Pres. of the PW&B, transferred from the cavalry to Capt. in the Topographical Engineers, replacing Guillaume Tell Poussin (1794-1876), resigned to return to France. (topogs.org)
- Aug. 1, 1832 Lt. J. K. F. Mansfield reports to Chief Engineer Charles Gratiot noting that he has just returned from an inspection of the National Road, which is in terrible condition. (Searight)
- Aug. 2, 1832 New Castle & Frenchtown sets maximum speed at about 13 MPH, covering 16.5 miles in 1:15. (MB)
- Aug. 3, 1832 Black Hawk is defeated at the Battle of Bad Axe in Wisconsin and several hundred men, women and children are massacred by the Illinois militia while trying to flee across the Mississippi River; the defeat opens western Illinois to settlement. (Howe)
- Aug. 4, 1832 Chesapeake & Ohio Canal stockholders vote 7,961-1,415 for joint construction with the B&O between Point of Rocks and Harpers Ferry. (B&O AR)
- Aug. 5, 1832 Topographical Engineers orders Maj. Hartman Bache (1797-1872) to run a survey for a railroad between Williamsport and Elmira to connect the West Branch and Chemung Canals, a project that will evolve into the PRR's Elmira Branch; work is done by Lts. Boyce, Irwin and Drayton. (Rept)
- Aug. 5, 1832 Cholera pandemic arrives in Baltimore. (Williams)
- Aug. 6, 1832 Henry R. Campbell reports on surveys for Northern Liberties & Penn Township Railroad; runs from Henry Pratt's gardens on Schuylkill River

at Fairmount south to Coates Street, then along south side of Coates Street to Philadelphia & Columbia Railroad, up Broad Street to north of Spring Garden Street, then over to 6th Street to join Philadelphia, Germantown & Norristown Railroad, then diagonally to 5th Street & Old York Road, down York Road to Willow Street, and down Willow Street to Delaware River. (MB)

- Aug. 6, 1832 British locomotive *Herald* makes first short experimental trip on Baltimore & Susquehanna Railroad; set up by John Lawson, who had trained under the Stephensons, came with the locomotive as engineer; he was later fired for misconduct, and the company had a difficult time finding a replacement; like all early Stephenson imports, *Herald* is ill suited to sharp curves and weak track; its front wheels are soon replaced by a 4-wheel pony truck. (BaltAm, Wilson)
- Aug. 6, 1832 *Atlantic* hauls regular B&O passenger train to Frederick. (BaltAm)
- Aug. 8, 1832 Cholera epidemic reaches Washington, D.C.
- Aug. 9, 1832 Philadelphia holds a day of fasting and prayer because of the cholera epidemic. (Scharf)
- Aug. 9, 1832 *Western Reserve Chronicle* reports that the Bank Veto has dreanged financial markets and prevented subscriptions to the Pennsylvania & Ohio Canal. (Trumbull/Mahoning)
- Aug. 10, 1832 Baltimore & Susquehanna Railroad opens extension from Reisterstown Road to Owings Mills to serve camp meeting; has mail contract for Chambersburg route. (BaltAm)
- Aug. 11, 1832 Green Spring Hotel opens at the terminus of the Baltimore & Susquehanna Railroad. (Gunnarsson)
- Aug. 14, 1832 First 1.5 miles of Lexington & Ohio Railroad formally opened with a horse-drawn passenger car; first railroad in the Ohio Valley. (BaltAm, TDClark)
- Aug. 15, 1832 Baltimore & Port Deposit Railroad appoints Charles H. Mayer and William H. Freeman an Executive Committee to appoint an agent to make survey. (MB)
- Aug. 1832 *Experiment*, designed by John B. Jervis, the first locomotive in the world with a 4-wheel pilot truck (4-2-0), is tested on the Mohawk & Hudson Railroad; built by West Point Foundry; its object is to improve tracking at high, passenger-train speeds and spread the weight on strap rail track; it is tested at speeds up to 50 MPH. (Jervis/FitzSimons, Stevens)

- Aug. 1832 *Pennsylvania*, second Stephenson locomotive for New Castle & Frenchtown Railroad arrives at New Castle; is assembled in one week. (Holmes - mid Aug.)
- Aug.? 1832 Col. Stephen H. Long runs a test of his experimental locomotive *Green Hawk* over the Philadelphia & Columbia Railroad from the head of Belmont Plane to Green Tree and return; William Hasell Wilson accompanies the party on his first locomotive trip; the *Green Hawk* suffers frequent breakdowns and takes 6 hours to cover the 18 miles and 5 hours to return. (Wilson)
- Aug. 1832? Western Division Canal opens between Pittsburgh Basin and outlet lock on the Monongahela River, including tunnel under Grant's Hill. (StdHistPitts, Leuba - verify)
- Aug. 1832 John Mason founder and Pres. of the Chemical Bank replaces Campbell P. White (Cong.) as Pres. of the New York & Harlem Railroad. (Harlow - Greene implies Mason was first Pres.)
- Aug. 1832 Indiana Commissioners negotiate a \$100,000, 6% loan from J.D. Beers & Co. in New York at a 13.26% premium. (Fatout)
- Aug. 16, 1832 Commissioners of Mad River & Lake Erie Railroad meet at Springfield, Ohio, and engage an engineer. (Smiths)
- Aug. 20, 1832 Carondelet, Mo., incorporated as a borough. (Scharf)
- Aug. 21, 1832 Baltimore & Susquehanna opens for regular revenue service between Reisterstown Turnpike and Owings Mills, Md.; no further work done on this line, which becomes the Green Spring Branch. (BaltAm)
- Aug. 23, 1832 Girard Bank opens for business in the old building of the First Bank of the United States that formerly housed Girard's private bank; James Schott (-) is Pres. and William D. Lewis (1792-1881) Cashier; Lewis holds the post for over 10 years. (Holdsworth, McMaster, WwasW)
- Aug. 25, 1832 Lykens Valley Railroad & Coal Company appoints Mr. Nice (possibly David Nice who later manages the Shamokin mines) as engineer for its extension to Millersburg. (MB)
- Aug. 29, 1832 Cholera epidemic is declared over in New York City, and well-off refugees begin returning. (Burrows/Wallace)
- Summer 1832 Maj. David Bates Douglass (1790-1849) surveys the Brooklyn & Jamaica Railroad.

- Sep. 1, 1832 Cholera has reached the mostly Irish workers on the Chesapeake & Ohio Canal near Harpers Ferry, Va., where it causes many deaths; citizens in Washington County, Md., refuse burial in the local cemetery for fear of contagion, and the nearest priest has to consecrate a new burial ground near the canal; the cholera finally abates in the Potomac Valley in early Nov. (Williams)
- Sep. 1, 1832 Stockton & Stokes begin running a daily mail coach between Hagerstown and Wheeling. (37 US 524)
- Sep. 6, 1832 New Castle & Frenchtown authorizes negotiations with Pennsylvania, Delaware & Maryland Steam Navigation Company for through service in 1833. (MB)
- Sep. 1832 U.S. Engineers under Maj. Hartman Bache arrive to survey Williamsport & Elmira Railroad.
- Sep. 10, 1832 New Castle & Frenchtown Railroad begins regular use of locomotives and discontinues last partial use of horses. (MB, Holmes)
- Sep. 12, 1832 Baltimore & Susquehanna main line opens between Hollins and Timonium, Md.; public house opens at Timonium to serve as station; company continues building towards York instead of Westminster. (BaltAm)
- Sep. 13, 1832 West Chester Railroad holds formal opening between West Chester Intersection (Malvern) and West Chester, Pa., for non-revenue excursion; West Chester station at Matlack & Chestnut Streets; Philadelphia station located at e/s/ Broad s/o Race Street. (recheck station location - built later in 1833 - not able to run on P&C yet)
- Sep. 15, 1832 Ohio & Erie Canal opens between Chillicothe and Waverly. (theportsmouthinfo.com)
- Sep. 15, 1832 In the Treaty of Fort Armstrong, the Winnebagoes cede their last lands in Illinois and agree to move west of the Mississippi River. (IndLndCessions)
- Sep. 1832 Stage coach operators now use the Philadelphia & Columbia Railroad between Broad & Callowhill Streets and Paoli, using a ferry to cross the Schuylkill River at Belmont, as the Columbia Bridge is not finished. (Scharf)
- Sep. 1832 U.S. Topographical Engineers are surveying the Williamsport & Elmira Railroad. (ARJ)

- Sep. 1832 DeWitt Clinton, Jr., begins the survey for the New York & Erie Railroad between the Hudson River and Monticello; completed in the fall. (Mott)
- Sep. 1832 Howard Stansbury of the U.S. Topographical Engineers begins preliminary survey for Mad River & Lake Erie Railroad. (Smiths - Hill has Dr. William Howard on this survey)
- Sep. 1832 Fort Gratiot Turnpike, actually a free road, opens between Detroit and Fort Gratiot (Port Huron). (Parks)
- Sep. 19, 1832 Camden & Amboy Railroad holds first excursion for directors and friends between Bordentown and Hightstown with car drawn by two horses. (Fish)
- Sep. 20, 1832 First trip passes over Philadelphia & Columbia Railroad between head of Belmont Plane and West Chester Intersection (Malvern).
- Sep. 1832 First test of a locomotive on the Philadelphia & Columbia Railroad between Broad Street and the Schuylkill River. (Scharf)
- Sep. 20, 1832 Col. John J. Abert imposes the same restrictions on the War Dept. survey for a railroad from Ohio River in Columbiana County to Lake Erie in Ashtabula or Geauga Counties as imposed on the New York & Erie Railroad; company or state is to pay for all but the salary of the Principal Engineer and use of instruments. (NilesReg)
- Sep. 20, 1832 Cholera epidemic reaches Cincinnati.
- Sep. 20, 1832 Steamboat *Ohio* launched at Kensington for People's Steam Navigation Company service between Philadelphia and Delaware City. (Alexander)
- Sep. 21, 1832 Sac Nation (Chief Keokuk?) signs Treaty of Fort Armstrong after Black Hawk is turned over to the U.S. authorities by two Winnebagoes, ceding the eastern fifth of Iowa. (and all claims east of the Mississippi?); all but about 150 of Black Hawk's band have been wiped out. (Mercer - verify - Howe)
- Sep. 22, 1832 New Jersey Railroad Board authorizes purchase of Proprietors of the Bridges over the Rivers Passaic & Hackensack by exchange of stock upon completion of railroad to Newark. (MB)
- Sep. 1832 Edward Miller, Principal Assistant Engineer and Superintendent of Machinery for the Allegheny Portage Railroad is sent to England and Scotland by the Canal Commissioners to examine railroads there; recommends the use of heavier edge rail and larger stone blocks. (Roberts)

& Wilson has spring and fall of 1831?)

- Sep. 27, 1832 First horse-drawn car inaugurates service on (Carthage RR - get full name) between Rochester and Carthage, located at deep water on the Genesee River. (RochHist)
- Sep. 29, 1832 Bank of the United States relaxes its contraction as it applies to the Pittsburgh, Cincinnati, Lexington, Louisville and St. Louis Branches. (Catterall)
- Sep. 30, 1832 Anti-tariff meeting held in Philadelphia with P. P. Barbour (-) of Virginia in the chair and Condy Raguet, Secretary. (Scharf)
- Oct. 1, 1832 First section of Camden & Amboy opens between Stewarts Point Wharf between Bordentown and White Hill and Hightstown, N.J.; company charters steamboat *Robert Morris* on Delaware River; connects by stagecoach with *Water Witch* at South Amboy; is operated by horses only to avoid problems of balancing horse and locomotive-powered trains; runs Philadelphia-New York in 9:30, cutting 1-2 hours off previous time; \$3.00 fare. (Lewis Diary, NYPost)
- Oct. 1, 1832 Mail stage contractors Reeside, Slaymaker & Tomlinson establish the People's Line between New York and Philadelphia at \$3.00 fare in competition with Camden & Amboy Railroad; stage link is between Price's Point, N.J., and Bordentown. (Watkins)
- Oct. 1, 1832 West Chester Railroad opens for revenue service between West Chester and Green Tree. (Moore)
- Oct. 1, 1832 Seat of Berrien County, Mich., changed from Niles to Newburyport. (Long)
- Oct. 3, 1832 Baltimore & Port Deposit Railroad hires Thomas & Joseph Shriver as engineers for reconnaissance from Baltimore to Port Deposit and thence to a connection with the Philadelphia & Columbia Railroad; plan is to use Oxford Railroad. (MB)
- Oct. 4, 1832 Last case of cholera reported in Philadelphia; a total of 2,314 cases and 935 deaths. (Scharf)
- Oct. 4, 1832 Future Civil War Gen. and Cumberland Valley Railroad Superintendent Joseph F. Boyd (1832-1907) born at Marion, Ohio; son of Joseph Boyd (1793-1847) and Jane Glass Boyd (1813-1869) and first cousin of future PRR General Passenger Agents David M. Boyd (1840-1877) and George W. Boyd (1848-1917). (BoydGen)

- Oct. 4, 1832 War Dept. orders the Board of Engineers to make surveys and estimates for improving the navigation of the Monongahela River up to Brownsville, Pa.; William Howard (1793-1834), civil engineer makes surveys in Oct. and Nov., but faces difficulties because of the fear of cholera; at present, the river is only navigable by steamboats of 50-60 tons for a very small part of the year in high water. (Rept)
- Oct. 5, 1832 Chief of Engineers Gen. Charles Gratiot informs Lt. J. K. F. Mansfield that his it be replaced as superintendent for reconstruction of the National Road by Capt. Richard Delafield. (Searight)
- Oct. 1832 Baltimore & Wheeling Transportation Company begins service with freight wagons between B&O at Frederick and Wheeling; run through from Baltimore in 8 days or half previous time; wagons run day and night stopping only to change horses. (BaltAm, NilesReg)
- Oct. 6, 1832 Baltimore & Susquehanna Railroad stages first public trip of locomotive *Herald* with five car train to Owings Mills for guests, including directors of B&O; runs up to 50 MPH, although its regular speed is 20 MPH; original wheelbase was unable to take sharp curves, so front wheels removed and replaced by a four-wheel pony truck by Ross Winans, converting it from a 0-4-0 to a 4-2-0; thereafter runs in regular service to Owings Mills, making two round trips per day. (MB; BaltAm, RRH)
- Oct. 7, 1832 William Edward Lockwood (1832-1911), a future Philadelphia manufacturer who will become a cranky opponent of the PRR's management, is born in Ohio. (ancestry.com)
- Oct. 9, 1832 Whigs win a short-lived upset victory in New Jersey, partly because of resentment against the Camden & Amboy subscription bill in the north. (Sobel, Ershkowitz)
- Oct. 9, 1832 Gov. George Wolf is reelected in Pennsylvania and moves away from George M. Dallas and the Family Party which has defied the Jackson Administration by voting for rechartering the Bank of the United States. (PSKlein)
- Oct. 9, 1832 New Pa. Legislature elected that is hostile to the administration of Gov. Wolf (on the Bank issue??); begins investigations of alleged corruption on the Canal Commission. (Wilson - verify)
- Oct. 9, 1832 Democrat Robert Lucas (1781-1853) is elected Gov. of Ohio, defeating Dorius Lyman, the candidate of the National Republicans and Anti-Masons. (Sobel)
- Oct. 10, 1832 Bayles, Letson & Gulick, stage proprietors, begin operating regular

service between Hightstown and South Amboy in connection with Camden & Amboy Railroad. (NYPost)

- Oct. 10, 1832 New York & Schuylkill Coal Company, its out-of-state charter ruled of no effect in Pennsylvania, sells its property, consisting of 17,500 acres of coal land, landings at Schuylkill Haven, and 400 shares of Mine Hill & Schuylkill Haven Railroad at auction; they are purchased by the owners of the company as individuals. (Heydinger/RRH 107)
- Oct. 13, 1832 NC&F runs excursion from Baltimore to Philadelphia and back hosted by William D. Lewis and Samuel Nevins; locomotive *Delaware* and nine cars; steamboat *Washington* on Chesapeake and *William Penn* on Delaware. (BaltAm)
- Oct. 13, 1832 Celebration of the completion of the Ohio & Erie Canal to Portsmouth, set for this date, is postponed because of the cholera epidemic. (theportsmouthinfo.com)
- Oct. 15, 1832 Stockholders of Joint Companies approve increase of capital stock. (MB)
- Oct. 16, 1832 Philadelphia merchant Richard D. Wood (1799-1869) marries Julianna Randolph (-) of the East Jersey Quaker Randolph/Fitz Randolph family at the North Meeting in Philadelphia; the newlyweds move into a home on North 4th Street rented from Quaker merchant Thomas Pim Cope. (Wood)
- Oct. 18, 1832 First section of Philadelphia & Columbia Railroad opens for revenue service between head of Belmont Plane and West Chester Intersection; West Chester Railroad cars begin running through to Belmont. (CC)
- Oct. 18, 1832 First subscriptions to the New York & Erie Railroad raise \$9,880. (Mott)
- Oct. 20, 1832 At the Treaty of Tippecanoe, the Potawatomis cede their last block of land in northeastern Illinois lying northeast of the Vermillion and Kankakee Rivers and running northwest to the cession of land along the Des Plaines River made at St. Louis in 1816. (IndLndCessions)
- Oct. 25, 1832 Canal Commissioners grant John Wilson leave of absence from duties as Principal Engineer of Philadelphia & Columbia Railroad because of poor health; replaced by John P. Baily (1805-1874) as Principal Assistant Engineer; Wilson travels to Florida and the Caribbean to escape the northern winter. (CC)
- Oct. 26, 1832 Pro-tariff convention held at New York with 500 delegates; William Wilkins of Pennsylvania in the chair and Hezekiah Niles, Secretary. (Scharf)

- Oct. 26, 1832 At the Treaty of Tippecanoe, the Potawatomis cede the last big block of land in northwestern Indiana lying west of the Logansport-South Bend Michigan Road. (IndLndCessions)
- Oct. 27, 1832 At the Treaty of Tippecanoe, the Potawatomis cede their last block of land in northern Indiana lying west of Columbia, east of the Michigan Road, and north of the Eel River, excluding a number of small reservations, most of which are ceded in 1834-36; at the Treaty of Castor Hill, Mo., the Kaskaskia and Peoria cede their last reservations in Illinois. (IndLndCessions)
- Oct. 1832 At Treaty of Tippecanoe, Potawatomis cede over 3 million acres north of the Wabash, their remaining lands in Indiana, for payments of \$50,000 per year for 20 years, extinguishing last Indian titles in Indiana. (Fatout, Long)
- Oct. 29, 1832 Samuel H. Kneass begins survey for Philadelphia & Trenton Railroad between Kensington and the Trenton-Delaware Bridge. (MB)
- Fall 1832 John W. Richmond and other Providence investors form the Providence Steamboat Company because the other two New York-Providence lines are controlled by New Yorkers; put on the *Providence*, which is the fastest boat yet. (Dunbaugh)
- Nov. 5, 1832 Jacksonian Democrat William L. Marcy (1786-1857) defeats Anti-Mason Francis Granger by 10,000 votes to become Gov. of New York; incumbent Gov. Enos T. Throop (1784-1874) had opposed building the Chenango Canal as a waste of money, and the backlash from that area was so strong that he did not stand for reelection; the New York Anti-Masons are not able to field another gubernatorial candidate in 1834. (Sobel, NNDB)
- Nov. 10, 1832 James Buckelew (1801-1869) purchases mills in Middlesex County, N.J., which become known as Buckelew's Mills; Buckelew later lays out the village of Jamesburg on the site. (Clayton/Middlesex)
- Nov. 11, 1832 John P. Baily appointed Principal Engineer of the Philadelphia & Columbia Railroad, replacing Maj. John Wilson, resigned for health. (CC)
- Nov. 12, 1832 New York shipbuilder Henry Eckford (1775-1832) dies in Constantiople, where he had gone to be head of the Ottoman government navy yard in an attempt to restore his fortune after the scandals of 1826-1827. (DAB, Morrison)
- Nov. 14, 1832 First section of the New York & Harlem Railroad opens with an official excursion from 14th Street down to Prince Street in two horse-drawn cars, followed by a luncheon at the City Hotel. (Greene, Stokes)

- Nov. 1832 New Jersey Railroad & Transportation Company acquires control of Newark Turnpike to eliminate harassment of its parallel route.(Cards - is probably 1833 as not consummated by 5/3/33 report)
- Nov. 1832 Danville & Pottsville Railroad contracts for some inclined plane machinery. (MB)
- Nov. 21, 1832 New Jersey Railroad makes agreement with Proprietors of Bridges over the Rivers Passaic & Hackensack to purchase its stock at 150 upon completion to Newark; Bridge company is controlled by wealthy New Yorkers, including David Hosack (1769-1835), Richard Varick, Anthony Dey, John G. Coster (-) and Elias E. Boudinot (1791-1863); the Proprietors have paid 7% annual dividends. (MB, Rept)
- Nov. 22, 1832 NC&F places locomotive *Pennsylvania* on the run in place of *Delaware*, removed for repairs. (MB)
- Nov. 23, 1832 Matthias Baldwin places his first full-sized locomotive, the *Old Ironsides*, in service on the Philadelphia, Germantown & Norristown Railroad; the design is based on his assembling the Stephenson 0-4-0, the *Delaware*, on the New Castle & Frenchtown. (Hare)
- Nov. 24, 1832 South Carolina state convention passes ordinances nullifying the Tariffs of 1828 and 1832, suspending the collection of duties effective Jan. 1, and threatening secession if the U.S. tries to collect tariff revenue; John C. Calhoun abandons his nationalist and pro-entrepreneurship stance and hereafter gives intellectual shape to the extreme States Rights views of his constituents. (EAH, Howe)
- Nov. 26, 1832 First section of New York & Harlem Railroad opens for revenue service on the Bowery between Prince Street and 14th Street in New York City; two horse-drawn cars provide service every 15 minutes for a 25-cent fare. (GrnBk, RRH, Trager)
- Nov. 27, 1832 Juniata Division Canal opens between Huntingdon and Hollidaysburg, completing line.
- Nov. 28, 1832 Samuel H. Kneass completes survey for Philadelphia & Trenton Railroad; future PRR VP Herman J. Lombaert serves as Assistant Engineer (not according to minutes - probably chainman or axeman). (father Charles Lombaert was leading director; Kneass later marries Charles Lombaert's daughter) (Wilson, MB, ArndtGen)
- Nov. 28, 1832 Packet *John Blair* departs Huntingdon for Hollidaysburg with an official party to open the Upper Juniata Division Canal; the village of Gaysport is laid out one the west end of Hollidaysburg, named for engineer Edward F.

Gay. (Africa)

- Nov. 30, 1832 Post Office Dept. allows Slaymaker & Tomlinson, stage operators, to transfer the Philadelphia-West Chester leg of their Philadelphia-Lancaster mail to the West Chester Railroad, effective Dec. 5 with an additional allowance of \$400 per year; this may be the first official railway mail contract. (HistRyMail, LongDennis)
- Dec. 1, 1832 Lykens Valley Railroad & Coal Company lets balance of road. (MB)
- Dec. 1, 1832 Robert L. Stevens sells his interest in the Hudson River Steamboat Association to its other members, Anthony N. Hoffman, Michael Van Beuren, Smith Cutter, and James Mason (owners of the *Ohio*, *Constellation* and *Constitution*), Alsop Weed and LeGrande Cannon (owners of the *Erie* and *Champlain*), James A. Stevens (owner of the *Albany*), Robert Dunlop (owner of the *DeWitt Clinton*), and John Cox Stevens for \$80,000; he delivers his boat *North America* and promises to withdraw from the Hudson River for 10 years. (Stiles/StevensPaps)
- Dec. 1, 1832 Ohio & Erie Canal opens between Waverly and Portsmouth, Ohio, completing line from Cleveland to the Ohio River; begins diversion of Ohio River trade towards Buffalo and the Erie Canal; outlet locks not finished until 1834. (theportsmouthinfo.com - verify Niles?)
- Dec. 2, 1832 Delaware Division Canal closed for the season by a breach near Easton. (LC&N AR)
- Dec. 3, 1832 State Bank of Illinois's affairs closed, although its debt settlement continues. (Dowrie)
- Dec. 4, 1832 Eastern Division Canal completed between Middletown and Columbia.
- Dec. 4, 1832 Illinois Gov. John Reynolds (1788-1865), in his annual message, comes out in favor of a railroad between Lake Michigan and the Illinois River instead of a canal. (Putnam)
- Dec. 5, 1832 Presidential electors meet; Pres. Andrew Jackson is reelected by large margin over National Republican Henry Clay with Martin Van Buren (1782-1862) of New York as VP over John Sergeant; campaign was waged largely on the Bank issue, and Jackson interprets his victory as a mandate to dissolve the Second Bank of the United States; Democrats lose control of the Senate. (EAH, Howe)
- Dec. 5, 1832 George W. Cass completes a survey of Provincetown Harbor for the U.S. Topographical Engineers; he is then assigned as assistant to the superintendent in charge of construction of the National Road east of the

Ohio River. (DAB)

- Dec. 6, 1832 In his annual message to the Legislature, Gov. George Wolf congratulates them on the progress of the Public Works; will require an additional \$2,088,965 to complete. (PaArch)
- Dec. 8, 1832 Philadelphia & Trenton Railroad Board approves surveys made by Samuel H. Kneass; tables offer from Charles Ellet to build a wire or chain suspension bridge over Neshaminy Creek. (MB)
- Dec. 10, 1832 Pres. Jackson issues a proclamation against South Carolina's Nullification Ordinance. (Howe)
- Dec. 15, 1832 Trenton & New Brunswick Turnpike Company Board receives overtures from the Philadelphia & Trenton Railroad for a lease to be used in extending its railroad to New Brunswick. (Benedict)
- Dec. 1832 Contractors begin work on the Bergen Hill Cut of the New Jersey Railroad; the work is begun with only \$35,000 on hand; the cut is built with numerous curves to follow lines of weakness and erosion in the rock; the current straight alignment is built by the PRR in the 1880s, but it would have cost at least \$100,000 more in the 1830s. (Rept, AR)
- Dec. 1832 The ship *James Cropper* is lost at sea with 600 tons of railroad iron consigned to A. & G. Ralston for the Camden & Amboy Railroad. (ARJ)
- Dec.? 1832 Whigs choose Samuel L. Southard (1787-1842) as Gov. of New Jersey, replacing Jacksonian Philip D. Vroom. (Sobel - verify)
- Dec. 1832 Cincinnati Branch of Bank of the United States begins to close out accounts with local state banks. (Smiths)
- Dec. 17, 1832 Camden & Amboy opens between South Amboy and Stewarts Point south of Bordentown with horse power, connecting with steamboats for New York and Philadelphia; Delaware River is soon frozen, requiring the use of stages between Bordentown and Philadelphia via Trenton; about 50-60 passengers on first trip; passenger cars resemble three stagecoach bodies set atop 4-wheel frame; running time is about 7:30; the steamboat between South Amboy and New York takes at least 2:00 and uses the inside route via Arthur Kill. (MB, paper, Fish, Watkins, Hone, NJRR Rept)
- Dec. 17, 1832 Danville & Pottsville Railroad tunnel between Norwegian Creek on Mount Carbon Railroad and Mill Creek holed through. (MB)
- Dec. 18, 1832 In annual message, Gov. George Wolf urges that Bank of the United States be preserved, distancing himself from the national Democratic

- leadership. (PaArch)
- Dec. 19, 1832 Philadelphia & Trenton Railroad appoints Samuel H. Kneass as Principal Engineer and George Merrick and James Moore (1813-1897), Assistant Engineers; director Charles Lombaert reports on negotiations with Trenton & New Brunswick Turnpike Company to form a through route to New York. (MB)
- Dec. 20, 1832 South Carolina appropriates \$1,000 for survey for a railroad to Ohio Valley. (Harrison)
- Dec. 20, 1832 William Oliver files a new plat for Port Lawrence as part of Monroe County, Mich., although it later becomes part of Toledo; it is located at the mouth of Swan Creek at the foot of the Maumee Rapids. (Waggoner)
- Dec. 20, 1832 Two day convention begins at Conyngham Town in the Nescopec Valley to attack the Lehigh Coal & Navigation Company for its high tolls and refusal to build the Susquehanna & Lehigh Canal. (CLJones)
- Dec. 22, 1832 William Neil the "Stage Coach King" of Columbus, Ohio, petitions the Legislature to operate steam wagons on the National Road. (Marvin)
- Dec. 26, 1832 People's Steam Navigation Company writes to New Castle & Frenchtown requesting cooperation in through service between Philadelphia and Baltimore. (MB)
- Dec. 27, 1832 Bayles, Letson & Gulick begin stage service from 30 South 3rd Street, Philadelphia via Frankford Turnpike and Trenton to Sand Hills on Camden & Amboy as Delaware River steamboats have been withdrawn because of ice.
- Dec. 28, 1832 Stephen H. Long receives a patent for an anthracite-burning locomotive; the firebox is surrounded by water on all sides, and is equipped with an oscillating grate to clear ashes from the bottom of the fire; two horizontal cylindrical fire-tube boilers 20 inches in diameter with a large flue running beneath them to deliver additional heat; chimney can be telescoped from 14 to 20 feet to control the draft; the boilers are suspended within the locomotive frame on springs. (PatntIndex, Pam)
- Dec. 28, 1832 VP John C. Calhoun resigns to take one of South Carolina's seats in the Senate. (Howe)
- 1832 Aurora & Buffalo Railroad incorporated in New York by citizens of Aurora; nothing done under this charter beyond a survey. (HPSmith)
- 1832 Schuylkill Navigation Company completes an enlargement of its canal to

take 80-ton boats, up from 30 tons. (Poor)

- ca. 1832 Pioneer railroad contractor Coffin Colket (1809-1883), a native of New Hampshire, forms a partnership with John Owen Sterns (1805-1862) of Massachusetts; Colket & Sterns will build many railroads of the 1830s and 1840s, including parts of the Philadelphia & Columbia Railroad, the PW&B, the B&O, the Philadelphia & Trenton Railroad, the Philadelphia, Germantown & Norristown Railroad, the Rensselaer & Saratoga Railroad, as well as the entire Elizabethtown & Somerville Railroad, Northern Liberties & Penn Township Railroad, Southwark Railroad, Norristown & Valley Railroad, Brooklyn & Jamaica Railroad, and the Tioga Railroad; because they are paid partially in securities, they assume the management of several of these properties; Colket later serves as Pres. of the PG&N and LIRR, and Sterns as Superintendent and VP of the CNJ. (Scharf, RREmply,)
- 1832 Capt. Richard Fanning Loper (1800-1880) forms the partnership of Loper & Baird with William M. Baird (1812-1879) to operate coastwise shipping lines between Philadelphia, New York and New England. (findagrave)
- 1832 Samuel D. Wessels sells the Federal Street Ferry at Camden to merchant Jacob Ridgway (1767?-1843); he operates boats to Arch Street and Market Street in Philadelphia and also owns the Arch Street House; the ferry property covers all the land between Arch Street and Federal Street west of 2nd Street, plus land south of Federal Street which is developed as a pleasure garden. (Prowell)
- 1832 Richard Smith Ludlam (1792-1889) builds the Mansion House, the second large hotel at Cape May, N.J. (Alexander)
- 1832 Baltimore & Susquehanna Railroad completes double track from Baltimore to Relay House.
- 1832 James Millholland moves from Baltimore to New York, where he secures a job with the Allaire Iron Works, manufacturers of marine engines. (RRGaz)
- 1832 Thomas S. Clarke of McKee, Clarke & Co. becomes a member of D. Leech & Co.'s transporting business. (StdHistPitts)
- 1832 Toll collections at Allegheny by William B. Foster, collector, amount to only \$884.32 for the entire season because of the depression in business; traffic picks up substantially in 1833. (StdHistPitts)
- 1832 Charles T. Whippo, Engineer of the Beaver Division Canal, buys 500 acres, half of which later falls within the city limits of New Castle, Pa.,

- where he will make his permanent home. (BioSketchsLawrenceCo.)
- 1832 Pulaski, Pa., laid out by William Byers and John Piper. (Durant)
- 1832 Charles B. Shaw completes the survey for the North Western Turnpike from Winchester to Parkersburg, Va., now the route of U.S. Route 50. (VaBPW)
- 1832 James Wood (1771-) builds the first rolling mill in Conshohocken, Pa., for the manufacture of sheet iron, saws, shovels and spades; at first it uses the water power of the Schuylkill Navigation Company's Plymouth Dam; it evolves into the Alan Wood Steel Company and is the major employer until closing in 1977. (Bean, Nolan/Hocker, AWStl records)
- 1832 Dr. Peter Shoenberger and David Agnew of Pennsylvania build the Wheeling Iron Works, the first puddling and rolling mill in Wheeling, which becomes a center of nail-making; it is located on the Ohio River at the north end of town and later becomes known as the Top Mill. (Swank, Scott)
- 1832 Cleveland receives 288,722 bu. of wheat, 54,404 bbls. of flour and 12,900 bu. of coal via the Ohio & Erie Canal; by 1840, those figures have increased to 2,155,407 bu., 505,461 bbls. and 172,206 bu., respectively; Cleveland becomes the great grain port of Lake Erie and ships most of the wheat and flour received at Buffalo on the Erie Canal during the decade; bulk pork products moving from the Scioto Valley to the South form the main southbound traffic on the canal. (Scheiber)
- 1832 Capt. John Fink, a steamboat proprietor, begins shipping bituminous coal from his mine near the mouth of McMechens Creek in Belmont County, Ohio, to New Orleans in flatboats. (ATMcKelvey)
- 1832 National Road completed to Zanesville. (Sarchet - verify)
- 1832 Contracts let for grubbing between Zanesville and Columbus on the National Road. (ARJ - Jordan has 6/1828??)
- 1832 Dayton Manufacturing Company renamed Dayton Bank. (Huntington - verify PL)
- 1832 Port Lawrence, which has been moribund since the Panic of 1819, is replatted on the site of downtown Toledo. (OhioHS)
- 1832 Direct stagecoach service begins between Columbus, Ohio, and Indianapolis. (Holmes/Rohrbach)

- 1832 Miami & Erie Canal completed (meaning Cincinnati outlet?? - see 1834)
- 1832 Indiana begins construction of the north-south Michigan Road running from Madison on the Ohio River, via Napoleon, Shelbyville, Indianapolis, Logansport and South Bend; Michigan City is selected as the northern terminus. (wiki)
- 1832 Michigan Road opened as far as Logansport. (Powell)
- 1832 Indiana act authorizes a state road from Marion to Elkhart. (Helm/Wabash)
- 1832 Congress appropriates \$3,500 for a wagon road from Detroit to the mouth of the Grand River. (Baxter)
- 1832 First sawmills built at Grand Rapids, Mich., which will eventually become the center of a hardwood furniture industry. (Dunbar)
- 1832 George W. Dole opens the first slaughterhouse in Chicago and makes the first shipments of packed beef and pork to Detroit and New York. (CHTaylor)
- 1832 Samuel Wiggins sells his Mississippi River ferry at St. Louis and about 900 acres of land on the Illinois side to an unincorporated joint stock company composed of Bernard Pratte, John O'Fallon, Adam L. Mills, Samuel C. Christy, Andrew Christy (1799-1869), Charles Mulliken, William C. Wiggins (1783-1853) and John Gay; the Christys come to have majority control. (Scharf, Wallace)
- 1832 Thomas Rogers (1792-1856), a carpenter and blacksmith from Connecticut, establishes the partnership of Rogers, Ketchum & Grosvenor at Paterson, N.J., with backing from banker Morris Ketchum (1796-1880) and Jasper Grosvenor to manufacture textile machinery and locomotive and car parts. (Steinbrenner)
- 1832 John Thompson (1802-1891), a native of western Massachusetts and later founder of the First National Bank of the City of New York and of the Chase National Bank, moves to New York and sets up as an exchange broker dealing in state bank notes. (Logan)
- 1832 Elisha Peck (1798-1863) retires from Phelps & Peck, which becomes Phelps, Dodge & Co. with Anson G. Phelps (1781-1853) and his son-in-law William Earle Dodge (1805-1883). (Burrows/Wallace)
- 1832 Following the final overthrow of the Bourbon restoration monarchy, Joseph Bonaparte leaves Bordentown, N.J., and returns to France. (wiki)

