

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

By Christopher T. Baer

1834

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1834 Philadelphia Board of Trade passes resolution in favor of return of deposits to Bank of the United States; blames price decline and rising unemployment on Pres. Jackson's policies. (HazReg)
- Jan. 1, 1834 District of Northern Liberties orders Northern Liberties & Penn Township Railroad to remove its rails from Willow Street. (MB)
- Jan. 1, 1834 Slaymaker & Co. of Lancaster place experimental locomotive (*Black Hawk*) designed by Stephen Harriman Long on the Philadelphia & Columbia Railroad; fails to operate properly until switch from anthracite coal to wood; then runs to Roherstown and back at 20 MPH.
- Jan. 1, 1834 Future founder of the New York Central Railroad Erastus Corning (1794-1872) begins his first term as Mayor of Albany. (Neu)
- Jan. 1, 1834 Lycoming Coal Company fires agent William P. Farrand and replaces him with Daniel Tyler (1799-1882), a West Point graduate who is an expert in small arms manufacture, but knows nothing about coal mining or smelting iron and is something of a military martinet; Tyler is given a salary of \$3,000 a year plus a bonus of \$2,000 if he can reduce mining costs; the company plans to manufacture iron using coke made from the coal. (Knowles)
- Jan. 2, 1834 Increasing the attacks on the Bank of the United States, the Jackson Administration orders it to turn over all funds and records relating to its function as disbursing agent for pensions, but Nicholas Biddle refuses; the Senate supports Biddle and the House Jackson; this stops the payment of pensions to Revolutionary War veterans until the government can find alternate methods of payment, and the Democrats throw the odium on the Bank instead of their own actions. (Catterall)

- Jan. 2, 1834 Greensville & Roanoke Railroad incorporated in N.C. to build a line from the Petersburg Railroad to the Roanoke River at Gaston; incorporated in Va. on Feb. 7. (PL, ICC)
- Jan. 3, 1834 Wilmington & Raleigh Railroad incorporated in N.C.; later a key link in the Atlantic Coast Line. (ICC)
- Jan. 6, 1834 Peoples Steam Navigation Company asks Chesapeake & Delaware Canal Company for lower rates; C&D offers \$6,000 for six months; Peoples Line is not aware that C&D and NC&F have been negotiating for canal to have all freight business and NC&F all passengers. (Holmes)
- Jan. 7, 1834 District of Northern Liberties and Northern Liberties & Penn Township Railroad settle dispute; railroad is not to block traffic, maintain its tracks, culverts and drains and hold district free from damage claims. (MB)
- Jan. 8, 1834 Survey Committee of Wilmington & Susquehanna Railroad meets with William Strickland; contracts for a survey from Wilmington to North East, Md. (BdPap)
- Jan. 8, 1834 New York & Erie Railroad Pres. Eleazar Lord petitions the state for a \$2 million stock subscription. (Mott)
- Jan. 8, 1834 In his annual message, Michigan Gov. George B. Porter advises the Legislature to seek federal aid for improving rivers and for a trans-peninsula railroad. (Parks)
- Jan. 8, 1834 Meeting in Jonesville, Mich., calls for federal aid to build a trans-peninsula railroad on the southern route. (Parks)
- Jan. 9, 1834 Mad River & Lake Erie Railroad elects first Board of Directors; still unable to market its stock in New York. (Smiths)
- Jan. 11, 1834 Codorus Navigation Company opens slackwater navigation in Codorus Creek between Susquehanna River and York, Pa. (verify)
- Jan. 13, 1834 Pennsylvania Canal Commissioners order all division superintendents to reduce engineer corps to minimal levels. (CC)
- Jan. 14, 1834 Pennsylvania Canal Commissioners report on the question of the Grants Hill cut in Pittsburgh; recommend covering the cut to create a tunnel, which will minimize property damage above. (PaArch)
- Jan. 15, 1834 Long and Norris's locomotive *Black Hawk* operates successfully, making several trips over completed portion of the Philadelphia & Columbia

Railroad.

- Jan. 15, 1834 Canal Commissioners report on feasibility of using locomotives on state railroads; decide can be used on three longest "levels" of the Portage Railroad. (Wilson - verify from CC)
- Jan. 15, 1834 Books opened for Strasburg Railroad. (Kiscaden)
- Jan. 15, 1834 Future Reading Civil Engineer Charles Edward Byers (1834-1871) born; son of Joseph Byers (1808-1854). (findagrave)
- Jan. 1834 William B. Foster, Jr., leaves the post of Principal Assistant Engineer on the West Branch Division Canal to work on the state improvements in Kentucky. (Cummings)
- Jan. 1834 Steps taken to macadamize the first five miles of the Greensburg and Pittsburgh Turnpike Road. (StdHistPitts)
- Jan. 17, 1834 A Jackson Administration source informs Nicholas Biddle that Jackson is about to instruct the state pet banks not to accept drafts drawn on branches of the Bank of the United States, of which there are about \$10 million in circulation, in payments of money owed to the government. (Govan)
- Jan. 17, 1834 Choptank Steam Boat & Navigation Company incorporated in Md. to operate between Baltimore and the headwaters of the Choptank River on the Eastern Shore. (PL)
- Jan. 1834 Moncure Robinson completes preliminary survey for a railroad from Richmond, Va., to Fredericksburg; assistants are John H. Hopkins, James Hunter, and A. Hopkinson, all of Philadelphia. (Mordecai)
- Jan. 1834 Pres. Jackson refuses the request of a committee of Philadelphia merchants to return the federal deposits to the Bank of the United States and confirms his intent to remove the legal tender status of the bank's drafts, draining it of its specie reserves. (Govan)
- Jan. 1834 Business failures begin at New York, Philadelphia and Washington; by the end of the month, interest rates in New York and Baltimore reach 18-24%. (Catterall)
- Jan. 1834 London merchant James Morrison (1789-1857) borrows £20,000 from Quaker banker Samuel Gurney to invest in Pennsylvania state bonds. (Dakers)
- Jan. 18, 1834 Susquehanna Bridge & Bank Company renamed Susquehanna Bank Company. (PL)

- Jan. 20, 1834 Delaware & Jobstown Rail or McAdamized Road Company renamed Delaware & Atlantic Railroad Company and authorized to extend eastward to the Atlantic Ocean between Tuckerton and Barnegat; backed by Chalkley Atkinson and John Black (1788-1875). (PL, Woodward)
- Jan. 20, 1834 Faction fight breaks out among Irish laborers on the Chesapeake & Ohio Canal at Williamsport, Md.; 34 are arrested and taken to the county jail. (Williams/Washington - but see 1/29!!)
- Jan. 20, 1834 Ohio Senate kills the bill for a single State Bank of Ohio; the bill would have limited stock to Ohio residents; 71% of Ohio bank capital is held by non-residents. (Huntington)
- Jan. 21, 1834 West Chester Railroad stockholders vote to issue \$10,000 new stock to build branch to marble quarries in Great Valley. (AR)
- Jan. 22, 1834 Pennsylvania misses payment on interest on state debt because of the financial disturbances of the Bank War. (Snyder)
- Jan. 23, 1834 In response to Pres. Jackson's threatened new moves against the Bank of the United States, Nicholas Biddle orders a further reduction in outstanding loans of \$3.3 million by Apr. 1, with bills of exchange to be drawn only on Atlantic Cities from Baltimore northward, sparking business failures in New York and New Orleans. (Govan, Catterall)
- Jan. 24, 1834 Pa. Gov. George Wolf reports to the Legislature that S. & M. Allen have failed to deposit the last installment of the loan of 1833 and requests a temporary loan of \$300,000 to enable the state to pay its contractors and meet other expenses; S. & M. Allen had made its prior with funds advanced by the Bank of the United States. (PaArch, Snyder)
- Jan. 25, 1834 Jury in the Delaware Superior Court awards John Randel, Jr., \$226,886 in damages in his suit against the Chesapeake & Delaware Canal Company for abrogating his construction contract in 1825; Randel, backed by the Delaware state authorities, begins attaching canal tolls; judgement and subsequent appeals financially cripple the canal company for many years. (Niles, Gray)
- Jan. 27, 1834 Pennsylvania act authorizes \$300,000 temporary loan. (PL)
- Jan. 27, 1834 Secretary of War Lewis Cass transmits to the U.S. House the report of Maj. Hartman Bache of the Topographical Engineers on the survey of a railroad between Williamsport and Elmira. (Rept)
- Jan. 28, 1834 Delaware & Hudson Canal Company has fallen to 68; Mohawk & Hudson

Railroad from 190 to 83. (Hone)

- Jan. 28, 1834 Indiana charters the (Second) State Bank of Indiana to replace the branch of the Second Bank of the United States, to run through Jan. 1, 1857; it has a central office in Indianapolis, whose managers include Hugh McCulloch (1808-1895) and J.F.D. Lanier; 10 equal branches in major towns throughout state; Lanier is also Pres. of the Madison Branch; capital for bank is borrowed through the issue of state bonds abroad; the state also takes \$1 million of stock and advances credit to individual stockholders to pay for half their holdings secured by real estate mortgages; Canal Commissioners are to borrow \$1.3 million from the Bank. (PL, Lanier)
- Jan. 29, 1834 Pennsylvania House Committee on Inland Navigation & Internal Improvement recommends granting \$200,000 in state aid to Danville & Pottsville Railroad. (HazR)
- Jan. 29, 1834 Pres. Andrew Jackson sends federal troops to quell riot of Irish laborers on Chesapeake & Ohio Canal, an Irish faction fight between Fardowners from County Longford in Leinster and Corkonians from County Cork in the southeast. (, Dilts, Howe)
- Jan. 30, 1834 Maryland act authorizes Baltimore & Port Deposit Railroad to connect with the B&O on Wilkes Street, near President Street, in Baltimore. (PL)
- Jan. 31, 1834 Lexington & Ohio Railroad opens between Lexington and Frankfort with horse power; there is one inclined plane down the bluff overlooking Frankfort. (TDClark)
- Jan. 31, 1834 Richmond, Ind., incorporated as a town. (PL)
- Feb. 1, 1834 Executive Committee of Joint Board orders Robert F. Stockton to go to Europe to place \$500,000 loan. (MB)
- Feb. 1, 1834 Indiana deeds portion of 1827 federal land grant for Wabash & Erie Canal in Ohio to state of Ohio. (PL, McClelland)
- Feb. 1, 1834 Indiana appropriates an additional \$30,000 for the Michigan Road. (PL)
- Feb. 1, 1834 Lafayette, Ind., incorporated as a town. (PL)
- Feb. 3, 1834 Railroad meeting held at Middletown, Pa., in support of Portsmouth & Lancaster Railroad.
- Feb. 3, 1834 Mass meeting of manufacturers, mechanics and merchants held in Musical Fund Hall, Philadelphia; produces petition containing 10,259 signatures against the removal of deposits from the Bank of the United States.

(HazReg)

- Feb. 3, 1834 Memorial from Philip Church (1778-1861) and others from Allegany County presented against state aid to the New York & Erie Railroad and against its present management. (Mott)
- Feb. 5, 1834 Column in West Chester *Village Record*, probably by its editor Charles Miner (1780-1865), urges the state to opt for horse-drawn vehicles on the Philadelphia & Columbia Railroad as creating jobs for horse-breeders, blacksmiths, farriers, feed-growers, etc.; says horses can go up to 12 MPH, and people should not desire to go faster; only the rich will be able to afford locomotives. (copied in Columbia Spy - probably an intentional satire)
- Feb. 5, 1834 N.Y. Legislature ratifies an agreement fixing the disputed boundary between New York and New Jersey in middle of the Hudson River; New York State surrenders its claim to everything beyond the high water mark in the New Jersey shoreline but retains maritime jurisdiction over the waters of the river and bay; removes uncertainty that has retarded the development of waterfront property in New Jersey. (Stokes, McLean)
- Feb. 6, 1834 Town meeting at the Court House in Pittsburgh supports the Bank of the United States and urges the return of the deposits, including sending a delegation and petition directly to Pres. Jackson. (StdHistPitts, Snyder)
- Feb. 6, 1834 Farmers & Mechanics Bank of New Brunswick incorporated in N.J. (Benedict)
- Feb. 7, 1834 N.J. Assembly orders counsel for the Joint Companies and the Trenton & New Brunswick Turnpike Company to present their case at Trenton on Feb. 18. (Pam)
- Feb. 7, 1834 Delaware & Hudson Canal Company offers its four locomotives of 1829 to the Canal Commissioners for the Philadelphia & Columbia Railroad; ___ William B. Mitchell agrees to go to Carbondale to inspect them in company of Matthias W. Baldwin. (CC)
- Feb. 7, 1834 S. & M. Allen, New York City dealers in domestic exchange, fail; had contracted a large part of the \$3.5 million Pennsylvania loan for resale in England. (Hone)
- Feb. 8, 1834 Philip Hone chairs a large public meeting in the park in front of New York City Hall calling for the recharter of the Bank of the United States; Jacksonian leaders in the House quickly bury their petition in committee. (Stokes, Hone)

- Feb. 1834 Passenger car *Columbia* built by William C. Hull of Baltimore arrives at Lancaster for use on the Philadelphia & Columbia Railroad.
- Feb. 10, 1834 Pennsylvania House Committee on Inland Navigation & Internal Improvement reports urging full prosecution of public works. (HazReg)
- Feb. 11, 1834 A committee of New York merchants and bankers headed by James Gore King tells a mass meeting at the Merchants Exchange that Van Buren and other Democratic leaders in Washington have informed them that there will be no return of the deposits to the Bank of the United States and that supporters of the Bank will suffer the same political oblivion heaped on the Federalists. (Govan, Hone)
- Feb. 11, 1834 Jacksonians hold an anti-Bank meeting at Pittsburgh. (StdHistPitts)
- Feb. 11, 1834 Steamboat Company of Middletown Point incorporated in N.J. to operate between Middletown Point (Matawan) and New York. (PL)
- Feb. 12, 1834 Ohio Life Insurance & Trust Company of Cincinnati incorporated in Ohio with capital of \$2 million by Micajah T. Williams and others to lend money on long-term bonds and mortgages; Williams is the first Pres.; \$1 million of the capital is to be used for banking purposes; most of the stock is owned in New York City; it becomes a major factor in financing internal improvements in the Midwest, until its failure precipitates the Panic of 1857. (PL, Smiths, Huntington)
- Feb. 14, 1834 New Castle & Frenchtown appoints committee to confer with Chesapeake & Delaware Canal Company regarding operation of a passenger line through the canal. (MB)
- Feb. 14, 1834 Bank of New Brunswick suspends payments and enters receivership. (Benedict)
- Feb. 1834 New York–Philadelphia mail contractor James Reeside engages to shift the Great Eastern & Southern Mail and the city mail via the Camden & Amboy Railroad, using a stage connection between Jersey City and South Amboy. (HistRyMail)
- Feb. 1834 Danville & Pottsville Railroad suspends operations. (MnrsJrnl)
- Feb. 1834 Index of railroad stocks traded in New York City has declined 43 points since July 1833. (WBSmith)
- Feb. 1834 Benjamin Knowler (-), the leading stockholder in the Farmers & Mechanics Bank of Albany, the bank of the Albany Regency and the leading financial power in upstate New York, fails; this precipitates a local

- banking crisis that threatens to spread to New York City. (Govan)
- Feb. 18, 1834 New Jersey Railroad appoints a committee to negotiate with the State to exchange its Newark Turnpike stock for NJRR stock and to negotiate purchase of Newark Turnpike shares in private hands. (MB)
- Feb. 18, 1834 Counsel for the Joint Companies does not appear at Trenton to oppose the Trenton & New Brunswick Turnpike Company bill. (Pam)
- Feb. 18, 1834 West Chester Railroad begins advertising regular freight service between West Chester and Philadelphia, three days a week. (Moore)
- Feb. 18, 1834 New Castle & Frenchtown Railroad agrees with Chesapeake & Delaware Canal to pay it \$1,000 per month or minimum of \$6,000 per year to run a single line of passenger barges through canal, plus an additional \$15,000 per year for exclusive privilege of operating passenger barges; done to shut out rival People's Line. (Gray)
- Feb. 18, 1834 Lawrenceville, now part of Pittsburgh, incorporated as a borough. (PL)
- Feb. 19, 1834 [John J.?] Chetwood of Elizabethtown and Joseph R. Ingersoll (1786-1868) appear before the N.J. Assembly to press the case of the Trenton & New Brunswick Turnpike Company to build a railroad along its line; Ingersoll notes the Camden & Amboy and Delaware & Raritan Canal have drawn traffic from the turnpike, and it must adapt; likens the Camden & Amboy Monopoly to that granted by Lord Cornbury in the 1700s. (Pam)
- Feb. 19, 1834 First rope laid on Portage Railroad at Plane No. 10 and engine first put in operation. (HazReg)
- Feb. 19, 1834 Nicholas Biddle consents to the Boston Branch of the Bank of the United States increasing its loans, hoping to confine expansion to New England. (Govan)
- Feb. 21, 1834 Pennsylvania legislative resolution authorizes Canal Commissioners to place private cars on Allegheny Portage Railroad and to collect tolls. (PL)
- Feb. 22, 1834 Last \$729,000 of the Pennsylvania loan of 1833 to continue construction on Public Works is offered at auction at Harrisburg; no bidders. (PaArch)
- Feb. 22, 1834 Nicholas Biddle informs the New York merchants' committee that he cannot expand credit without endangering the Bank of the United States. (Govan)
- Feb. 22, 1834 Thomas Robinson Sharp (1834-1909) future Confederate colonel and skilled railroad operator in both North and South, born at Mount Carbon,

Pa., where his father Thomas P. Sharp (1790-1856) is Superintendent of the Danville & Pottsville Railroad; Sharp's middle name is probably in honor of his father's friend, civil engineer Moncure Robinson. (csa-railroads.com, findagrave)

- Feb. 22, 1834 (Second) Bank of Kentucky incorporated with a capital \$5 million; it acquires the banking house of the Bank of the United States branch in Louisville. (Duke)
- Feb. 24, 1834 Iroquois County, Illinois, fully organized with county seat at the house of Robert Hill. (Long)
- Feb. 25, 1834 Richmond, Fredericksburg & Potomac Railroad Company (RF&P) incorporated in Va. to build from Richmond to Aquia Creek on the Potomac River on a direct route to Washington. (ICC, PL, Mordecai)
- Feb. 26, 1834 Canal Commissioners order suspension of all work on second track of Philadelphia & Columbia Railroad after failure of loan issue. (CC)
- Feb. 26, 1834 Yielding to arguments that continuing the contraction will turn public opinion against the Bank of the United States, Nicholas Biddle agrees tentatively to recommend a plan of relief in conjunction with the New York state banks to his directors. (Govan)
- Feb. 26, 1834 Gov. George Wolf, in special message on the state loan, reverses course and blames the depression and failure to place the state loan on the manipulations of Bank of the United States but does not press the attack; notes that \$25,000 of the temporary loan of 1834 remains unsold, along with \$729,000 of the loans of 1833; a minority of Democrats continue to support the Bank because of its economic importance to Pennsylvania; they drift in the direction of the followers of Henry Clay and the old National Republicans, who coalesce into the new Whig Party. (PaArch, Snyder)
- Feb. 26, 1834 New Jersey act appoints three commissioners to remove obstructions to the navigation of the Delaware River at Scudder's Falls. (PL)
- Feb. 27, 1834 New Jersey act authorizes the Trustees of the School Fund to subscribe for 250 shares of the New Jersey Railroad. (PL)
- Feb. 27, 1834 Philadelphia ordinance provides for Superintendent and regular toll collection on the City Railroad in Broad Street; steam locomotives are banned, and draft animals are limited to a maximum of 4 MPH. (Digest)
- Feb. 27, 1834 Reacting to Gov. Wolf's message, Nicholas Biddle withdraws his arrangement to come to the aid of the New York banks, as the Bank of the

- United States must defend its interests in Pennsylvania. (Govan)
- Feb. 27, 1834 Hockhocking Valley Railroad Company incorporated in Ohio to build from the terminus of the Lancaster Lateral Canal through Logan, Nelsonville, and Athens to a point opposite Parkersburg, Va.; not built. (PL)
- Mar. 1, 1834 Edward F. Gay made Principal Engineer of Eastern, Susquehanna, and Delaware Divisions as well as Philadelphia & Columbia Railroad. (CC)
- Mar. 1, 1834 Juniata Division opens for season from Duncans Island to Aughwick. (HbgChron)
- Mar. 1, 1834 Miami County, Indiana, fully organized with county seat at Peru. (Long)
- Mar. 3, 1834 Ohio authorizes sale of federal land grant and establishes a special fund to finance the portion of the Wabash & Erie Canal in Ohio. (PL)
- Mar. 3, 1834 Cleveland & Newburgh Railroad Company incorporated in Ohio. (PL)
- Mar. 3, 1834 Warren, Ohio, incorporated as a city. (Trumbull/Mahoning)
- Mar. 3, 1834 Columbus, Ohio, incorporated as a city. (PL)
- Mar. 3, 1834 Bank of Cleveland, Bank of Sandusky and the Clinton Bank of Columbus all incorporated in Ohio; the latter is controlled by state and national office holders. (PL, Huntington)
- Mar. 3, 1834 Cuyahoga Steam Furnace Company incorporated at Cleveland, its first foundry; located in Ohio City on the west side of the Cuyahoga River. (Johnson/Cuyahoga)
- Mar. 4, 1834 New Castle & Frenchtown's steamboat *William Penn* catches fire at 5:00 PM while northbound off The Point near the mouth of the Schuylkill; beached and burned to the water line on flats of South Philadelphia; some passengers trapped on stern, which is still in deep water; four drown attempting to reach shore and one dies of shock afterward; at 6:30, the smoldering hulk drifts north with the tide past the city and back to come ashore at Kaighns Point. (BaltAm, ARJ)
- Mar. 4, 1834 Western Division Canal opens for season between Pittsburgh and Leechburg. (HbgChron)
- Mar. 4, 1834 House Ways & Means Committee passes a resolution offered by James K. Polk of Tennessee that the Bank of the United States ought not to be rechartered, 134-82. (Wliburn)

- Mar. 4, 1834 A new Detroit & Pontiac Railroad incorporated in Mich. (Baxter)
- Mar. 5, 1834 Maryland Steamboat Company incorporated in Md. to operate the steamboat *Maryland* on Chesapeake Bay and tributary rivers. (PL)
- Mar. 6, 1834 Juniata Division Canal opens for season between Aughwick and Frankstown. (HbgChron)
- Mar. 7, 1834 Gov. Robert Lucas of Ohio forwards to Gov. George Wolf a resolution of the Ohio Legislature instructing its Congressional delegation to get Congress to grant Ohio 500,000 of public land to subsidize either the Sandy & Beaver or Pennsylvania & Ohio Canals and seeking Pennsylvania's cooperation. (PaArch)
- Mar. 7, 1834 John Murray Forbes leaves Boston for Canton on his second tour of duty in China for Russell & Co. (Haddad)
- Mar. 8, 1834 Canal boat *Velocity* leaves Blairsville for Johnstown, opening the Western Division Canal for the season. (HazReg)
- Mar. 10, 1834 Sylvester Welch made Principal Engineer of Juniata Division as well as Western Division and Portage Railroad.
- Mar. 10, 1834 Western Division Canal opens for season between Leechburg and Johnstown; Cornelius Tiers, et al., establish a through line between Philadelphia and Pittsburgh via the Union Canal with 16 covered Union Canal boats, 32 Portage Railroad cars and 7 boats on the Western Division Canal, operate daily except Sundays, running through in 10 days. (HbgChron, HazReg - one other line est., Leech??)
- Mar. 10, 1834 Georgia Railroad organized at Athens; James A. Camack (1795-1857) of Athens elected Pres. (Cumming, Ward)
- Mar. 12, 1834 Northern Liberties & Penn Township Railroad Executive Committee authorizes hiring a Superintendent. (MB)
- Mar. 12, 1834 Juniata Division Canal opens for season between Frankstown and Hollidaysburg. (HbgChron)
- Mar. 13, 1834 Sidney George Fisher (1809-1875) is the main speaker at a public meeting at Musical Fund Hall in Philadelphia that drafts a memorial to Washington protesting the removal of the deposits from the Bank of the United States. (FisherDiary)
- Mar. 14, 1834 New Castle & Frenchtown orders new steamboat from John Vaughan of

- Philadelphia to replace *William Penn*; orders *Salem* to run this season between Philadelphia and Salem touching at Delaware City; orders all barges now on Chesapeake & Delaware Canal brought to New Castle or Frenchtown and sold. (MB)
- Mar. 14, 1834 Pennsylvania House Committee reports on operation of state railroads in favor of contracting operation to a single party; similar bill passed House last year but killed in Senate. (HazReg)
- Mar. 14, 1834 Maryland act authorizes a subscription of 1,250 shares of the Chesapeake & Ohio Canal Company and a further 1,250 shares if Congress subscribes another \$1 million. (PL)
- Mar. 14, 1834 Maryland act appoints new commissioners and \$1,000 to remove obstructions in the Chester River up to Millington. (PL)
- Mar. 14, 1834 Nicholas Biddle visits New York and finally agrees to suspend all curtailments until May 1, lifting the likelihood of general suspension of specie payments. (Govan)
- Mar. 15, 1834 The *Westchester*, which Cornelius Vanderbilt had sold the year before, begins running between New York and Albany at a \$2 fare, \$1 less than the Hudson River Steamboat Association pool. (Stiles)
- Mar. 1834 Joint Companies send an agent to Europe to negotiate a loan. (AR)
- Mar. 1834? N.J. Assembly defeats the bill to allow the Trenton & New Brunswick Turnpike Company to build a railroad along its line, 24-21. (Pam)
- Mar. 1834 Canal Commissioners appoint John Brandt (1791?-1880), a former blacksmith, mechanic, and inventor of Lancaster, as master machinist of Parkesburg Shops; later Master Mechanic of New York & Erie Railroad. (, HseJrnl)
- Mar. 1834 Pa. Senate passes resolutions that the Bank of the United States not be rechartered and the government deposits not restored. (Catterall)
- Mar. 18, 1834 One track of Allegheny Portage Railroad opens for revenue service; does not operate between December and March when canals are closed by ice; five inclined planes on each side of summit designed by Edward Miller, with stationary engines built in Pittsburgh; five eastern planes and intervening "levels" cover 1,399 feet; five western planes 1,172 feet; track gauge 4'-9"; includes 901-foot Staple Bend Tunnel at top of Plane No. 1, 4 miles east of Johnstown, the first railroad tunnel in U.S.; Conemaugh Viaduct at horseshoe bend, designed by Solomon White Roberts, is a full semicircular stone arch of 80-foot span; first train of 8 box cars belonging

to Leech's Line leave Johnstown accompanied by Sylvester Welch and his assistants; arrives at Hollidaysburg on March 19; private transporters provide own cars and horses on Portage; Western Transportation Company runs horses in three relays, while other operators run through with one set of horses; round trip takes three days; initially, the transporting companies do not have enough cars ready for use on the Portage Railroad or boats on the Western Division Canal, causing westbound freight to be sent by other routes. (CC, PaArch)

- Mar. 18, 1834 Western Transportation Company, aka David Leech's Line, dispatches first eight covered cars east from Johnstown Basin over Portage Railroad with 10 tons of bacon; begins through service of two daily lines between Philadelphia and Pittsburgh via Union Canal in 15 days; Leech has 60 cars on Portage Railroad and decked boats on canals; Leech manages line from home in Leechburg; Philadelphia agents are Walter S. Robarts and Edmund Toland; Pittsburgh agents are McKee, Clarke & Co.; Philadelphia warehouse is at Chestnut Street and Schuylkill River; John Cameron and J. Kennedy Moorhead are early employees; Leech becomes the dominant forwarder on the Main Line and his team later forms the nucleus of the PRR's Freight Dept. (PhlPriceCurrent,)
- Mar. 18, 1834 Sen. Daniel Webster introduces a bill to return the federal deposits to the Bank of the United States by July 1, 1834 and extending the charter beyond Mar. 4, 1837, when Jackson will be out of the White House; the other anti-Jackson leaders, Henry Clay and John C. Calhoun, disagree, and the motion is tabled. (Govan)
- Mar. 19, 1834 Chesapeake & Delaware Canal refuses People's Line's request for renewal of its contract, having granted the New Castle & Frenchtown Railroad the exclusive right to operate a passenger line over the canal in return for cash payment and pledge not to compete with canal for freight; NC&F does not exercise this option but pays for it as a bribe to shut out the People's Line, which is driven out of business by end of the year, despite efforts to run stage portage. (Holmes)
- Mar. 20, 1834 Pro-Bank rally in State House yard in Philadelphia draws huge crowd estimated at 40-60,000, primarily from all classes involved in industry and manufactures. (HazR)
- Mar. 22, 1834 New Merchants Exchange opens at Philadelphia at 3rd & Walnut Streets; designed by William Strickland. (HazR)
- Mar. 22, 1834 Bank of Maryland fails in Bank War depression and transfers all property in trust to the Union Bank; run begins on Union Bank of Baltimore; Bank of Maryland had been taken over in summer of 1832 by Evan Poultney, Evan T. Ellicott, Reverdy Johnson, and Thomas Ellicott, Pres. of the

Union Bank, as a vehicle for speculations and insider loans, particularly in Tennessee bonds. (Browne, Gatell/BHR39:2 - ARJ, Scharf, Dilts, Niles & Shalhope has fails 3/24 and diff. info on Pultney et al - Scharf has this date announce that the bank has made an assignment to Thomas Ellicott, Pres. of the Union Bank - verify BaltAm)

- Mar. 23, 1834 Legislative committee arrives in Lancaster by stage for purpose of examining the Philadelphia & Columbia Railroad.
- Mar. 23, 1834 N.Y. Gov. William L. Marcy urges that the state ease the financial stringency by issuing \$4-5 million in state stock (bonds) to be loaned to the state banks. (Catterall)
- Mar. 24, 1834 Legislative committee travels about three miles from Lancaster towards Columbia in new horse car. (ColSpy)
- Mar. 24, 1834 Packet *Abner Lacock* arrives in Pittsburgh with first goods brought from Philadelphia via Union Canal and Main Line in 13 days. (HazReg)
- Mar. 1834 Stockholders of Girard Bank, one of the "pet banks", vote to return the federal deposits and cancel the contract with the government, effective July 1. (HazReg, Snyder - c. 3/26)
- Mar. 25, 1834 Goods have arrived at Pittsburgh from Philadelphia via the Main Line in 11 days; the Main Line succeeds in making Pittsburgh a major entrepôt for eastern merchandise and manufactures headed for the Ohio Valley, where it successfully competes with the Ohio & Erie Canal route; some of this trade moves down the Ohio River and then up the Ohio canals into the interior instead of via Lake Erie and Cleveland; Philadelphia also gains a foothold in the Cincinnati market, which trades primarily with New Orleans; the high-water mark of this trade occurs in the late 1830s; by the early 1840s, there is a spirited competition between the New York canals and railroads, the Main Line, and the B&O that prefigures the rivalry of the Trunk Line railroads that takes its place in the 1850s. (ARJ, Scheiber)
- Mar. 25, 1834 Evan Poultney, Pres of the Bank of Maryland and an innocent victim of the speculations of John Glenn and Reverdy Johnson, issues a statement that the bank is sound and pledging his personal estate against any loss to the creditors. (Shalhope)
- Mar. 26, 1834 Northern Liberties & Penn Township Railroad authorizes committee to study question of connecting with City Railroad on Broad Street. (MB)
- Mar. 26, 1834 New York Legislature reject the plea of the New York & Erie Railroad for a \$2 million state subscription on the grounds that it has extended branch canals into the Southern Tier. (Mott)

- Mar. 27, 1834 Supplement to Philadelphia & Trenton Railroad charter permits connection with Northern Liberties & Penn Township Railroad near Front Street. (PL, Digest)
- Mar. 28, 1834 Senate passes two resolutions introduced by Henry Clay censuring Pres. Jackson for exceeding his authority in his removal of deposits from the Bank of the United States; Jackson's supporters have them expunged in Jan. 1837. (EAH)
- Mar. 28, 1834 Large meeting of creditors of the Bank of Maryland held at the Baltimore Exchange in an unsuccessful attempt to settle its affairs quickly. (Scharf)
- Mar. 29, 1834 Benjamin H. Latrobe reports on a survey of the Baltimore & Port Deposit Railroad to Port Deposit, where it will connect to the proposed Oxford Railroad by an inclined plane. (ARJ)
- Mar. 29, 1834 Last portion of York Haven & Harrisburg Bridge Turnpike Road completed and licensed to take tolls. (PaArch)
- Mar. 29, 1834 Bank of the United States finally yields to pressure from the Union Committee of New York City bankers and agrees to make no further contraction at New York before May 1. (Catterall)
- Mar. 30, 1834 First horse-drawn car arrives in Lancaster from Columbia over the Philadelphia & Columbia Railroad. (ARJ)
- Mar. 31, 1834 Three horse-drawn passenger cars operate over the Philadelphia & Columbia Railroad from Lancaster to Columbia and return. (ARJ, Ellis/Evans)
- Mar. 31, 1834 The Adelpia Club is founded by a group of friends who have been meeting as Mrs. Rubicam's Coffee House since about 1830; it is renamed the Philadelphia Club in 1835; patterned after the London men's clubs of the 1700s, it is the first elite men's club in the U.S.; it serves to provide an all-male refuge from the home and female domesticity; its strict admission policy serves as a marker of membership in the "old money" upper class, which retains its position in Philadelphia for much longer than in other northern cities. (PhilClub, Baltzell)
- c Apr. 1, 1834 Water admitted to Delaware River feeder of Delaware & Raritan Canal. (CmdnMail)
- Apr. 1, 1834 Pa. act appropriates \$2,000 for improving the navigation of the Susquehanna River from Sinnemahoning Creek to Canoe Place in Cambria County and of Clearfield Creek to the head of navigation. (PL)

- Apr.? 1834 Bank of Washington, the Bank of Alexandria and the Farmers & Mechanics Bank of Georgetown all suspend following the failure of the Bank of Maryland; the Bank of the United States refuses to come to their aid, hoping the failures in the capital will spread and embarrass the Jackson Administration. (Govan - verify Niles or BaltAm)
- Apr. 2, 1834 Experimental locomotive *Black Hawk* built by William Norris at Lancaster to design of Col. Stephen H. Long makes round trip over the Philadelphia & Columbia Railroad between Lancaster and Columbia hauling 4 coaches. (ARJ, Ellis/Evans)
- Apr. 2, 1834 New York Legislature creates an issue of \$6 million in 5% state bonds to be loaned to support the state banks. (Catterall)
- Apr. 2, 1834 Benjamin H. Latrobe, Jr. presents survey to Board of Baltimore & Port Deposit Railroad, which is accepted; Board orders application filed in Washington for a subscription by federal government. (MB)
- Apr. 3, 1834 Horse-drawn passenger cars make further trips between Lancaster and Columbia on the Philadelphia & Columbia Railroad.
- Apr. 4, 1834 Norris locomotive makes a second round trip between Lancaster and Columbia; time each way 0:57; horse cars also operate.
- Apr. 4, 1834 West Chester Railroad begins new passenger service contract with Samuel Slaymaker & Co. (40%) and Calder, Wilson & Co. (40%); runs through end of 1835. (Moore)
- Apr. 4, 1834 Alexander Brown (1764-1834), founder of an Anglo-American banking dynasty, dies at Baltimore of pneumonia contracted while presiding over a meeting at the Exchange to combat the Bank War panic; his son George Brown (1787-1859) becomes head of the Baltimore house of Alexander Brown & Sons. (Brown - see below - verify BaltAm)
- Apr. 4, 1834 Democrats in the House pass resolutions introduced by James K. Polk of Tenn. in support of the administration, against recharter and the return of the deposits and calling for a broad investigation of abuses committed by the Bank of the United States; the vote is 134-82; support for the Bank in Pennsylvania declines significantly, since 1832, New Jersey, Maryland, Ohio and Indiana have shifted against the Bank; consistent support for the Bank comes from Louisiana, Missouri, Kentucky, Delaware, Connecticut, Massachusetts and Vermont; consistent opposition comes from New York, Virginia, Tennessee, Alabama, Georgia, South Carolina, North Carolina, New Hampshire and Maine. (Catterall, Govan, Wilburn)

- Apr. 4, 1834 Brooklyn, N.Y., incorporated as a city, combining the former village and town of Brooklyn. (NYState - see 4/8???)
- Apr. 5, 1834 Pennsylvania Improvement Act authorizes \$2,265,400 permanent loan for double-tracking Philadelphia & Columbia and Allegheny Portage Railroads, Beaver Division, Franklin Line, Wyoming Line, Lycoming Line, Bald Eagle and Lewisburg Side Cuts. (PL)
- Apr. 5, 1834 Pennsylvania act orders Commissioners of Internal Improvement Fund to return to the Treasury the \$100,000 appropriated for repairs in Dec. 1833; to use \$300,000 of proceeds of loan of Mar. 25, 1834, to pay off temporary loan authorized on Jan. 27. (PL)
- Apr. 6, 1834 Baltimore banker Alexander Brown (1764-1834) dies at Baltimore of pneumonia contracted while presiding over the recent meeting at the Baltimore Exchange to stem the panic created by the failure of the Bank of Maryland at which he promised that no merchant that could show he was solvent would be allowed to fail; son George Brown (1787-1859) becomes head of Alex. Brown & Sons. (findagrave, Scharf)
- Apr. 7, 1834 Pa. House committee issues report in first widespread investigation of favoritism and corruption among employees of Canal Commissioners; two supervisors lacking strong political friends are exposed and fired. (HseJrnl)
- Apr. 8, 1834 Pennsylvania act authorizes penalties for damaging state canals and railroads; grants Canal Commissioners power to make regulations governing private cars and locomotives on state railroads. (PL)
- Apr. 8, 1834 Pennsylvania act guarantees 5% on \$300,000 loan of Danville & Pottsville Railroad for 27 years, providing two-thirds is used on Western Division. (Digest - or 3/8 check PL or Beitel)
- Apr. 8, 1834 Brooklyn, N.Y., incorporated as a city with enlarged boundaries; this touches off a boom in land speculation, laying out and selling lots. (Stokes, Burrows/Wallace - see above - verify PL)
- Apr. 10, 1834 Locomotive *Black Hawk* runs as far east as Gap, Pa., on Philadelphia & Columbia Railroad.
- Apr. 10, 1834 *Pioneer*, first canal boat on French Creek Feeder, launched at Dam No. 9. (HazReg)
- Apr. 10, 1834 U.S. engineer William Howard (1793-1834) reports on the survey and estimate for improving the navigation of the Monongahela River up to Brownsville, either with sluice navigation or with 8 locks and dams as far

as Brownsville; cost estimate is \$258,720; however, there is no federal appropriation forthcoming, and the improvement is made later by a private company. (Rept, StdHistPitts, Crumrine)

- Apr. 10, 1834 Cornelius W. Lawrence, the Jackson and Tammany Hall candidate, is elected Mayor of New York City by a small margin; the Whigs win control of the City Council on the Bank issue. (Stokes, Snyder)
- Apr. 10, 1834 Ligonier and New Alexandria incorporated as boroughs in Westmoreland County, Pa. (Albert)
- Apr. 11, 1834 First car descends Philadelphia & Columbia Railroad inclined plane at Columbia. (CC)
- Apr. 12, 1834 Canal boat *Pioneer* makes excursion run from Venango to Sugar Creek, about 6 miles. (HazReg)
- Apr. 14, 1834 Charter supplement authorizes Southwark Railroad to operate steamboats to connect with the Camden & Amboy Railroad in Camden. (PL)
- Apr. 14, 1834 Bald Eagle & Spring Creek Navigation Company incorporated in Pa. to build canal and slackwater from Flemington to Bellefonte. (PL)
- Apr. 14, 1834 Wrightsville, Pa., incorporated as a borough. (PL)
- Apr. 14, 1834 Act of Legislature changes the name of the Borough of Conemaugh to Johnstown; what had been a minor hamlet bypassed by turnpikes becomes a major transportation node at the junction of the Allegheny Portage Railroad and the Western Division Canal. (McGough, PL)
- Apr. 15, 1834 Act authorizes Canal Commissioners to purchase and operate locomotives on Philadelphia & Columbia and Allegheny Portage Railroads; individuals to be free to provide cars to be hauled by state locomotives subject to regulations. (PL)
- Apr. 15, 1834 Pa. legislative resolution authorizes using \$300,000 of loan of Feb. 16, 1833 to pay off loan of Jan. 27, 1834. (PL)
- Apr. 15, 1834 One track of Philadelphia & Columbia Railroad completed between West Chester Intersection (Malvern) and Columbia, completing Main Line of Public Works between Philadelphia and Pittsburgh; official party consisting of eastern members of Legislature, who are returning home, plus Canal Commissioners, officers and engineers, arrives in Columbia from Harrisburg by canal packet *Washington*; taken to Lancaster in 55 minutes in train provided by stage proprietor Samuel R. Slaymaker of Lancaster hauled by experimental locomotive *Black Hawk*, designed by

Stephen H. Long and built by Long and William Norris; guests include the Canal Commissioners, Sylvester Welch, Edward F. Gay, William Hasell Wilson, Richard Peters, Jr., et al. (USGaz, HazReg)

- Apr. 15, 1834 Number of cars on the Allegheny Portage Railroad has increased from 25 on opening day to 80, but still inadequate, and much freight still sent over the turnpike; Western Transportation Company arranges horses in three relays; other lines use relays only for passengers and run one team through on freight, taking about a day and a half; freight rates over the mountain fall from \$15 per ton by road to under \$4 per ton. (Wilson)
- Apr. 15, 1834 Charter supplement to the York & Maryland Line Railroad secured by the citizens of York, Pa., to remove what they consider the defects in the charter; includes fixing the northern terminus at York, cutting the size of the down payments on shares from \$5 to \$1, and removing the restriction that the majority of directors and officers must be residents of Pennsylvania. (PL)
- Apr. 1834 Lykens Valley Railroad & Coal Company railroad completed from Millersburg to Lykens in Southern Anthracite Field; coal shipped in arks from Millersburg or floated across to the canal on the west bank. (Val, Egle, Wilson - see 10/33, 4/19/34)
- Apr. 1834 New York and Ohio reduce tolls by 25% on through traffic passing between the two states via Erie and Ohio & Erie Canals; however, the freight transporters raise their freight rates 16-18 cents per cwt. and absorb the toll cut themselves, driving traffic to rival routes; the situation is not remedied until 1835. (CC)
- Apr. 1834 The National Republicans (the followers of Clay, Webster and Adams) and others opposed to the Jackson Administration take the name Whigs after the earlier English opponents of royal prerogative; the Whigs and Democrats constitute the Second Party System that lasts into the 1850s. (Howe)
- Apr. 1834 Jacob Davis, Jr., lays out the village of Bellaire, Ohio; originally called Bell Air for his hometown in Maryland. (ATMcKelvey)
- Apr. 16, 1834 Excursion proceeds from Lancaster to Philadelphia opening Philadelphia & Columbia Railroad, running from Lancaster to Belmont in 8:30, including stops; locomotive is unsuccessful and often requires push from passengers to get started (verify last part - cannot - this is not in any papers - only say is too small); road is congested, with freight and construction trains having to give way to passenger trains until second track is completed in Oct. (USGaz, Wilson - Scharf says runs to the West Chester depot in Broad St)

- Apr. 16, 1834 Northern Liberties & Penn Township Railroad approves plan for store house at wharf east of Oak Street; authorizes publishing that railroad is ready for use. (MB)
- Apr. 16, 1834 Philadelphia & Trenton Railroad opens for revenue service between Morrisville and Bristol, Pa., with horse power, connecting with river steamers for Philadelphia. (see 11/14/33!!)
- Apr. 16, 1834 First section of Boston & Worcester Railroad opens between Boston (Washington Street) and West Newton, Mass.; first rail passenger service and first run of locomotive in New England; future express company pioneer William F. Harnden (1812-1845) is conductor of the first train. (NHCorp, Poor, Stimson - Stimson has 4/8 - verify GrnBk?)
- Apr. 19, 1834 First load of Lykens Valley coal (43 tons) ferried across the Susquehanna River from Millersburg to the Susquehanna Division Canal and loaded on boat consigned to Thomas Borbridge at Columbia. (Egle)
- Apr. 19, 1834 Future PRR Counsel and U.S. Attorney General Wayne MacVeagh (1834-1917) born near Phoenixville, Pa. (Tombstone - many biographies have 1833 - or is LMHS transcript of stone in error?)
- Apr. 21, 1834 Stage proprietor James Reeside resigns as director of Philadelphia & Trenton Railroad. (MB)
- Apr. 22, 1834 Canal Commissioners order resumption of all contracts including 15 locomotives for Philadelphia & Columbia Railroad and 5 for Portage Railroad. (CC)
- Apr. 22, 1834 New York act repeals the charter of the Newtown Turnpike Company (Elmira-Seneca Lake), and it reverts to being a public highway. (PL)
- Apr. 23, 1834 Northern Liberties & Penn Township Railroad opens from Philadelphia & Columbia Railroad at Broad Street down Willow Street to Delaware River. (Scharf - Walther & Scharf say 4/23 when pleasure cars first ad. from Third Street Hall, n/w corner 3rd & Willow to the Columbia Bridge - verify)
- Apr. 23, 1834 Future NYC Chairman and U.S. Senator Chauncey Mitchell Depew (1834-1928) born at Peekskill, N.Y. (CongBio)
- Apr. 23, 1834 Anti-Jackson meeting held in Monument Square in Baltimore to form a state Whig Party. (Scharf)
- Apr. 24, 1834 Long Island Rail Road Company (LIRR) incorporated with charter life of

50 years (extended in 1883) to build from Brooklyn or Williamsburg to Greenport with a steamboat connection from Greenport to Conn. or R.I.; may also build branches to Sag Harbor and to Williamsburg section of present day Brooklyn; Brooklyn & Jamaica Railroad may subscribe \$300,000; plan is to create a short-cut between New York and eastern New England, the assumption being that a railroad cannot be built economically along the hilly north shore of Long Island Sound west of the Connecticut River. (PL, Digest, Smith)

- Apr. 26, 1834 Danville & Pottsville Railroad Board authorizes mortgage loan of \$300,000, of which \$50,000 is to be sold at Philadelphia Exchange on May 12; authorizes engineers to prepare to place section from Sunbury to Shamokin mines under contract. (MB)
- Apr. 27, 1834 Canal Commissioners order second track of Allegheny Portage Railroad placed under contract. (Wilson)
- Apr. 28, 1834 First two boats of Lehigh coal arrive in Trenton via Delaware & Raritan Canal from Bordentown; boats had descended Delaware Division Canal to Bristol and were towed back upriver; Pennsylvania Legislature repeatedly blocks attempts to make a direct connection between the Delaware Division and the D&R feeder to maximize toll revenues; canal open from Bordentown to Kingston and feeder to Lambertville. (HazReg)
- Apr. 28, 1834 Rochester, N.Y., incorporated as a city, having grown into a major flour-milling center courtesy of the Erie Canal and the waterpower of the Genesee Falls. (French)
- Apr. 30, 1834 Albany City Bank incorporated in N.Y. by Erastus Corning, et al., with a capital of \$500,000; it opens for business on Oct. 1 with Corning protégé Watts Sherman (1809-1865) as Cashier. (PL, Neu)
- Apr. 30, 1834 United States Insurance Company of Baltimore suspends payments. (Niles)
- May 1, 1834 Philadelphia & Trenton Railroad purchases 16 horses and harness from Charles Lombaert (1790-1875), and he begins to operate line with horses as agent for company. (MB)
- May 1, 1834 Auburn & Syracuse Railroad incorporated in N.Y., by John Wilkinson (1798-) of Syracuse, et al.; because it does not directly parallel the Erie Canal, it is allowed to carry freight; Edwin F. Johnson (1803-1872) is Chief Engineer. (Stevens, Harlow)
- May 4, 1824 Future Lines West and Carnegie steel official William Powell Shinn (1834-1892) born at Burlington, N.J. (RyW)

- May 5, 1834 Castleton & West Stockbridge Railroad incorporated in N.Y. to build between those two points as part of a railroad from Boston to the Hudson River near Albany. (PL, GrnBk)
- May 6, 1834 New York State Legislature passes bill by one vote providing \$15,000 for state engineer to survey New York & Erie Railroad to see if charter should be repealed or project undertaken by state. (Minor, Mott)
- May 6, 1834 New York act authorizes the enlargement of the Erie Canal between Albany and Syracuse and the construction of a second set of larger lift locks. (Sweet)
- May 6, 1834 Maryland Savings Institution suspends payments; serves mostly ordinary working people; a run on the Savings Bank of Baltimore follows. (Niles, Scharf)
- May 8, 1834 John Naglee (1779-1852) elected director of Philadelphia & Trenton Railroad, replacing Joseph McIlvaine, resigned. (MB)
- May 9, 1834 New York & Harlem Railroad opens between 32nd Street and Yorkville (85th Street); Mount Pleasant blocks the way between 92nd & 94th Streets. (GrnBk, Trager, Stokes)
- May 9, 1834 An investigating committee picked by speculators John Glenn and Reverdy Johnson reports that the Bank of Maryland has enormous debts but fails to expose the activities of Glenn and Johnson and puts the blame on Evan Poultney and Thomas Ellicott. (Shalhope)
- May 10, 1834 Executive Committee of Joint Board appoints Benjamin Fish Collector at Trenton; recommends formation of company to transport freight between New York and Philadelphia via Delaware & Raritan Canal. (MB)
- May 10, 1834 Boston & Providence Railroad & Transportation Company incorporated in R.I. to complete the line to Providence. (NHCorp)
- May 10, 1834 Future railroad contractor Peter Collins (1834-1909) born at Munster, Pa.; son of Peter Collins (1792-1875), a contractor on the Allegheny Portage Railroad, and Sarah Meloy Collins. (Storey)
- May 12, 1834 Philadelphia & Trenton Board appoints another committee to secure right to lay track down Third Street to Willow Street. (MB)
- May 12, 1834 \$12,500 of Danville & Pottsville Railroad mortgage loan sold at Philadelphia Exchange at 97½, instead of \$50,000 intended to be sold. (MB)

- May 13, 1834 J. Smith Hollins elected Pres. of Baltimore & Susquehanna Railroad, replacing James Howard, resigned. (MB - or Robert Smith Hollins, 1797?-1882)
- May 14, 1834 As two passenger cars of Samuel R. Slaymaker are ascending Belmont Plane at end of train of freight cars, coupling of last freight car breaks, and all three roll down plane and collide with a standing freight car; cars wrecked and four injured. (HazReg)
- May 1834 Delaware & Raritan Canal opens, New Brunswick to Bordentown with navigable feeder up Delaware River; the canal ends the lucrative transshipment business of New Brunswick, which experiences low growth and falls from first place among New Jersey towns in 1820 to seventh place in 1870. (, Cranmer)
- May 1834 London merchant James Morrison invests £10,000 in the Joint Companies. (Dakers)
- May 1834 Business failures peak; Bank Panic reaches bottom. (Catterall, Snyder)
- May 1834 Daily passenger cars placed on Philadelphia & Columbia Railroad by stage coach operators Slaymaker, Peters & Colder, doing business as the Union Railroad Company; Good Intent Stage line operating between Pittsburgh and Philadelphia via Harrisburg rerouted east of Chambersburg via Gettysburg and York to connect with railroad cars at Columbia. (Scharf says J. Tomlinson operates a separate line)
- May 20, 1834 Erie & Kalamazoo Railroad organized at Adrian; Darius Comstock, Pres.; much of the stock is not sold for cash, but it hypothecated to suppliers to secure debts for things such as rail and locomotives; the original plan is for a plain wooden railroad operated by horses. (Waggoner)
- May 21, 1834 N.Y. Gov. William L. Marcy appoints Benjamin Wright, Chief Engineer, and James Seymour, and Charles Ellet, Jr. (1810-1862), assistant engineers, to make preliminary survey for the New York & Erie Railroad using a state appropriation of \$15,000; surveying corps includes Charles Lyon Schlatter (1808-1886), who later makes first surveys for what becomes the PRR, his brother William Schlatter (1810-1853), Robert S. Van Rensselaer (1810-1877), and Charles O. Sanford (1811-1883); survey is run via Monticello (to serve landlocked Sullivan County) and Deposit to Dunkirk or Portland on Lake Erie; Ellet has charge of the surveys between Owego and Lake Erie. (Rept, Mott, Ellis/Cattaraugus)
- May 21, 1834 Erie & Kalamazoo Railroad orders a survey between Port Lawrence (Toledo) and Adrian. (Waggoner)

- May 23, 1834 Benjamin Wright begins surveys for the New York & Erie Railroad; the Eastern Division east of Binghamton is under James Seymour, with Charles Lyon Schlatter, W. B. Gilbert and C. L. Seymour as assistants and Charles O. Sanford as draftsman; the Western Division is under Charles Ellet, Jr. (Rept)
- May 24, 1834 Contracts for second track of Portage Railroad let at Hollidaysburg. (Storey - verify - memo says 5/24!)
- May 27, 1834 Pennsylvania anti-Jackson convention held at Harrisburg and attended by Whigs, Antimasons and Bank Democrats; over one-third of the members have been supporters of Jackson; however, divisions remain, permitting only a very general agreement on the Bank issue. (Snyder)
- May 28, 1834 Circular amusement railroad opens on the Cooper property at Coopers Point, Camden. (CmdnMail)
- May 28, 1834 Beaver Division Canal opens between New Castle and Dam No. 6 at Pulaski, Pa.
- May 31, 1834 C.F. Dixon establishes daily line of passenger cars on Portage Railroad.
- June 1, 1834 Charles Lyon Schlatter resigns as Assistant Engineer of Philadelphia & Trenton Railroad to work on the New York & Erie Railroad. (MB)
- June 2, 1834 Philadelphia & Trenton Railroad Board authorizes purchase of its first locomotive from Baldwin Locomotive Works. (MB)
- June 3, 1834 Portsmouth & Lancaster Railroad receives letters patent. (PaArch)
- June 4, 1834 Canal Commissioners adopt rules for operating Philadelphia & Columbia and Portage Railroads; state to provide locomotives as soon as possible, with individuals permitted to use horses in interim; trains are to depart at regular times and run at uniform speeds; 15 MPH for passengers and mail and 10 MPH maximum for freight. (, Wilson)
- June 4, 1834 Excursion opens first 10-mile section of Boston & Providence Railroad between Pleasant Street (Park Square), Boston, and a point south of Readville, Mass. (NHCorp, Humphrey, Harlow)
- June 5, 1834 Pa. awards \$600,000 of the loan of 1834 to Elihu Chauncey at a 2.5% premium. (PaArch)
- June 5, 1834 Canal Commissioners contract with Ebbw Vale Iron Works of Wales for edge rails for second track of the Allegheny Portage Railroad; cast-iron

chairs made locally. (CC)

- June 5, 1834 U.S. Senate passes a resolution sponsored by Henry Clay calling for the return of the deposits to the Bank of the United States by July 1, but there is no possibility of concurrence by the Democrat-controlled House. (Catterall)
- June 6, 1834 First boat arrives at Meadville on the Franklin Line slackwater. (Babcock)
- June 6, 1834 General Charles Gratiot of Army Engineers recommends construction of Illinois & Michigan Canal. (Putnam)
- June 7, 1834 New Jersey Railroad Board authorizes purchase of lot on southwest corner of Market Street & Railroad Avenue, Newark, for a depot. (MB)
- June 7, 1834 Robert F. Stockton secures loan of £210,000 (\$800,000) for Joint Companies from John Wright of London. (MB)
- June 7, 1834 Southwark Railroad advises Commissioners of Moyamensing that it will loan them money to grade Broad and Washington Streets where railroad is to be built. (MB)
- June 11, 1834 Southwark Railroad Board votes to lay double track from Delaware River wharf to Moyamensing Road and one track thence to Broad & Cedar Streets. (MB)
- June 11, 1834 Danville & Pottsville Railroad Board appoints committee to visit mines and railroad; Bank of the United States has loaned company \$50,000. (MB)
- June 12, 1834 Committee of Philadelphia Board of Trade issues report on Portage Railroad. (HazR)
- June 13, 1834 New Castle & Frenchtown Board confers with a committee of the Maryland & Virginia Steamboat Company regarding their proposal of jointly operating a steam packet between Norfolk and Charleston as part of a through line from Philadelphia. (MB)
- June 14, 1834 Passenger car breaks loose at head of Portage Railroad Plane No. 1; lone passenger thrown 60 feet from car into the Conemaugh River and dies of a fractured skull. (HazR - quoting Ebensburg Sky)
- June 1834 William Gooding and Jesse L. Williams begin the surveys for the Whitewater Canal in Indiana; fall of 491 feet in 76 miles calls for 56 locks; cost estimated at \$1,142,126. (Fatout)

- June 1834 Sen. Thomas Ewing of Ohio presents the majority report of the Committee on Post Offices & Post Roads on the decline of the Post Office and maladministration by Postmaster General William T. Barry; revelations include lax accounting for funds, collusion with big mail contractors over awarding contracts and extras, bribing postal clerk Obadiah Brown, and fixing passenger fares on the National Road. (John)
- June 16, 1834 John R. Thomson (1800-1862) appointed Secretary of Joint Board, replacing Jeremiah H. Sloan, who is forced to resign for embezzling company funds for his own speculations, including one in Schuylkill County coal lands; Sloan used his position as transfer agent to issue three fraudulent stock certificates totaling 32 shares in his own name; the Camden & Amoy ends up with a claim on several coal land tracts near Minersville, Pa. (MB)
- June 16, 1834 Two Portage Railroad trains racing for the center-post near Plane No. 3, collide head on; one employee crushed; on same day a woman is run over at Plane No. 10. (HazR - quoting Ebensburg Sky)
- June 1834 Observers note that the Union Canal and Philadelphia & Columbia Railroad have driven most of the Conestoga wagons and large stage wagons off the Lancaster Turnpike. (PhlPriceCurrent)
- June 1834 Passenger packet designed to operate between Bordentown and Princeton on the Delaware & Raritan Canal passes through the canal from New Brunswick to Bordentown. (CmdnMail)
- June 20, 1834 Richmond, Fredericksburg & Potomac Railroad organized; John A. Lancaster, Pres. (AR)
- June 21, 1834 Richmond, Fredericksburg & Potomac Railroad appoints Moncure Robinson as Chief Engineer. (Mordecai)
- June 23, 1834 Philadelphia & Trenton Railroad approves contract made by Charles Lombaert (1790-1875) with Peoples Line of steamboats to carry their through passengers. (MB)
- June 24, 1834 Associates of the Jersey Company authorize building a new ferry boat. (MB)
- June 24, 1834 Act of Congress appropriates \$200,000 for the National Road in Ohio, \$150,000 in Indiana, and \$100,000 in Illinois; plus \$300,000 for repairs east of Wheeling, which portion it to be turned over to the states and converted to a turnpike road; the road east of Wheeling is being rebuilt on the macadam plan under the supervision of the Army engineers, although work has been suspended for lack of funds since Dec. 1833. (CongGlobe,

RdBldgMd, Crumrine)

- June 25, 1834 Baldwin Locomotive Works completes the *Lancaster* (c/n 3) the first locomotive for the Philadelphia & Columbia Railroad. (C&C)
- June 25, 1834 Two contractors on the B&O's Washington Branch 18 miles from Baltimore are badly beaten by about 10 of their men. (Scharf)
- June 25, 1834 U.S. House Committee on Roads & Canals reports in favor of a canal between Lake Michigan and the Illinois River sufficiently large to pass river steamboats. (Putnam)
- June 26, 1834 Rioters hack one of the B&O Washington Branch contractors beaten the day before to death, and his assistant and another superintendent are shot dead; the rioters disperse as the militia approaches, and 300 are arrested and taken to Baltimore. (Scharf)
- June 28, 1834 Northern Liberties & Penn Township Railroad Board reports that the car house at Dilwyn Street is nearly done and is to be leased to Davis, Osborn & Co. for a line of freight and passenger cars between Philadelphia and Columbia. (MB)
- June 28, 1834 First state locomotive placed in service on Philadelphia & Columbia Railroad; 4-2-0 *Lancaster* built by Baldwin (c/n 3); running time between Philadelphia and Columbia is about 10 hours; *Lancaster* was originally ordered by Philadelphia & Trenton Railroad. (CC, Lovell)
- June 28, 1834 The boiler of the locomotive of a southbound train on the New York & Harlem Railroad explodes while passing through the Yorkville Cut. (Greene - verify RRH is had a loco this early)
- June 28, 1834 Second Coinage Act, pushed by Sen. Thomas Hart Benton of Missouri, a hard money champion whose nickname is "Old Bullion," changes the ratio of silver to gold specie from 15:1 to 16:1; undervalues silver, driving it out of circulation; raises the value of the Pound from \$4.44 to \$4.87½, and causing the export of gold from Great Britain to the U.S., although it does not cause bank notes to be replaced by gold as the hard-money Democrats had hoped; has the effect of uniting British and American capital markets and fueling economic expansion in the U.S.; the effect is to move the U.S. from a mostly silver currency to the gold standard; the U.S. money supply expands by 55% between 1834 and 1839; the U.S. imports about \$10 million in gold annually between 1833 and 1836. (, Parks, McGrane, Browne, WBSmith)
- June 28, 1834 Border of Michigan Territory extended to include all land northeast of the Missouri River.

- June 28, 1834 Col. Stephen H. Long reports on survey of Georgia Railroad as part of a line between Charleston, S.C., and Memphis. (Cumming)
- c. June 30, 1834 Western Transportation Company arranges with Slaymaker's Union Railroad Company to carry passengers between Philadelphia (Broad & Vine) and Columbia, connecting with their canal packets; cut time to Pittsburgh to 6 days with \$8.00 fare; cars will leave Philadelphia at 7:00 AM and 8:00 AM, connecting with canal packets at Columbia; canal boats sleep 25. (PhlPriceCurrent)
- June 30, 1834 Congress passes a new act for rebuilding the Long Bridge, destroyed in 1831, replacing the act of 1832; the Secretary of the Treasury is to contract for a new bridge similar to the old one with two draws. (StatutesatLarge)
- June 30, 1834 Act of Congress declares all unorganized land west of the Mississippi River (that not formally organized into territories) to be Indian Country and requires federal licensing of all persons trading with Native Americans there; Indian Territory eventually becomes the State of Oklahoma in 1906; Indian territories east of the Mississippi are annexed to the U.S. territory in which they are located. (Thorpe)
- July 1, 1834 Joint Companies pass 3% semiannual dividend because of economic conditions and the need to pay contractors. (MB)
- July 1, 1834 Northern Liberties & Penn Township has leased the car house at Dilwyn Street to Davis, Osborn & Co. for four years; they are to run two daily lines of passenger cars and one of freight cars to Columbia. (MB)
- July 1, 1834 Pres. Andrew Jackson names John Forsyth as Secretary of State, replacing Louis McLane; Levi Woodbury (1789-1851) is named Secretary of the Treasury, replacing Roger B. Taney, forced out by the Whig Senate; Mahlon Dickerson named Secretary of the Navy, replacing Woodbury. (wiki, Howe)
- July 3, 1834 Boston & Worcester Railroad opens to Needham. (Poor)
- July 4, 1834 Several men leave New York and Philadelphia simultaneously by Camden & Amboy Railroad at 4:00 AM, spend three hours in the opposite city, and return home before dark; considered a hitherto impossible feat. (CmdnMail)
- July 4, 1834 Wyoming Line of North Branch Division Canal opens between mouth of Solomon's Creek below Wilkes-Barre and Old Forge on Lackawanna River above Pittston; Lycoming Line of West Branch Division Canal opens between Muncy Pool and Loyalsock feeder; water admitted to Bald

Eagle Side Cut but navigation impossible because of leaks and dry weather.

- July 4, 1834 A 1.25 mile section of Lawrenceburg & Indianapolis Railroad opens at Shelbyville for demonstration service with a horse car and wooden rails; it is hoped to be the first link in a line to Cincinnati; service is short-lived; built by Jeremiah Bennett (1799?-1881), a native of Cumberland County, N.J.; carries between 600 and 800 excursionists at speeds up to 19 MPH. (IndJrnl, RyW, Dunn, HistShelbyCo)
- July 4, 1834 Lancaster Lateral Canal (private) opens from Carroll on the Ohio & Erie Canal to Lancaster, Ohio; it is only marginally profitable above its operating expenses. (Meyer)
- July 4, 1834 The small steamboat *Republican* is towed into Logansport by a dozen yoke of oxen; it had tried to ascend the Wabash River from Lafayette in high water but had to be towed and dragged through shallow water before finally grounding on the Georgetown Rapids 7 miles below Logansport at the end of June; the boat is wrecked by the journey and is abandoned. (Powell)
- July 1834 In response to the Second Coinage Act, Nicholas Biddle calls on the New York banks for \$300,000 in specie to bolster its European balances, creating consternation in the city. (Govan)
- July 9, 1834 Large breaches open in Delaware & Raritan Canal at Assanpink Creek in Trenton and at Lambertton. (CmndnMail)
- July 10, 1834 Pa. places the remaining \$2,665,400 of the loan of 1834 to the Bank of Pennsylvania at a 5.3% premium. (PaArch)
- July 11, 1834 Congress having adjourned without any favorable action, the Bank of the United States ends further curtailments and permits each branch to increase its loans to provide relief to their local communities; Nicholas Biddle and family depart Philadelphia for a vacation at Newport, R.I. (Catterall, Govan)
- July 11, 1834 Meeting held in Pittsburgh in favor of the Sandy & Beaver Canal. (HazReg)
- July 11, 1834 100-ton schooner *Illinois* is the first lake boat to enter the Chicago River, after a spring flood has cut a channel in the bar that previously blocked access. (CHTaylor)
- July 14, 1834 Thomas Ellicott is ousted as Pres. of the Union Bank of Baltimore, the Baltimore "pet bank," and replaced by Hugh W. Evans. (Gatell/BHR 39:2)

- July 14, 1834 Meeting held at Owego, N.Y., in support of a steamboat to run between Owego and Wilkes-Barre. (HazReg)
- July 1834 William Sharples(s) appointed Superintendent of West Chester Railroad. (CCHS)
- July 1834 Danville & Pottsville Railroad begins construction between Sunbury and Shamokin. (Bell)
- July 1834 Cornelius Vanderbilt establishes the People's Line between New York and Albany with the *Nimrod* and *Champion* at a \$1 fare, which he later cuts to 50 cents. (Stiles)
- July 1834 Directors remove Thomas Ellicott as Pres. of the Union Bank (of Baltimore?), where his tight money policy has made many enemies. (Shalhope)
- July 1834 S. Dodge begins the location of the portion of the Wabash & Erie Canal in Ohio; the work is stopped by sickness, and Dodge himself is prostrated. (CC)
- June 1834 John Jacob Astor sells his interest in the American Fur Company, the Western Dept. to Pratte, Chouteau & Co. and the Northern Dept. and the name to Ramsay Crooks; Astor retains the New York and London operation and invests the greater part of his fortune in New York City real estate; the trade is shifting from Mackinac Island to St. Louis; at the same time, silk is replacing beaver as a covering for gentlemen's high hats; Ramsay Crooks becomes Pres. of the American Fur Company. (Porter, Dunbar, Trager, Wood)
- July 18, 1834 Sandy & Beaver Canal Company organized at Hanover, Ohio; Benjamin Hanna of New Lisbon, grandfather of Marcus A. Hanna, is elected Pres.; Edward H. Gill (1806-1868) of Virginia and Hother Hagé (1800-1872) of Pa. engineers; most stock is held in Philadelphia. (HazReg, Heald)
- July 19, 1834 Portsmouth & Lancaster Railroad organized at Mount Joy, Pa.; future President James Buchanan (1791-1868) elected Pres.; Moncure Robinson appointed Chief Engineer. (C&C)
- July 19, 1834 Money is now more plentiful. (Catterall)
- July 21, 1834 Brooklyn City Council approves opening Atlantic Street (now Atlantic Avenue) from Patchen's Wharf on the East River to the Brooklyn, Jamaica & Flatbush Turnpike (Flatbush Avenue) to 100 feet wide; Brooklyn & Jamaica Railroad is allowed to occupy the center of the street in return for

paving it. (NYState)

- July 23, 1834 Directors of Delaware & Raritan Canal travel from Bordentown to Lambertville in a Chesapeake & Delaware canal boat to formally open canal. (Snell/Hunterdon, citing letter of A Welch to SWR 7/27/34)
- July 25, 1834 Delaware & Raritan excursion party travels from Lambertville to Trenton. (Snell/Hunterdon)
- July 25, 1834 Henry K. Strong asks War Dept. for loan of an engineer during the summer to survey for a sloop and steamboat navigation on the Susquehanna River from Chesapeake Bay to the Lakes; given services of Dr. William Howard. (Egle)
- July 26, 1834 Delaware & Raritan excursion leaves Trenton for New Brunswick, where greeted by 24-gun salute. (Snell/Hunterdon - recheck if June or July?)
- July 26, 1834 First stagecoach crosses the bridge between Columbia and Wrightsville. (HazReg)
- July 30, 1834 Camden & Amboy Railroad track is laid to within seven miles of Camden and mail is carried on it daily. (CmdnMail)
- July 30, 1834 George Nowlan opens Prospect Hall built by the New York & Harlem Railroad for \$8,000 hotel at Observatory Place in Yorkville; the hall has 12 acres of pleasure grounds with views of the East River, etc. (Geene, Trager, Stokes)
- Aug. 1, 1834 Columbia Bridge Company declares second Columbia-Wrightsville bridge officially open; had been used by stages and light vehicles for about two weeks when single floor deck was completed; is 5,620 feet; includes two towpaths, one above the other, for towing canal boats from Wrightsville to Columbia; built by James Moore (1779-1855); this bridge lasts until being burned in the Civil War. (ColSpy, Wilson, Lestz) (track laid across bridge late in 1834. (see also 1835 - track prob. not open til 1835 season)
- Aug. 1, 1834 Pa. repays the temporary loan of Jan. 1834, taken by several banks, out of the proceeds of the permanent loan. (PaArch)
- Aug. 4, 1834 Whig Noah Noble (1794-1844) reelected Gov. of Indiana over Democrat James G. Read, whose support is limited to the triangle bounded by Madison, Indianapolis and Evansville; the results represent widespread support for internal improvements which keeps the Whigs in power for over a decade; however, the Whigs fail to form any strong party organization, which allows state Democrats to achieve success in Congressional elections. (Esarey, Sobel)

- Aug. 4, 1834 Joseph Duncan (1794-1844), a canal advocate, elected governor of Illinois; ends discussion of railroad on Illinois & Michigan Canal route; Duncan is still a Democrat, but has broken with Pres. Jackson over the issue of federal aid to internal improvements and gravitates into the Whig Party. (Young, Smith, Sobel)
- Aug. 6, 1834 Representatives of New Castle & Frenchtown and Maryland & Virginia Steamboat Company meet in Baltimore; agree to open books for \$60,000 to finance Norfolk-Charleston packet line; NC&F pledges \$10,000. (MB)
- Aug. 6, 1834 Lykens Valley Railroad & Coal Company sets rates for hauling of coal; road is operated by lessees and Board does not meet again until July 1845. (MB)
- Aug. 1834 NC&F has understanding with Camden & Amboy Railroad that it will not charter any of its boats for use above Philadelphia and vice versa. (MB)
- Aug. 8, 1834 Isaac R. Trimble sails from New York to England to buy locomotives, iron and machinery for Boston & Providence, Boston & Lowell, and Western Railroads. (Tucker)
- Aug. 9, 1834 Pittsburgh Transportation Line begins advertising the use of decked boats on the Union Canal, eliminating their need for transshipment between Philadelphia and Hollidaysburg. (PhlPriceCurrent)
- Aug. 11, 1834 New cholera epidemic at Albany, N.Y., through mid-Sep., although not as severe as in 1832. (Reynolds)
- Aug. 12, 1834 Several days of racial rioting begin in Southwark and Moyamensing when whites drive away blacks patronizing a carousel on South Street; at least one person killed. (Blatz, Hone)
- Aug. 15, 1834 Meeting held at Wilkes-Barre in favor of a steamboat to run up the Susquehanna River to Owego, N.Y.; attendees include Samuel D. Ingham. (HazReg)
- Aug. 1834 Post Office Dept. has arranged for a special mail from New York and Philadelphia to Trenton and back via the Camden & Amboy Railroad. (HistRyMail)
- Aug. 1834 West Chester Railroad agrees to build Philadelphia depot on east side of Broad Street south of Race. (MB - Moore)
- Aug. 1834 Post Office Dept. notifies the mail contractor that the Philadelphia-West Chester-Lancaster mail is to operate three days a week; railroad mail

between Philadelphia and West Chester is to continue to operate daily. (HistRyMail)

- Aug. 1834 Georgia Railroad sends William Williams north to investigate railroads and engage a Chief Engineer; company hopes to secure Col Stephen H. Long, but he is not available. (Ward, Hanson)
- Aug. 16, 1834 Dr. William Howard presents cost estimates for improving Susquehanna River to a meeting at Harrisburg; unable to secure federal appropriation. (Egle)
- Aug. 18, 1834 Future PRR General Superintendent G[eorge] Clinton Gardner (1834-1904) born at Washington, D.C.; son of Charles Kitchell Gardner and Elizabeth McLean Gardner. (GCGPapers)
- Aug. 21, 1834 B.B. Jenkins & Co. offers to lease Northern Liberties & Penn Township Railroad for \$2,000 a year to carry passengers. (MB)
- Aug. 25, 1834 Boston & Providence Railroad suspends service. (Humphrey)
- Aug. 25, 1834 Philadelphia & Trenton Railroad appoints committee to negotiate connection with Philadelphia, Germantown & Norristown Railroad. (MB)
- Aug. 25, 1834 James Carey Evans (1809-1901), future founder of the Anchor Line of steamships on the Great Lakes, marries Jane A. Townsend (d. 1870) of Lewiston, N.Y. (Evans)
- Aug. 26, 1834 Thomas G. Kennedy resigns as Treasurer of Philadelphia & Trenton Railroad; Secretary James Morrell given Treasurer's duties. (MB)
- Aug. 27, 1834 Susquehanna Steamboat & Navigation Company organized at Wilkes-Barre by local residents and Samuel D. Ingham of New Hope; plans to run steamboats between Wilkes-Barre and Owego, N.Y. (Harvey)
- Aug. 28, 1834 Delegates from Boston, New York, Philadelphia, Poughkeepsie, Newark and Brooklyn meeting in New York form the National Trades Union of the United States; the first attempt to form a national labor union; it survives until the Panic of 1837. (Stokes)
- Aug. 30, 1834 New Jersey Railroad Board authorizes purchase of Blocks No. 8 & 9 in plat of Jersey City for a terminal and construction of wharf thereon. (MB)
- Aug. 30, 1834 Cornelius Vanderbilt announces his new People's Line between New York and Albany and appeals for public support against the existing combination of steamboat companies. (Stiles/NYPost)

- Sep. 1, 1834 New Jersey Railroad & Transportation Company Board holds formal excursion from Eagle Tavern in Broad Street, Newark, to Jersey City ferry with the horse-drawn car *Washington*; it is a stagecoach-type car with three compartments and seats on top. (NwkDlyAd, Winfield)
- Sep. 1, 1834 Charles Lombaert (1790-1875) named Superintendent of Philadelphia & Trenton Railroad; father of future PRR VP Herman J. Lombaert. (MB)
- Sep. 1, 1834 Bald Eagle Side Cut Canal opens between Lock Haven and Flemington, Pa.
- Sep. 2, 1834 Baldwin Locomotive Works completes the *Columbia*, the second locomotive for the Philadelphia & Columbia Railroad. (C&C)
- Sep. 6, 1834 New Jersey Railroad sets fare on fast cars at 37.5 cents and on slow cars at 25 cents. (MB)
- Sep. 6, 1834 Southwark Railroad Board authorizes construction of warehouse at Prime & Swanson Streets. (MB)
- Sep. 10, 1834 Danville & Pottsville Railroad Board reports have sold rail to A. & G. Ralston; authorize sale to them of any rail that cannot be used within three years; complete purchase of land for coal depot at Mount Carbon from Schuylkill Navigation Company. (MB)
- Sep. 11, 1834 Joint Board orders 3% dividend missed on July 1 paid, after secures English loan. (MB)
- Sep. 11, 1834 Philadelphia Select Council reports in favor of extending the City Railroad down Market Street from Broad Street to 8th Street. (HazReg)
- Sep. 11, 1834 Chesapeake & Delaware Canal again refuses Peoples Steam Navigation Company plea for permission to operate a line at lower rates. (Holmes)
- Sep. 12, 1834 Boston & Providence Railroad opens for regular service between Boston and Canton (Canton Jct.), Mass., with stage connection for Providence. (Humphrey)
- Sep. 13, 1834 Northern Liberties & Penn Township Railroad Board appoints committee to confer with Philadelphia, Germantown & Northern Railroad on connection. (MB)
- Sep. 15, 1834 New Jersey Railroad & Transportation Company opens for regular service between Jersey City and Chandler's Hotel at Broad & Mechanic Streets, Newark, with horse cars; first Jersey City Terminal at Exchange Place opens on west side of Hudson Street, opposite ferry landing at Hudson &

York Streets; Newark line includes street trackage from main line on Market & Broad Streets to Mechanic Street; temporary track used to cross Bergen Hill; eight round trips; running time 1½ hours. (AR, Freeman, Shaw, HC - NB: Nwk Eagle tt. shows eff. 9/19! - end point is Thompson's Hotel at Broad & Green Streets - site of later City Hall, then Chandler's on Broad off Mechanic, then Dickerson's at Market St. and RR; stops also at Passaic Bridge, Hackensack Bridge, P&HR Jct.)

- Sep. 15, 1834 Postmaster General William T. Barry writes to William Gibbs McNeil, Superintendent of the Boston & Providence Railroad allowing him to make arrangements with Stockton & Stokes, the mail contractor on the route, to carry their mails, providing there is no additional expense; Stockton & Stokes then abandon their mail stage and forward the mail between Providence and the railhead at Canton, Mass., in a chaise. (HistRyMail)
- Sep. 1834 Brooklyn City Council grants the Brooklyn & Jamaica Railroad the right to occupy Atlantic Street. (Stiles)
- Sep. 1834 Philadelphia & Columbia Railroad receives its second Baldwin locomotive *Columbia* (c/n 4). (Lovell)
- Sep. 1834 Under Nicholas Biddle's contraction, the Bank of the United States has increased its reserves from \$10 million to \$15 million since Aug. 1833 while contracting its loans by 25%; Biddle has overplayed his hand and instead convinced many, even in the business community, that he has too much power over the economy. (Howe)
- Sep. 16, 1834 Bank of the United States lifts all restrictions and ends the contraction entirely; the reduction has exceeded \$13 million, or over one-fifth of the Bank's dealings; the contraction has removed \$3.2 million in specie from circulation and increased the Bank's specie reserves by \$5.5 million; the total circulation, including state bank notes has probably been about \$20 million. (Catterall)
- Sep. 20, 1834 Northern Liberties & Penn Township Railroad approves operating lease to B.B. Jenkins & Co.; passenger cars operated by others to Schuylkill River are to be charged four cents a mile; cars moving to Philadelphia & Columbia Railroad are to be charged as before. (MB)
- Sep. 20, 1834 Boston & Worcester Railroad opens from Needham to Hopkinton (Ashland). (Poor)
- Sep. 23, 1834 First part of the Portsmouth & Roanoke Railroad, the oldest part of the Seaboard Air Line system, opens between Portsmouth and Suffolk, Va. (HistRyMail)

- Sep. 24, 1834 West Chester Railroad completes 1.75 mile branch from Kirkland to Oakland on Philadelphia & Columbia Railroad to reach marble quarries; not ready for full operation until Jan. 1835. (Moore)
- Sep. 24, 1834 Danville & Pottsville Railroad opens from Wadesville, on Mount Carbon Railroad near Pottsville, to Bear Ridge, Pa., near present day Girardville, or about one-third of the entire line; 4 self-acting planes are required to ascend the south slope of Broad Mountain north of Wadesville and a 345-foot-high plane to descend into the Mahanoy Valley; Plane No. 6 is located at the junction of Mahanoy and Shenandoah Creeks; the D&P planes are steeper than those on the Allegheny Portage Railroad; coal pits are opened on the north side of Bear Ridge east of present Girardville; the coal is taken in mine cars and dropped down a shaft to railroad cars in the unfinished Girard Tunnel; only 290 tons are sent to market in 1834. (MinJrnl, HazReg, Hoffman, Heydinger/RRH 107)
- Sep. 24, 1834 Town of Aiken, S.C., platted on the South Carolina Canal & Railroad east of Augusta, Ga.; named for William Aiken, Sr. (1779-1831), a cotton merchant and late Pres. of the railroad; beginning in the 1880s, it becomes a major winter resort for northern millionaires, with Pullman cars direct from New York via the PRR. (cityofaiken)
- Sep. 1834 Outlet between Miami & Erie Canal and Ohio River opens at Cincinnati via route of present Eggleston Street; is able to pass boats from 11th & Main Streets to the Ohio River with a flight of 10 locks totaling 110 feet lift; Darius Lapham (1809-1850) is the engineer. (CC, ARJ)
- Sep. 1834 Delaware & Raritan Canal now carries enough water to pass coasting schooners between New York and Philadelphia. (HazReg)
- Sep. 30, 1834 Civil engineer William C. Young (1799-1893) of the Utica & Schenectady Railroad makes a report on a survey for the Long Island Railroad. (Rept)
- Oct. 1, 1834 Ross Winans granted patent for 8-wheel passenger car based on *Columbus* operated on B&O in 1831; Winans's claim for royalty on all two-trucked passenger cars results in 25 years of litigation. (Stevens)
- Oct. 4, 1834 New Jersey Railroad Board authorizes survey of branch to Hoboken. (MB)
- Oct. 6, 1834 Trenton Delaware Bridge Company appoints a committee to make arrangements with the Philadelphia & Trenton Railroad. (MB)
- Oct. 6, 1834 With horse power, the morning train requires all day to travel the 82 miles

from Philadelphia to Columbia. (HistRyMail)

- Oct. 7, 1834 Second track of Philadelphia & Columbia Railroad opens; two excursion trains with Gov. George Wolf, Canal Commissioners, engineer corps and other dignitaries travel leave Columbia for Philadelphia behind locomotives *Lancaster* and *Columbia* at 8:00 AM, arriving at Philadelphia about 6:00 PM; the cars runs for several blocks on the Northern Liberties & Penn Township Railroad; return to Lancaster on Oct. 9 and to Columbia on Oct. 10; of the total of 163 track-miles, 6 are on granite sills, 18 are wood with strap rail, and the rest 41-lb. Wigan edge rails, made by the Ebbw Vale Iron Works in Wales, and laid on stone blocks and cast-iron chairs; road has been designed for horse power and has crossovers at regular intervals and short passing sidings every mile-and-one-half; travel time is cut to 6-7 hours. (, Wilson, HistRyMail - did excursion travel Cola.-Lanc. on 10/6? - check HazReg)
- Oct. 9, 1834 Benjamin Strong (-), Chairman of the Executive Committee of the Long Island Railroad Commissioners, writes to John S. Crary, Pres. of the New York, Providence & Boston Railroad requesting him to provide a steamboat connection between Stonington, Conn., and the east end of Long Island, so as to form a through line between New York and Boston. (Rept)
- Oct. 10, 1834 New Jersey Railroad makes agreement granting trackage rights to Paterson & Hudson River Railroad between Jersey City ferry and west side of Bergen Hill (Marion Jct.); to build double track over this route and future branch to Hoboken ferry. (Lucas)
- Oct. 10, 1834 New Castle & Frenchtown names new steamboat *Constitution* after rejecting the first choice, *Majestic*, as too aristocratic. (MB)
- Oct. 11, 1834 Northern Liberties & Penn Township Railroad Board approves building a toll house; authorizes advertising that wharf and store house are ready to receive goods; freight is to be weighed by Philadelphia & Columbia Railroad regulations. (MB)
- Oct. 11, 1834 Georgia Railroad Treasurer William Williams reports to the Board that he has gone north and secured J. Edgar Thomson as Chief Engineer at a salary of \$3,000 per year; he is to provide two assistant engineers, two rodmen, two chain bearers and two axemen. (Cumming, Ward)
- Oct. 13, 1834 Pres. John S. Crary of the New York, Providence & Boston Railroad replies that they will form a through line with the Long Island Railroad. (Rept)
- Oct. 13, 1834 Joint Companies authorizes Edwin A. Stevens to negotiate a contract with

the New Brunswick Steam Boat & Canal Transportation Company (of which he is a major stockholder) to do the transporting of freight and passengers on the Camden & Amboy Railroad. (MB)

- Oct. 13-14, 1834 Flatboat *Hit or Miss* carrying Jesse Cristman and family shipped over Portage Railroad en route from Nanticoke Dam on North Branch of Susquehanna to Hennepin, Illinois; first boat carried over portage; transportation is arranged by John Dougherty (1803?-1886), Hollidaysburg manager of Reliance Transportation Company; boat was 29 x 7; spent night at summit; success leads Dougherty to consider transportation of loaded boats as a regular business. (Hartman)
- Oct. 13, 1834 Edward H. Gill (1806-1868) and Hother Hagé (1800-1872), both of whom have worked on the Susquehanna Division Canal in Pennsylvania, issue a report on the survey for the Sandy & Beaver Canal; note that the water supply is inadequate and will require reservoirs, something that will eventually render the canal a wasteful failure. (HazReg, CnlCrnts)
- Oct. 14, 1834 Pennsylvania Democrats defeat the new Whig Party and increase their majorities in both houses of the Legislature; nationally, the Whigs abandon the Bank of the United States as an albatross. (Snyder, Catterall)
- Oct. 14, 1834 Election-day violence claims at least three lives in Moyamensing, where the Whigs drive Democrats from the polls and capture their hickory pole; Democratic reinforcements from Southwark and Northern Liberties attack Whig headquarters and trade gunfire; this leads to an 1836 law making Philadelphia City and County responsible for reimbursing persons whose property is destroyed in a riot. (Blatz)
- Oct. 14, 1834 Lt. Col. James Kearney reports to Lt. Col. John J. Abert of the Topographical Engineers on a survey for a canal from Portage Summit (Akron) on the Ohio & Erie Canal to Kearney's line on the Big Beaver River in Pennsylvania through the Mahoning Valley; eventually becomes the Pennsylvania & Ohio Canal. (Rept)
- Oct. 1834 First locomotive placed on Philadelphia & Trenton Railroad; Baldwin 4-2-0 *Trenton* (c/n 5). (Lovell)
- Oct. 1834 Indiana Commissioner William C. Linton accompanies a shipment of \$21,200 in specie, including 2,000 half-dollars, raised in New York, back to Indiana via the Main Line of Public Works and a steamboat to Madison, Ind. (Fatout)
- Oct. 1834 Clinton Bank of Columbus (Ohio) organized; William Neil elected Pres.; the Bank is closely associated with Neil, Moore & Co., later the Ohio Stage Company, for which it provides capital, and does a large business

across central Ohio; for a long time it is the only U.S. depository north and west of the Ohio River and disburses the funds for the National Road west of Wheeling; it will remain solid when many Midwestern banks fail. (Taylor, Studer - verify PL?)

- Oct. 17, 1834 Southwark Railroad Board votes to charge same tolls as Northern Liberties & Penn Township Railroad. (MB)
- Oct. 18, 1834 Philadelphia, Germantown & Norristown Railroad opens between 16th Street Jct. in North Philadelphia and Manayunk. (HazReg)
- Oct. 18, 1834 Meeting held in Marlborough Township for a railroad between West Chester, Pa., and Port Deposit, Md. (HazReg)
- Oct. 20, 1834 Paterson & Hudson River Railroad begins operating over New Jersey Railroad between Marion and Jersey City ferry. (Lucas)
- Oct. 20, 1834 Danville & Pottsville Railroad Board reports sale of 40 tons of rail at Mount Carbon and 100 tons in Pratt's store in Philadelphia to A. & G. Ralston. (MB)
- Oct. 20, 1834 Zalmon Wildmon, the founder of Sandusky, elected to Board of Mad River & Lake Erie Railroad after becoming the principal stockholder. (Smiths)
- Oct. 29, 1834 First five or six cars run over the Southwark Railroad from the foot of Washington Avenue to Broad & South Streets via Washington and Broad Streets; continue to the Columbia Bridge. (HazReg)
- Oct. 30, 1834 Danville & Pottsville Railroad offers \$50,000 of mortgage loan for sale at Philadelphia Exchange; no takers. (MB)
- Nov. 1, 1834 Ground broken for the Brooklyn & Jamaica Railroad. (ARJ)
- Nov. 1, 1834 J. Edgar Thomson reports for work with Georgia Railroad at Augusta; the instruments he ordered are three weeks late in arriving; Thomson hires two assistants in the North and two are hired locally. (Cumming)
- Nov. 1, 1834 Solon Robinson (1803?-1880) is the first settler on the site of Crown Point, Ind. (Howat)
- Nov. 3, 1834 Philadelphia & Trenton Railroad opens for revenue service between Bristol and Kensington, then a suburb, now part, of Philadelphia; depot is between Front Street & Frankford Road north of Harrison Street; company office is at Third Street Hall on Willow Street. (MB, Gerstner, tt., Walther)

- Nov. 3, 1834 Danville & Pottsville Railroad Board reports 700 men at work on Western Division; authorize purchase of property for basin at Sunbury; appoint agent for sale of coal to be brought from Girard lands to Philadelphia. (MB)
- Nov. 4, 1834 Peoples Line of cars on Philadelphia & Columbia Railroad extended to Pittsburgh by stagecoach over the Southern Turnpike; run from Third Street Hall at 3rd & Willow Streets; \$14 to Pittsburgh; through in 60 hours. (Scharf, HazReg)
- Nov. 5, 1834 New Jersey Assembly receives petitions of Philadelphia & Trenton Railroad to bridge Delaware River and of Trenton & New Brunswick Turnpike to increase capital, extend to Delaware River at Trenton and conduct a transporting business; seek authority to lay rails on Turnpike to create a second cross-state railroad. (AssyMin, Lane)
- Nov. 5, 1834 Pres. Jackson finally issues his long-threatened order to forbid the acceptance of Bank of the United States drafts and checks for payments to the government, effective Jan. 1, 1835; the object is to have them all returned to be cashed at the Bank, draining it of its specie reserves. (Govan, WBSmith)
- Nov. 5, 1834 Jacksonians sweep New York State elections; William L. Marcy (1786-1857) elected Gov. by a large margin. (Hone)
- Nov. 6, 1834 New Jersey Assembly reports bills granting powers sought to Philadelphia & Trenton Railroad and Trenton & New Brunswick Turnpike Company. (AssyMin)
- Nov. 7, 1834 Lycoming Line of West Branch Division Canal opens between Loyalsock and Dunnsburg Dam with pool navigation to Lock Haven.
- Nov. 7, 1834 Meeting held in Pittsburgh in favor of the Chesapeake & Ohio Canal and to elect delegates to a convention in Baltimore on Dec. 8. (HazReg)
- Nov. 10, 1834 Civil engineer David Bates Douglass of the Brooklyn & Jamaica Railroad makes a report on a survey for the Long Island Railroad. (Rept)
- Nov. 10, 1834 Philadelphia & Trenton Railroad appoints another committee to negotiate for use of Trenton-Delaware Bridge. (MB)
- Nov. 10, 1834 Elihu Chauncey (1779-1847), soon to be elected first Pres. of Philadelphia & Reading Railroad, buys \$125,000 of Danville & Pottsville Railroad mortgage loan at 88. (MB)

- Nov. 11, 1834 Indianapolis office of the State Bank of Indiana opens. (Sulgrove)
- Nov. 13, 1834 Warsaw, Ohio, platted by William Carhart. (Woods)
- Nov. 14, 1834 *French Creek Pioneer* is the second and last boat to arrive at Meadville via the Franklin Line slackwater navigation; the dams interfere with the use of French Creek by flatboats and rafts, and the boatmen destroy the dams. (HistCrawfrdCo, Babcock)
- Nov. 15, 1834 West Chester Railroad opens branch line from Kirkland to lime and marble quarries at Oakland. (Futhey, Val - see above - a W.C. paper says done only to get marble for bldg. Bank of Chester County, but clearly open longer than that)
- Nov. 15, 1834 Boston & Worcester Railroad opens between Hopkinton and Westboro. (Poor)
- Nov. 1834 Nicholas Biddle relaxes bank credits under pressure from Whig Party leaders, ending the economic downturn. (Dilts, Howe - see 9/16)
- Nov. 1834 Camden & Amboy Railroad now runs through between New York and Philadelphia with connecting steamboats in under 5 hours. (ARJ)
- Nov. 1834 Freak accident on Philadelphia & Columbia Railroad; horse-drawn vehicles are dispatched from various points, and the one reaching a post planted midway has right-of-way, and opposing cars must back out of way; two passenger cars racing to be first to a midpoint east of Downtontown build up such momentum that they crash head-on, the horses jumping aside at the last minute. (CCHS)
- Nov. 1834 Post Office contract with the B&O to carry the mail between Baltimore and Frederick, Md. (Long/Dennis)
- Nov. 1834 Forty Irish immigrant workers on the B&O's Washington Branch riot and kill two of their supervisors. (Howe - verify BaltAm, Dilts - Scharf has 6/25)
- Nov. 1834 Columbia & Pittsburgh Stage Company begins service running via New Oxford and Gettysburg, Pa. (HistCumbAdams)
- Nov. 1834 Cornelius Vanderbilt withdraws his People's Line on the Hudson River for the season; he then agrees with the Hudson River Steamboat Association pool to stop his Albany line in return for a flat payment of \$100,000 plus and additional \$5,000 per year and the Association withdrawing its opposition line on the lower Hudson. (Stiles)

- Nov. 17, 1834 Jacksonian Democrat William Lee Davidson Ewing (1795-1846) becomes Gov. of Illinois on the resignation of lame duck Gov. John Reynolds (1788-1865), who is elected to Congress; he serves only until Gov.-elect Joseph Duncan is inaugurated on Dec. 3. (Sobel)
- Nov. 18, 1834 Philadelphia & Trenton Railroad holds official excursion celebrating completion of line between Kensington and Morrisville. (MB)
- Nov. 18, 1834 Jacob Gratz elected Pres. of the Union Canal Company of Pennsylvania in place of William Read. (AR - date of annual election)
- Nov. 19, 1834 Three contractor's supervisors on the Washington Branch of the B&O about 18 miles from Baltimore are beaten and shot to death by a group of laborers and another badly injured. (Scharf)
- Nov. 20, 1834 Edwin A. Stevens petitions Camden City Council for permission to lay Camden & Amboy tracks in parts of Federal Street and Bridge Avenue. (Boyer)
- Nov. 21, 1834 Commissioners of the Pennsylvania & Ohio Canal Company meet at Beaver, Pa., and resolve to open books on or after Mar. 1, 1835. (HazReg)
- Nov. 22, 1834 Pennsylvania and New Jersey commissioners agree that the Delaware & Raritan Canal's feeder wing dam at Bulls Island and the Delaware Division wing dam at Wells Falls near New Hope will both remain in place. (BucksCoHS:6)
- Nov. 22, 1834 Sylvester Welch reports to Canal Commissioners on location of reservoirs on east and west sides of Allegheny Mountain to remedy shortage of water in upper Juniata and Western Division Canals. (CC)
- Nov. 22, 1834 Colket & Sterns are contractors of the Southwark Railroad. (MB)
- Nov. 24, 1834 John Naglee elected Pres. of Philadelphia & Trenton Railroad, replacing John Savage, deceased; company authorizes purchase of second locomotive from Baldwin. (MB)
- Nov. 24, 1834 Ground broken for the Sandy & Beaver Canal at New Lisbon, Ohio; the canal requires two large reservoirs to supply water to the summit and a 2,700-foot summit tunnel east of Hanover; Joshua Malin (-), Resident Engineer. (Croly, Heald, CnlCrnts)
- Nov. 25, 1834 Militia arrests nearly 300 Irish laborers from the recent violence on the B&O's Washington Branch. (Scharf)
- Nov. 1834 First portion of Delaware & Raritan Canal opens between Kingston and

- Trenton with three feet of water. (Watkins - verify- no, was earlier)
- Nov. 1834 Lewisburg Side Cut of West Branch Division Canal opens.
- Nov. 1834 First 9 miles of Wabash & Erie Canal open west of Fort Wayne. (Fatout)
- Nov. 29, 1834 Pleasure cars open the Southwark Railroad, running from the foot of Prime (Washington) Street to the Columbia Bridge. (Scharf - verify)
- Nov. 29, 1834 Meeting held in Wilmington, Del., in support of Wilmington & Susquehanna Railroad. (Wilson)
- Nov. 29, 1834 Chief Engineer Moncure Robinson reports on the survey of the Portsmouth & Lancaster Railroad. (C&C)
- Nov. 29, 1834 Col John J. Abert orders Stephen H. Long to survey a railroad from Fredericksburg, Va., to the Ohio River. (Hill)
- Fall 1834 After meeting fierce competition from the Baltimore & Rappahannock Steam Packet Company, George Weems withdraws his steamboat *Patuxent* from the Baltimore-Fredericksburg run. (Holly)
- Fall 1834 Columbus & Sandusky Turnpike completed; it is a “clay” or “mud” turnpike that is all but impassible in wet weather; even so, it becomes a major thoroughfare from Bucyrus and other communities to Lake Erie. (Taylor, HistMarionCo, Perrin/CrwfrdCo)
- Dec. 1, 1834 Philadelphia & Trenton Railroad Board appoints a five-man committee to obtain a charter from New Jersey permitting extension towards New York. (MB)
- Dec. 1, 1834 B&O formally opened to the north end of the Potomac River road bridge leading to Harpers Ferry, Va. (AR)
- Dec. 1, 1834 In his annual message, Pres. Andrew Jackson announces that the national debt has been paid. (Stokes)
- Dec. 1, 1834 Richmond Branch of the State Bank of Indiana opens. (Young)
- Dec. 2, 1834 Philadelphia & Trenton Railroad Board authorizes company to procure steamboat to operate between New York and New Brunswick under their own control rather than any stage or steamboat operator. (MB)
- Dec. 2, 1834 Grasshopper locomotive *Arabian*, built in July, pulls two passenger cars over Parris Spring Ridge Planes on B&O without assistance. (Dilts, AR)

- Dec. 2, 1834 Erie & Kalamazoo Railroad Board approves the location and placing the first 10 miles under contract. (Waggoner)
- Dec. 3, 1834 In his annual message, Gov. George Wolf predicts that the Public Works will require no further support from taxes after 1836. (PaArch)
- Dec. 3, 1834 In his inaugural message, Illinois Gov. Joseph Duncan (1794-1844) recommends that state roads be built in advance of settlement to avoid following property lines; he also calls for chartering new banks, as there has been no bank in the state since 1831; and recommends that railroads and canals be built by incorporating private parties who have both capital and skill. (Sobel, Smith)
- Dec. 6, 1834 James Buchanan (1791-1868) is elected Senator from Pennsylvania, replacing William Wilkins of the Family Party, defeating Amos Ellmaker of the Anti-Masons, Joseph Lawrence of the Whigs and Joel B. Sutherland of the Family Party on the fourth ballot; the Whigs and Anti-Masons fail to unite to get a majority to defeat Buchanan. (Klein - see 12/8)
- Dec. 8, 1834 Ex-Gov. Isaac H. Williamson (1767-1844) and Garret D. Wall (1783-1850) provide the Camden & Amboy Railroad with a legal opinion upholding the sanctity of the Monopoly contract and stating that the chartering of a competing company violates the pledge of the State; find no legal sanction for converting a turnpike company to a railroad. (Pam)
- Dec. 8, 1834 Pa. Democrats (the "Original Jackson Men") elect James Buchanan (1791-1868) Senator over Dr. Joel B. Sutherland (1792-1861), candidate of the Wolf Democrats, signaling a split in the party ranks; the Original Jackson Men look to Henry A. Muhlenberg (1782-1844) of Reading in place of a third term for Gov. George Wolf. (Snyder)
- Dec. 8, 1834 Maryland Internal Improvement Convention convenes in Baltimore with delegates from Maryland, Pennsylvania, Ohio, Virginia and the District of Columbia to push for completing the Chesapeake & Ohio Canal to Cumberland. (Rept, Dilts)
- Dec. 9, 1834 Ordinance of District of Kensington authorizes extension of Philadelphia & Trenton Railroad towards Willow Street down Elm or Harrison Streets to Frankford Road to Manderson or Maiden Streets to Beach Street to Cohocksink Creek; is to be a single track to be operated at 5 MPH without steam; trains to be no longer than an ordinary team. (Digest, MB, Schwartz)
- Dec. 11, 1834 Charles Bush (1808-1855) of Wilmington presents the Wilmington & Susquehanna Railroad survey from Wilmington to North East, Md.; estimate \$14,000 per mile. (BdPap)

- Dec. 12, 1834 Philadelphia Board of Trade petitions the city to extend the City Railroad down to the Delaware River so that railroad freight can be brought directly to the business district of the city proper rather than to Northern Liberties or Southwark. (Schwartz)
- Dec. 13, 1834 Convention held at Wilmington, Del., to promote railroad to Susquehanna River at North East, Md. (PhlPriceCurrent - may be 11/29?)
- Dec. 13, 1834 French Creek Feeder Canal reported open between Bemus's Mill above Meadville to junction with Franklin Line and back up to Conneaut Lake. (HistCrawfrdCo)
- Dec. 15, 1834 Delaware & Raritan Canal closes after first season. (CmdnMail)
- Dec. 15, 1834 Benjamin Wright completes the preliminary survey for the New York & Erie Railroad; recommends avoiding cutting and filling by curving to follow the natural contours of the land, an expedient of many early U.S. railroads; estimates cost at \$4.76 million. (AR/HazReg)
- Dec. 1834 "Jersey Blue" issues a pamphlet attack on the bills to allow the Philadelphia & Trenton Railroad to bridge the Delaware River at Trenton and to allow the Trenton & New Brunswick Turnpike Company to extend through Trenton to the bridge and transport goods (i.e., have the powers of a railroad); calls them a plot of "foreigners" from New York and Philadelphia; notes that the income from the Joint Companies' monopoly has "saved" New Jersey residents from taxation, and that while the Turnpike Company has offered to pay transit duties of \$36,000 per year, the potential income from the Joint Companies is open-ended and will increase with traffic. (Pam - when bills intro?)
- Dec. 1834 City Railroad completed from the Philadelphia & Columbia Railroad at Broad & Vine Streets down the center of Broad Street to Cedar (South) Street; at this time, Broad Street is well west of the built-up parts of the city and becomes site of flour warehouses, coal and lumber yards. (Schwartz - verify)
- Dec. 1834 Dr. Isaac Coe (1782-1867), one of the founders of Indianapolis, becomes the clerk to the Indiana Canal Fund Commissioners. (Fatout)
- Dec. 1834 A branch of the State Bank of Indiana opens at Richmond, the first bank there. (waynet.org)
- Dec. 17, 1834 Convention of New York & Erie Railroad stockholders held at Bath, N.Y.; calls for a \$2 million state loan. (CHTP19)

- Dec. 18, 1834 Canvass White (1790-1834), Chief Engineer of Delaware & Raritan Canal, dies of pulmonary disease at age 44 in St. Augustine, Fla., whither he had gone to recuperate; he is buried at Princeton, which had been his home while on the canal. (DAB, Roberts)
- Dec. 18, 1834 New Jersey Railroad Board orders road put in shape for transporting freight. (MB)
- Dec. 18, 1834 Philadelphia Select Council declines the proposition of the Camden & Amboy Railroad and New Castle & Frenchtown Railroad to rent the Chestnut Street wharf for 10 years, considered too long a lease. (HazReg)
- Dec. 18, 1834 Federal surveyor John M. Berrien reports on a survey for a railroad from Detroit to St. Joseph on Lake Michigan. (Parks)
- Dec. 19, 1834 Gen. Garret D. Wall endorses the opinion of Isaac H. Williamson supporting the Camden & Amboy Railroad's Monopoly claim. (Pam)
- Dec. 23, 1834 Benjamin Wright writes to Canal Commissioner William C. Bouck in favor of enlarging the Erie Canal, "we see in the size of our Canal that we have made great errors, very great indeed." (Shaw)
- Dec. 23, 1834 William Gooding reports on a survey for the Whitewater Canal from Lawrenceburg, Ind., up to Cambridge City; estimate \$1,142,126; the valley is extremely steep and requires many locks, but it will serve the most populous part of the state, so there is great political pressure to build it. (Esarey)
- Dec. 24, 1834 Wilmington Convention appoints committee headed by Joshua Gilpin (1765-1841) to procure an engineer. (PhlPriceCurrent)
- Dec. 24, 1834 Meeting at Detroit, John R. Biddle, Pres., calls for a federal land grant in support of a trans-peninsula railroad. (Parks)
- Dec. 26, 1834 Last sections of Lycoming & Potter Turnpike Road completed between Jersey Shore and Coudersport and license granted to take tolls. (PaArch - unclear if entire road is ever finished)
- Dec. 26, 1834 Michigan act provides for the appointment of three commissioners to settle the boundary dispute with Ohio; Michigan hopes to trade the mouth of the Maumee River for other Ohio territory further west; Ohio Gov. Robert Lucas responds by organizing the disputed territory into an Ohio County named for himself; Michigan Gov. Stevens T. Mason mobilizes the militia, invades the disputed strip and evicts Ohio officials. (Dunbar)
- Dec. 27, 1834 Post Office Dept. informs the Baltimore postmaster that it has arranged to

- put on a second mail from Washington to Philadelphia via York, Columbia and the Philadelphia & Columbia Railroad running through in 27:00. (HistRyMail)
- Dec. 27, 1834 Richmond, Fredericksburg & Potomac Railroad placed under contract between Richmond and the North Anna River. (VaBPW)
- Dec. 28, 1834 Camden & Amboy locomotive leaves Bordentown at 9:00 AM with mail car for Camden and runs as far as Cooper River bridge, which is not completed; returns to temporary engine house near Pensauken Creek. (Boyer)
- Dec. 29, 1834 Camden & Amboy completed from Bordentown to Camden with completion of Cooper River Bridge; Edwin A Stevens rides to Pensauken in a sleigh and returns to Camden on the locomotive; leaves with mail that afternoon for New York; Camden station is on Bridge Avenue below 2nd Street. (- Boyer - uses ferry *William Wray* of Reeves & Knissel - CmdnMail has 12/31??)
- Dec. 29, 1834 Philadelphia-New York mail via Camden & Amboy first sent via ferry to Camden (and stage connection). (Prowell)
- Dec. 29, 1834 Voters of Richmond, Va., approve an additional \$750,000 subscription to the James River & Kanawha Company in addition to the \$400,000 subscribed earlier. (Dunaway)
- Dec. 30, 1834 Dudley S. Gregory calls a public meeting at Jersey City to demand having the ferries run all night. (McLean)
- Dec. 30, 1834 Northern Liberties & Penn Township Railroad appoints committee to put road in order and keep in order; still considering proposal of B.J. Jenkins & Co. (MB)
- Dec. 31, 1834 First season on Allegheny Portage Railroad ends. (Wilson)
- Dec. 31, 1834 Convention held at Butler, Pa., to pressure the Legislature to complete the Beaver & Erie Canal. (HistCrawfrdCo)
- Dec. 31, 1834 Macadamizing of the eastern part of the National Road is complete except for the 5 miles nearest Wheeling. (Crumrine)
- 1834 Dudley S. Gregory (1800-1874) settles in Jersey City, where he takes a leading role in civic affairs and in the New Jersey Railroad. (McLean)
- 1834 Monongahela River Branch of Western Division Canal remains closed all season because of silt and runoff from Grants Hill.

- 1834 Philadelphia & Trenton Railroad purchases control of Trenton & New Brunswick Turnpike Company.
- 1834 Trenton Delaware Falls Company completes a water power canal along the Delaware River from Scudders Falls to Trenton. (Woodward)
- 1834 Edward Hall Gill (1806-1868) appointed Surveyor of Philadelphia, replacing Enoch Lewis (1776-1856). (Scharf)
- 1834 West Chester Railroad buys a lot on the east side of Broad Street north of Race Street and builds a combination hotel and depot; the car shed is in the back reached by a covered passageway through the north side of the building.
- ca. 1834 Joint Companies buy control of Trenton Delaware Bridge Company to block Philadelphia & Trenton Railroad from crossing the river.
- 1834 Station of "Midway" is established on the Philadelphia & Columbia Railroad on the west bank of the Brandywine Creek in what is now the west end of Coatesville; the village of Midway is merged into Coatesville in 1867. (coatesville.org)
- 1834 An experimental steam locomotive invented by machinist William T. James is tested on the New York & Harlem Railroad. (Stokes/Lossing)
- 1834 Gardner G. and Samuel Howland turn over their mercantile house to William Edgar Howland and their nephew William Henry Aspinwall (1807-1875); it is the largest general trading firm in New York and dominates the trade with Latin America. (Trager)
- 1834 Village of Pembroke, N.Y., in the Town of Oyster Bay is renamed Glen Cove; it eventually becomes a popular summer retreat for wealthy New Yorkers. (Munsell/Queens)
- 1834 British investors buy \$1 million of the securities of the Philadelphia & Reading Railroad. (Cutler/Roberts - verify)
- 1834 State of Maryland loans \$2 million to Chesapeake & Ohio Canal and \$100,000 to Baltimore & Susquehanna Railroad; backed by 6% bonds due in 1870; sold at 17% premium. (McGrane - not found in PL - is this the loan of 1835?)
- 1834 B&O is still planning to use inclined planes to cross the Allegheny Mountains. (AR)

- 1834 Union Line buys off Peoples Line operating via Chesapeake & Delaware Canal and routes all passengers via New Castle & Frenchtown Railroad.
- 1834 Canal boat *Luzerne* makes the first round trip between Wilkes-Barre and Philadelphia entirely by canal. (Munsell)
- 1834 Samuel E. Henry (1820-) and Capt. John Bowers to run one-horse Union Canal boats through between Philadelphia and Hollidaysburg; carry Allegheny Mountain coal eastbound and merchandise westbound. (Africa)
- 1834 Future Lines West VP William Thaw (1818-1889) begins his business career as clerk in his father's bank in Pittsburgh. (Mem)
- 1834 Matthias W. Baldwin secures his first large contract, seven locomotives for the Philadelphia & Columbia Railroad; Baldwin has adopted the Jervis pilot truck and offers a standard 4-2-0 type. (Brown)
- 1834 Moncure Robinson surveys a direct route for a road between Alexandria and Fredericksburg, Va. (VaBPW)
- 1834 Nine railroad stocks are actively traded on the New York Stock & Exchange Board. (Werner)
- 1834 Portsmouth outlet locks of Ohio & Erie Canal completed. (CC, Miller)
- 1834 Ohio Canal Commissioners contract for extending the Dresden Side Cut from Dresden to Zanesville, the head of steamboat navigation on the Muskingum River. (Scheiber - verify CC)
- 1834? Regular steamboat service established between Buffalo and Chicago.
- 1834 First mail stagecoaches operate over the National Road route from Indianapolis via Terre Haute and Springfield to St. Louis, 14 years after St. Louis service via Vincennes. (Holmes/Rohrbach)
- 1834 Illinois grants permission to extend the National Road across the state providing it cross the Mississippi River at Alton and at no other point. (Raitz)
- 1834 Hopkin Thomas (1793-1878), a Welsh machinist who has trained at the Neath Abbey Works in South Wales, arrives in Philadelphia and immediately secures work at the Baldwin Locomotive Works; he later works for Garrett & Eastwick, the Beaver Meadow Railroad, the Lehigh Valley Railroad, and the Lehigh Crane Iron Company and make many important inventions in locomotive, mining and iron-working machinery. (Mathews/Hngfrfd)

- 1834 Marine Pavilion opens at Far Rockaway, N.Y., with direct stage coach service from Brooklyn over the new Jamaica & Rockaway Turnpike; the turnpike is also built by the Rockaway Association. (Bellot - see 1833 - get inc date from Cards)
- 1834 Part of the village of Hempstead is laid out in the Town of Hempstead, N.Y. (Munsell/Queens)
- 1834 Whitall & Brother acquire the window glass and glass bottle works established at Millville, N.J., ca. 1806; the firm becomes Whitall, Tatum & Co. in 1857. (Cushing)
- 1834 Greenwood Furnace blown in Jackson Township in Huntingdon County, Pa., west of Lewistown; owned by Francis Rawle, James Hall, William Norris and Samuel Patton, who also own the Freedom Iron Works near Lewistown; however, they quickly fail, and the furnace passes through a succession of owners until 1849, when it is purchased by John A. Wright & Co. (explorepahistory.com)
- 1834 Port of Chicago visited by 180 vessels during the season, up from less than a dozen in 1832. (NilesReg)
- 1834 George E. Walker and George Hickling import the first stationary steam engine to Chicago to operate a sawmill. (Young)
- 1834 Britain opens the China trade to all British subjects, ending the near-monopoly of the British East India Company; the resulting influx leads to increasing British pressure to force China to open more ports to trade, including the opium trade, eventually provoking the so-called Opium Wars. (Johnson/Supple)
- by 1835 David Leech, Walter S. Robarts, and Edmund Toland establish Western Transportation Company (aka David Leech & Co.) to conduct transportation business over Main Line; run through in 4½ days; other lines are Bingham's Line, Union Line, John Dougherty's Reliance Transportation Line (may be later dates). (Watkins, verify)
- 1834 McKee, Clarke & Co. and John Vandergrift place *Beaver*, first sternwheel steamer on Ohio River, in service between Pittsburgh and Beaver, Pa. (StdHstPitts)
- 1834 James Carey Evans forms the partnership of Gelston & Evans, commission merchants, with Samuel F. Gelston at Buffalo, N.Y.; they are also agents for the Commercial Line of canal boats on the Erie Canal and build the Evans Ship Canal, a basin in Buffalo's artificial harbor where

goods are transshipped to the Erie Canal. (Evans)

- 1834 Indiana's Michigan Road (Madison to Michigan City) is "passable."
(wiki)
- 1834 Stage coach line established between Detroit and St. Joseph, connecting
with steamboats to Chicago, shortening the travel time to 5 days. (Dunbar)
- 1834 Thomas Heston Whitney (1813-1882) buys his first shares in the
Glassboro (N.J.) glass works, which he will come to control. (Bole)
- 1834 David C. Wood (1781-1859) builds a more modern blast furnace at
Millville, N.J. (RDWood Co)
- 1834 Samuel Duncan and Thomas McNamara build the Portage Iron Works, a
rolling mill, at Duncansville, Pa. (Africa)
- 1834 Newberry & Dole build the first commercial packing house on the South
Branch of the Chicago River at Chicago; Gurdon S. Hubbard builds
another at the corner of Lake & La Salle Streets. (CHTaylor)
- 1834 Pierre Chouteau, Jr. (1789-1865), of St. Louis, son of a French fur trading
family and later a financier of railroads in the Northeast and Midwest,
with several associates purchases John Jacob Astor's interest in the
American Fur Company. (Ackerman)
- 1834 Brother Joseph P. Fairbanks joins scale manufacturer E. & T. Fairbanks,
which become E. & T. Fairbanks & Co. (NCAB)