

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

By Christopher T. Baer

1837

**June 2015 Edition
All data subject to correction and change**

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| Jan. 1, 1837 | Joseph W. Patton (1803-1880) becomes Superintendent of Transportation & Motive Power of Allegheny Portage Railroad. (Wilson) |
| Jan. 1, 1837 | Cabinet-maker Samuel Harlan (1807-1883) is taken into the partnership of Mahlon Betts (1795-1867) and Samuel N. Pusey (1814-1885), car builders of Wilmington, as Betts, Pusey & Harlan. (H&H, BethStl) |
| Jan. 2, 1837 | First installment of federal surplus, \$9 million, distributed to states; most withdrawn from eastern banks. |
| Jan. 2, 1837 | Joint Board authorizes sale of Camden landing, tavern house and ferryboat <i>State Rights</i> to Camden & Philadelphia Steam Boat Ferry Company. (MB) |
| Jan. 2, 1837 | PW&B Board authorizes purchase of property at Grays Ferry from Mary Gray for \$24,000. (MB) |
| Jan. 3, 1837 | R.D. Carson of Lancaster applies to put 8-wheel passenger cars on Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (MB) |
| Jan. 4, 1837 | LIRR Board orders suspension of all operations east of Hicksville; not carried out immediately. (MB) |
| Jan. 5, 1837 | Philadelphia & Trenton Railroad Board approves purchase of Trenton-Delaware Bridge Company stock, contract with New Jersey Railroad, purchase of 20% interest in Third Street Hall, Philadelphia, as depot, and agreement with Northern Liberties & Penn Township Railroad. (MB) |
| Jan. 6, 1837 | Seat of Porter County, Indiana, changed from Portersville to Valparaiso. (Long) |

- Jan. 7, 1837 Northern Liberties & Penn Township Railroad Board receives proposals to operate passenger cars to Fairmount from P. Lucianna, Jacob Peters, et al., B.B. Jenkins, and Hinkle, Hillings, et al.; approves switch connection to Philadelphia & Trenton Railroad at 3rd Street. (MB)
- Jan. 7, 1837 Toledo, Ohio, incorporated as a city. (PL)
- Jan. 9, 1837 Wilmington & Susquehanna Railroad runs first excursion to Elkton with locomotive *Susquehanna* and four cars. (DelGztt)
- Jan. 10, 1837 Joint Companies propose to borrow New Jersey's share of the federal surplus at same rate as its regular loans; authorize Abraham Browning to perfect titles and sell Phoenix Park coal lands acquired from Jeremiah Sloan. (MB)
- Jan. 10, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board approves naming locomotives *Middletown*, *Mountjoy*, *Flying Dutchman*, *Portsmouth* and *Conewago*. (MB)
- Jan. 11, 1837 At Glasgow, Daniel Tyler hires James Ralston (-1864) as furnace keeper and manager for the Lycoming Coal Company at Farrandsville; Tyler has come to believe that there is no particular secret to smelting and that he can smelt iron at Farrandsville with raw coal using the hot blast. (Knowles)
- Jan. 12, 1837 Post Office Dept. authorizes a daily mail between Lancaster and Harrisburg via railroad at \$650 per year. (HistRyMail)
- Jan. 12, 1837 Williamsport & Elmira Railroad opens between Williamsport and Rock Run, which is named Ralston, Pa., for Pres. Matthew C. Ralston. (C&C, Taber - William P. Farrand is General Agent - Meginnis/Lycoming says Farrand? also builds the Ralston House as a summer vacation hotel - Taber notes Hotel done for opening)
- Jan. 1837 Isaac R. Trimble and F. Harrison report on second survey for Maryland Canal from Baltimore to Georgetown made in 1836; use level borrowed from Baltimore & Susquehanna Railroad. (Rept)
- Jan. 1837 Canal Commissioners approve canal basin for Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad at Harrisburg. (MB)
- Jan. 14, 1837 Charles DeHass reports to Canal Commissioners on surveys to avoid the inclined planes on the Portage Railroad; runs via Blairs Gap with one-mile summit tunnel. (CC)
- Jan. 1837 B&O opens a rail bridge over the Potomac at Harpers Ferry and effects a

connection with the Winchester & Potomac Railroad. (Harwood - Dilts has 12/36 - Kean has 9/37)

- Jan. 1837 Pres. John Hough James of the Mad River & Lake Erie Railroad places final order for locomotive of 4'-10" gauge with Rogers, Ketchum & Grosvenor of Paterson, N.J., having received a \$100,000 loan of state scrip from the Canal Commissioners and having learned from New York & Erie Railroad Pres. James Gore King that the Paterson & Hudson River Railroad, and by extension the Erie, will be that gauge. (Smiths)
- Jan. 1837 Locomotive *Adrian*, Baldwin c/n 80, arrives at Toledo for the Erie & Kalamazoo Railroad; the locomotives are bought mostly on credit with stock hypothecated as collateral, and the debts are not fully paid off until 1848. (Durant, Waggoner)
- Jan. 1837 Enoch W. Clark (1802-1856), whose Boston brokerage business has failed, returns to Philadelphia and founds the brokerage house of E.W. Clark & Co. with his brother-in-law Edward Dodge; it flowers into a Philadelphia banking dynasty. (Oberholtzer - Larson has 2/37)
- Jan. 1837 Price of cotton in Britain breaks because of large crops in America and India and a large surplus from 1836. (Hidy)
- Jan. 16, 1837 Charles DeHass reports to Canal Commissioners on surveys for railroads between Laughlintown and Pittsburgh and between Lewisburg and Hollidaysburg. (CC)
- Jan. 16, 1837 New Jersey Railroad Board authorizes seeking \$100,000 loan from United States Bank of Pennsylvania. (MB)
- Jan. 16, 1837 Maryland act authorizes the Franklin Railroad to extend from the Pennsylvania state line via Hagerstown to connect with the B&O and Chesapeake & Ohio Canal near Williamsport; at this point, the B&O still intends to build west on the Maryland side of the Potomac River. (PL, Digest, Westheffer)
- Jan. 16, 1837 Gov. Joseph Ritner transmits letter of Canal Commissioners to Legislature asking for authority to use locomotives between Philadelphia and Belmont Plane; recommends it on grounds it will reduce cruelty to horses. (PaArch)
- Jan. 16, 1837 Democratic majority in the Senate expunges the 1834 censure of Pres. Jackson passed in the Wake of the Bank War. (Howe)
- Jan. 17, 1837 NC&F agrees to pay Chesapeake & Delaware Canal \$15,000 in settlement of 1834 contract for exclusive right to run passenger barges through canal after canal company threatens lawsuit. (Gray)

- Jan. 17, 1837 Samuel Wonderly elected Pres. of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, replacing Simon Cameron, who remains a director. (MB)
- Jan. 18, 1837 Samuel Wonderly, Simon Cameron, Samuel Woodward, Henry Buehler and William Ford register a judgement against Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad for endorsing a \$20,000 note. (MB)
- Jan. 18, 1837 Two-day Western Canal Convention convenes at Rochester, N.Y., to push for the enlargement of the Erie Canal with loans issues on faith in the canal's earnings; support for the canals in western New York, where they have sparked rapid development, is bipartisan. (Shaw)
- Jan. 18, 1837 Meeting held at Chicago in favor of completing the Central Railroad (incorporated in 1836) and for a general system of internal improvements in Illinois. (ARJ)
- Jan. 19, 1837 Camden & Amboy Railroad begins connecting stagecoach service between Spotswood and New Brunswick.
- Jan. 19, 1837 Charles T. Whippo reports to Canal Commissioners on survey for a railroad between New Castle and Freeport. (CC)
- Jan. 19, 1837 Future investment banker Charles Lanier (1837-1926) born at Madison, Ind.; son of banker J.F.D. Lanier (1800-1881). (AmScssflMen)
- Jan. 19, 1837 Carroll County, Maryland, created from parts of Baltimore and Frederick Counties with county seat at Westminster. (Long)
- Jan. 20, 1837 Public meeting of leading businessmen held in New York City in support of a \$1.2 million subscription to the New York & Erie Railroad but little money raised. (Mott, Hone)
- Jan. 21, 1837 Pennsylvania legislative resolution calls for investigation of means by which charter for United States Bank of Pennsylvania was procured and its activities since then. (HseJrnl)
- Jan. 22?, 1837 Committee of the Rhode Island Legislature finds that the Boston & Providence Railroad's granting an exclusive use of its wharf and connecting rights to the Boston & New York Transportation Company violates its charter; the hearings have been secured by John W. Richmond, the local agent of Cornelius Vanderbilt, who nonetheless refuses to pay the legal bills. (Stiles)
- Jan. 23, 1837 Richmond, Fredericksburg & Potomac Railroad opens between Richmond

- (8th & Broad Streets) and Fredericksburg, Va.; private directors refuse to cooperate with the Falmouth & Alexandria Railroad, which seeks to complete an all-rail line between Richmond and Washington. (AR, VaBPW, Mordecai)
- Jan. 23, 1837 Darius Lapham (-1850) reports on the survey of the Cincinnati & Whitewater Canal; includes a tunnel through the bend between the Ohio and Great Miami Rivers. (Trevorrow)
- Jan. 24, 1837 Lt. Col. James Kearney of the U.S. Topographical Engineers makes a report on the survey of the Eastern Shore Railroad from near Elkton to Somers Cove (Crisfield); estimates the cost at \$1,255,378; the lower estimate means that the private subscribers only have to raise \$255,000 instead of \$1 million, but can still elect 6 of the 11 directors; the report is forwarded to the War Dept. by Col. John J. Abert on Mar. 2. (Rept, Handy)
- Jan. 24, 1837 James Sewell, Edward N. Hamilton, R.T. Massey, Thomas S. Carter and Thomas Emory, commissioners of the Eastern Shore Railroad, report to the Gov. of Maryland but decline to choose a final route. (Rept)
- Jan. 24, 1837 Col. John J. Abert reports to interim Secretary of War Benjamin F. Butler defending the employment of civil engineers in the Topographical Bureau and the use of army engineers on civil projects. (Hill)
- Jan. 26, 1837 After an investigation into its affairs, New Jersey Legislature releases the state reservation on \$375,000 New Jersey Railroad stock; instead, authorizes School Fund to loan \$100,000 to New Jersey Railroad & Transportation Company for 7 years at 6% in return for equal amount of stock and right to name one director. (MB, Digest)
- Jan. 26, 1837 Gov. Joseph Ritner appoints Peter Livergood (1785-1860) a Canal Commissioner, effective Feb. 1. (PaArch)
- Jan. 26, 1837 Baltimore & Port Deposit Railroad appoints W.W. Virdin Captain of Steamboat; Alfred Crawford Superintendent of Transportation. (MB)
- Jan. 26, 1837 Michigan enters the Union as the 26th state with a capital at Detroit; in return for accepting Ohio's claim to the "Toledo Strip," Michigan receives the western 75% of the Upper Peninsula, including its fabulous mineral wealth; Michilimackinac County, Mich., renamed Mackinac County. (Dunbar, Long)
- Jan. 27, 1837 Pa. legislative resolution appropriates \$150,000 from distributed federal surplus to shortfall in interest due Feb. 1. (PL)

- Jan. 27, 1837 Indiana Legislature orders a canal survey from Richmond to Brookville, where it will connect with the Whitewater Canal; report of survey made by Col. Simpson Torbert of Pa. (Mitchell/profsurv.com)
- Jan. 29, 1837 Acting Canal Commissioner Leander Ransom fixes the junction of the Pennsylvania & Ohio Canal with the Ohio & Erie Canal at South Akron. (Perrin)
- Jan. 31, 1837 Henry R. Campbell reports on survey to avoid Belmont Plane; in transmitting the report to the Legislature on Feb. 6, Gov. Ritner urges resurvey by someone less biased, as Campbell is Chief Engineer for both West Philadelphia Railroad and Norristown & Valley Railroad, two private companies that hope to become part of the bypass route. (CC, PaArch)
- Feb. 1, 1837 The Bank of the State of Missouri incorporated with a capital of \$5 million, of which the State takes one-third, to take the place of the branch of the Bank of the United States; the first state bank since the Panic of 1819. (Scharf)
- Feb. 2, 1837 John M. Clayton (1796-1856), William D. Waples (1779-1841) and Richard Mansfield, Commissioners of the Delaware Railroad, report on surveys by John Randel, Jr.; favor a line along the dividing ridge between the bays over a route following the eastern landings through Georgetown and Frankford; note that Virginia has chartered a connecting line, but Maryland refuses to do so; Randel's assistant, Edward Staveley (1795-1872), is a British civil engineer who fled to Baltimore in 1833 after embezzling £1,400 from his employer, the Leicester Navigation; he later becomes a prominent architect in Quebec. (Rept, jinshead.com)
- Feb. 2, 1837 Indiana act surrenders the Michigan Road (Madison-Michigan City) to the counties to be maintained as a local road. (Esarey)
- Feb. 3, 1837 Wilmington city ordinance limits train speeds to 4 MPH through town and requires the employment of "lookouts" to precede the trains. (Lincoln)
- Feb. 4, 1837 Paterson & Hudson River Railroad and New Jersey Railroad & Transportation Company sign new contract for joint use of track through Bergen Hill Cut. (Lucas)
- Feb. 5, 1837 George Crane (1784?-1846) and David Thomas (1794-1882) successfully blow in a furnace at their Ynyscedwyn Iron Works in South Wales with the local semi-anthracite coal and the hot blast; following this success, 36 anthracite furnaces are constructed in South Wales. (Thomas in Mathews/Hngrfrd, Yates, craigynoscastle, history.powys)

- Feb. 6, 1837 LIRR Board orders engineers to begin buying right of way for Bedford-Williamsburg branch; adopts "intermediate route" over "southern route" beyond Conklins; orders contracting line from Hicksville to Coram via Conklins and Williamsburg Branch. (MB)
- Feb. 6, 1837 Indiana act changes the name of the Buffalo & Mississippi Railroad to the Northern Indiana Railroad, but it is not accepted until June 7, 1851. (GrnBk)
- Feb. 6, 1837 Indiana passes act for distribution of federal surplus to counties. (PL)
- Feb. 6, 1837 Indiana retitles Board of Canal Fund Commissioners "Fund Commissioners of Indiana." (PL)
- Feb. 7, 1837 N.J. act authorizes Belvidere Delaware Railroad to increase its stock by \$500,000, all of which may be used in a banking business in Greenwich Township (near Phillipsburg) if the stock is taken within 10 years. (PL)
- Feb. 7, 1837 Belvidere Delaware Railroad authorizes preliminary survey by Edwin A. Douglas (1805-1859); votes to locate a bank within a mile and a half of Easton. (MB)
- Feb. 7, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad appoints James Cameron Superintendent; he claims to find the road in very bad shape, with one good locomotive, the *Middletown*, on the Western Division, and one bad one, the *Dutchman* on the Eastern Division. (MB, AR)
- Feb. 7, 1837 Atlantic County, N.J., created from the eastern part of Gloucester County with county seat at Mays Landing; Passaic County created from parts of Bergen and Essex Counties with county seat at Paterson. (Hall, Long)
- Feb. 7, 1837 Gold reserves of the Bank of England bottom out at £4,032,000. (Hidy, Francis)
- Feb. 8, 1837 Future PRR Pres. Samuel Vaughan Merrick resigns as Chief Engineer of the Philadelphia Gas Works. (DAB)
- Feb. 9, 1837 Laurel Hill Cemetery Company incorporated in Pa.; purchases the "Laurel" estate of Joseph Sims on the east bank of the Schuylkill River and constructs the city's first early Victorian park-cemeteries; the final resting place of many prominent Philadelphians. (Scharf)
- Feb. 9, 1837 Nathan Rothschild & Sons writes to its New York agent, J.L. & S. Joseph & Co., upbraiding them for continuing to extend credits and make investments at New Orleans, cutting off their credit, and demanding the repayment of advances. (Lepler)

- Feb. 10, 1837 Handbills published in New York City attacking the rising prices of food, rent and fuel. (Stokes)
- Feb. 11, 1837 Northern Liberties & Penn Township Railroad contracts with Jacob Peters (1787?-1876) and Charles Hinkle to operated passenger service for \$2,500 per year, replacing P. Lucianna, who had the lease in 1836. (MB)
- Feb. 13, 1837 Equal Rights Party holds a rally in New York's City Hall Park to denounce profiteering by merchants and bankers and in favor of hard money in a reaction to inflation and rising prices, compounded by the misery of a hard winter; the price of flour has risen from \$7 to \$12 a barrel; when a speaker accuses flour merchants of hoarding, a mob of about 200 storms and loots Eli Hart's flour warehouse at Washington & Dey Streets, throwing flour in the streets and destroying it, but taking little; looting of food warehouses continues into March; officials respond by enlarging the police force. (Burrows/Wallace, Stokes, GTStrong, Lepler)
- Feb. 14, 1837 In Charles River Bridge Case (*Charles River Bridge v. Warren Bridge*), Chief Justice Roger B. Taney rejects the Charles River Bridge Company's claim that its charter, which did not grant exclusive privileges, is a contract that protects it from competition by a newer bridge nearby; rules that corporate charters must be construed narrowly, thus partly reversing the sanctity of contracts doctrine established by Chief Justice John Marshall; this ruling is in line with Taney's arguments in the Camden & Amboy case of 1833 that a legislature cannot stop the creation of new projects for the public good simply to protect old vested interests. (11 Peters 420/justia.com)
- Feb. 15, 1837 Erie & Kalamazoo Railroad appoints John Hopkins Superintendent to prepare the road from Toledo to Adrian for locomotives and to extend it to the Kalamazoo River. (Waggoner)
- Feb. 15, 1837 Lake County, Indiana, fully organized with county seat at Lake Court House. (Long)
- Feb. 1837 Ario Pardee (1810-1892) moves to Hazleton as Engineer & Superintendent of the Hazleton Coal Company, whose railroad he has just located; he will parlay the post into being the dominant coal operator of the Hazleton basin. (Bradsby)
- Feb. 1837 Auburn & Syracuse Railroad is overdrawn at the Phenix Bank, and the Cayuga County Bank of Auburn refuses to honor its notes. (Scanlon)
- Feb. 1837 Buffalo & Mississippi Railroad organized ; Robert Stewart, Pres.

(LS&MS AR)

- Feb. 16, 1837 Act of Congress authorizes a survey of the navigation of the Allegheny River from Pittsburgh to Olean. (Ellis/Cattaraugus)
- Feb. 17, 1837 Norristown & Valley Railroad Board appoints a committee to go to Harrisburg and offer the company's corporate rights for sale to the state. (MB)
- Feb. 21, 1837 Delaware act orders State Treasurer to loan Wilmington & Susquehanna Railroad \$110,000 for two years out of state's share of federal surplus; to be paid in four installments. (MB)
- Feb. 22, 1837 Monongahela Navigation Company organized; former Canal Commissioner James Clarke is Pres. (StdHistPitts - Crumrine has 2/10)
- Feb. 22, 1837 The Anglo-American banking houses of Timothy Wiggin & Co., Thomas Wilson & Co. and George Wildes & Co. (known as the "Three W's") and W. & J. Brown, all of which are badly overextended, petition the Bank of England for aid; it is not granted until Mar. 22. (Hidy)
- Feb. 24, 1837 Charter supplement to PW&B authorizes company to build bridge at Grays Ferry and charge road toll equal to Market and for extending line to Wilmington. (MB)
- Feb. 24, 1837 New York & Erie Railroad reports to the N.Y. Legislature that they have fixed the eastern terminus at Tappan Landing (Piermont), just north of the N.J. state line, and the western terminus at Dunkirk. (Ellis/Cattaraugus)
- Feb. 27, 1837 Millstone & New Brunswick Railroad incorporated in N.J.; no work done under this charter. (PL)
- Feb. 27, 1837 Ohio act authorizes the City of Cincinnati to borrow \$600,000 and subscribe \$200,000 each to Little Miami Railroad, the Louisville, Cincinnati & Charleston Railroad and a company to be formed to link Cincinnati to the Whitewater Canal in Indiana. (PL)
- Feb. 27, 1837 Illinois passes an Internal Improvements Act; creates three-man Board of Fund Commissioners to float a \$10 million "bank and internal improvement stock" and a seven-man Board of Public Works; calls for completing the Illinois & Michigan Canal; \$400,000 for improvement of the Kaskaskia, Illinois, Great Wabash, Little Wabash, and Rock Rivers; \$250,000 for a road from St. Louis to Vincennes; \$3.5 million for a Central Railroad from Cairo to Galena; \$1.6 million for a Southern Cross Railroad from Alton to the Indiana state line near Mt. Carmel and a branch from Edwardsville to Shawneetown near the Indiana state line; \$1.85

million for a Northern Cross Railroad from Quincy to the Indiana state line near Danville; \$650,000 for a branch of the Central Railroad from Shelbyville to Terre Haute; \$700,00 for a railroad from Peoria to Warsaw; \$60,000 for a railroad from Lower Alton to the Central Railroad at Shelbyville via Hillsboro; \$150,000 for a railroad from Belleville to the Southern Cross Railroad; \$350,000 for a railroad from Bloomington to Mackinaw in Tazewell County; totaling 1,327 miles, to be begun simultaneously; also \$200,000 to be distributed on basis of population among those counties not touched by the authorized improvements to be used for local roads and bridges; the town of Alton is placated by being made the terminal of three railroads in return for assenting to moving the capital to Springfield; the only one of these railroads actually built is the Northern Cross between Meredosia and Springfield via Jacksonville; right-of-way graded from Warsaw to Hamilton and east towards Canton was later used by predecessor of Toledo, Peoria & Western; the ___ Railroad, chartered in 1836, surrenders its charter provided the state railroad between Cairo and Galena is built via Vandalia, Shelbyville, Decatur, Bloomington and Peru. (PL, Smith, Stover, RRH, Perrin)

- Feb. 27, 1837 Livingston County, Illinois, created from parts of LaSalle and McLean Counties and non-county area; not fully organized. (Long)
- Feb. 28, 1837 Wrightsville & York Railroad and Wrightsville & Gettysburg Railroad merged to form Wrightsville, York & Gettysburg Railroad Company; Baltimore & Susquehanna Railroad is to subscribe an amount equal to its former loan to the Wrightsville & York Railroad and operate the line until the York-Gettysburg segment is completed, after which the WY&G is to operate through cars for the B&S. (PL, Livingood)
- Feb. 28, 1837 Pa. act grants York & Maryland Line Railroad perpetual use of Wrightsville, York & Gettysburg Railroad between York and Wrightsville. (PL)
- Feb. 28, 1837 Illinois Legislature votes to move the capital from Vandalia to Springfield. (PL)
- Mar. 1, 1837 LIRR opens between Jamaica and Hicksville. (Val)
- Mar. 1, 1837 New Jersey Railroad announces it is in debt to Nevins & Townsend for \$175,000 in advances since 1836. (MB)
- Mar. 1, 1837 Columbia Bridge Company (Pa.) renamed Columbia Bank & Bridge Company under act of Feb. 14, 1837. (Val)
- Mar. 1, 1837 Benjamin Aycrigg makes second report on the survey for a canal from the West Branch to the Allegheny River at Franklin; claims there is sufficient

- water supply from Little Toby Creek if a reservoir is built; cost including reservoir and summit tunnel is \$3,55,745. (Rept - get figure!!)
- Mar.? 1837 Pres. Jackson signs an act selling the government's stock in the old Bank of the United States to the new United States Bank of Pennsylvania at \$115.54 per share, payable in four installments. (Govan - check Statutes)
- Mar. 2, 1837 Pennsylvania act authorizes \$517,500 for repairs, 20 locomotives for state railroads, enlarging Parkesburg Shops and towpath bridge at Duncans Island. (PL)
- Mar. 2, 1837 Baltimore & Port Deposit Railroad appoints William Duff Chief Engineer of Machinery. (MB)
- Mar. 2, 1837 Illinois act creates a new Board of Canal Commissioners to be elected by the General Assembly instead of being appointed by the Gov. (Putnam)
- Mar. 2, 1837 Illinois act authorizes a \$100,000 state subscription to the State Bank of Illinois. (Garnett)
- Mar. 2, 1837 Directors of the Bank of England review the requests of five American houses, George Wildes & Co., Thomas Wilson & Co., Timothy Wiggin & Co., F. de Lizardi & Co. and William & James Brown & Co. for future discounting; the Bank refuses their full requests but promises limited aid on higher security. (Lepler)
- Mar. 3, 1837 Post Office Dept. authorizes a mail contract over the Mohawk & Hudson Railroad and Utica & Schenectady Railroad, (HistRyMail)
- Mar. 3, 1837 Ohio act authorizes Greene County to subscribe \$50,000 to the Little Miami Railroad. (PL, Church)
- Mar. 3, 1837 Act of Congress appropriates \$190,000 for the National Road in Ohio, \$100,000 in Indiana, and \$100,000 in Illinois, plus a last \$7,100 for repairs east of Wheeling. (CongGlobe)
- Mar. 3, 1837 Outgoing Pres. Jackson pocket vetoes a Congressional bill to revoke the Specie Circular. (Howe)
- Mar. 3, 1837 Delaware Manufacturing Company incorporated in N.J. by Dr. John McKelway, Benjamin Coates and Charles Wurts with a capital of \$300,000; to manufacture textiles, iron products or hardware at Trenton; it builds a nail factory at Hamilton Avenue & Broad Street; it is acquired by the Cooper-Hewitt interests in 1848 and renamed the New Jersey Steel & Iron Company in 1861. (PL, Woodward)

- Mar. 4, 1837 Pres. Martin Van Buren inaugurated; his inaugural speech is mostly a collection of the platitudes and ambiguities that have served to advance his career; he notes that the U.S. enjoys “prosperity perfectly secured” and promises to hew to Jacksonian orthodoxy, including no interference with slavery where it exists, but waffling on the currency issue; the same morning, outgoing Pres. Andrew Jackson publishes a much longer farewell address in the papers, the first since George Washington’s, coming out forcefully for hard-money doctrines and financial decentralization; the 25th Congress opens in special session with the Democrats in control but by only a slim margin in the House. (Lepler, wiki)
- Mar. 4, 1837 Gov. Joseph Ritner transmits a letter from the West Philadelphia Railroad in relation to the survey to avoid the Belmont Plane made by Henry R. Campbell; Ritner again calls for a survey by a more disinterested engineer. (PaArch)
- Mar. 4, 1837 Georges Creek Coal & Iron Company organized at Baltimore, with investors from Baltimore and New York City. (Harvey)
- Mar. 4, 1837 Chicago incorporated as a city covering the area from 22nd Street to North Avenue and from the Lake to Wood Street; population 4,071. (SmokeAbatementRept, FactsStates).
- Mar. 4, 1837 Illinois authorizes \$3 million state loan and increases the capital of the State Bank of Illinois from \$2.5 million to \$4.5 million and of the Bank of Illinois at Shawneetown from \$300,000 to \$1.7 million; the state subscribes for an additional \$2 million to the State Bank of Illinois and \$1 million to the Bank of Illinois at Shawneetown, the anticipated dividends from which are to pay the interest on the \$8 million internal improvement loan; the \$3 million loan is to be used to purchase the bank stock; it is also expected that the premium received on the sale of the state Improvement bonds will constitute a sinking fund; however, the bonds cannot be sold at par, much less at a premium; rather than sell the bonds at below par, the two banks purchase over \$2.5 million of them at par. (Smith, Huston, Dowrie - are 2 sep acts?? - verify also verify capital!! Garnett has State Bank increased from \$1 million to \$2 million with \$1 million by state; Shawneetown to \$1.4 million with \$1 million by state)
- Mar. 4, 1837 Cairo City & Canal Company incorporated in Ill. to develop the city of Cairo and build dykes, etc. under the supervision of Darius B. Holbrook. (Ackerman)
- Mar. 4, 1837 Bank of England agrees to perform half the discounting for the American houses, while private bankers not involved in the American trade provide the remainder. (Lepler)

- Mar. 5, 1837 Uriah Hunt Painter (1837-1900), future journalist, lobbyist and railroad promoter, born at West Chester, Pa.; son of Samuel Marshall Painter and Ann Vickers. (rootsweb)
- Mar. 5, 1837 A meeting of New Orleans bank presidents considers the request of cotton factors Hermann, Riggs & Co. for further discounts and debt relief; they have been keeping themselves solvent since the loss of the *Fort Adams* last year by issuing IOU's and endorsements, counting on high cotton prices; with cotton prices falling, their debts are somewhere between \$3 million and \$6 million, or between 6% and 20% of the entire banking capital of Louisiana. (Lepler)
- Mar. 6, 1837 Charles B. Fisk (1806-1866) and George W. Hughes (1806-1870) make second report on the Maryland Canal; favor a large canal from Canton to Georgetown; the only practicable route is the eastern route via Bladensburg. (Rept)
- Mar. 6, 1837 Loco Foco Democrats stage a mass meeting in New York's City Hall Park to denounce banks and paper money and urging people to turn in their paper money for cash. (Burrows/Wallace)
- Mar. 7, 1837 Perth Amboy, Woodbridge & Rahway Railroad incorporated in N.J. to build from Perth Amboy to Rahway on the New Jersey Railroad; nothing done under this charter. (PL)
- Mar. 9, 1837 Morris Canal & Banking Company reorganized; Edward R. Biddle (1798-1876), a Philadelphia exchange broker and second cousin of Nicholas Biddle, Thomas Cadwalader (1796-1873), and Washington Jackson of Philadelphia and Simeon Draper, Jr., and Edwin Post of New York City become directors; Morris Canal Bank becomes associated with the Bank of the United States of Pennsylvania, giving the latter a presence in the New York money market that it had lost when it ceased to be the national bank; the Bank of the United States buys 9,613 shares of the Morris Canal, or about a one-quarter interest. (Kalata, WBSmith)
- Mar. 9, 1837 Democratic Philadelphia merchant Henry Toland writes to Pres. Van Buren urging the repeal of the Specie Circular. (Lepler)
- Mar. 10, 1837 Maryland act of the Whig Legislature amends its Constitution to eliminate its Electoral College and provide for the direct election of State Senators and the Gov.; the House of Delegates is reapportioned; slavery cannot be altered without the unanimous consent of two consecutive sessions of the Legislature and without full compensation to slave owners; marks a transfer of power from the largely Whig Tidewater to the Democratic Piedmont and mountains, but with a safeguard for slavery. (PL, Shalhope)

- Mar. 11, 1837 William P. Orrick acquires the warehouse of A.J. Bolton & Co. at Wood Street and the Schuylkill River and establishes a forwarding business over the canals, in addition to his membership in Orrick, Noble & Fox. (PhlCmmrcLst)
- Mar. 11, 1837 Thomas McNair (1790-1847) purchases a charcoal iron works at Foundryville, about 2.5 miles north of Berwick, Pa., and operates it in partnership with Simon Cameron and Samuel F. Headley (1808-1869); it sells strap rail, chairs and other iron work to the railroads with which Cameron or his brothers are connected. (McNair)
- Mar. 11, 1837 Virginia act prescribes general conditions for the incorporation of railroad companies. (PL)
- Mar. 13, 1837 West Philadelphia incorporated as a borough. (PL)
- Mar. 13, 1837 Pa. act authorizes Lehigh Coal & Navigation Company to build a railroad from the head of the Lehigh Canal at White Haven to the North Branch Canal near Wilkes-Barre. (ICC)
- Mar. 13, 1837 Virginia act orders the Board of Public Works to survey the Monongahela River from the Pennsylvania state line up the West Fork and Tygarts Valley River to Beverley. (PL)
- Mar. 13, 1837 At night, the new granite building of J.L. & S. Joseph, secretly discredited New York agents of the Rothschilds, at the corner of Wall Street & Exchange Place in the New York financial district collapses; later seen as a portent of the developing financial panic and the failure of the firm itself. (Hone, Stiles)
- Mar. 14, 1837 Baltimore & Port Deposit Railroad authorizes construction of brick engine house at Canton. (MB)
- Mar. 14, 1837 Civil engineer Samuel H. Kneass (1806-1858) marries Anna Arndt Lombaert (1814-1869), daughter of Charles Lombaert and brother of future PRR VP Herman J. Lombaert (1816-1885). (WwasW)
- Mar. 15, 1837 Supplement to Camden & Amboy Railroad charter authorizes branch from Bordentown to New Brunswick along Delaware & Raritan Canal instead of from Spotswood with connection to Trenton-Delaware Bridge; may build track on line of New Brunswick & Trenton Turnpike; sets maximum fare by this route at \$4.00 (\$5.00 at night) vs. \$3.00 via South Amboy; one half (50 cents) to be paid to state, but this never done; transit duty to be paid on this route equal to that via South Amboy. (PL, Digest, Lane)

- Mar. 1837 British banks demand large remittances in specie from U.S. merchants; outflow of specie leads to a collapse in cotton prices and to the Panic of 1837. (Dilts)
- Mar. 1837 Price of cotton falls by 50% on the New Orleans market. (EAH)
- Mar. 16, 1837 In a private letter, the New York bill brokerage of J.L. & S. Joseph & Co. learns that Hermann, Briggs & Co., one of the largest mercantile houses in New Orleans, has failed because of the cutoff of British credit and the collapse of cotton prices. (Lepler, Govan, Temin)
- Mar. 1837 Franklin Railroad places first 16 miles from Chambersburg under contract.
- Mar. 1837 William B. Foster, Jr., leaves the foundering Pennsylvania & Ohio Canal, which has suffered from the terminal illness of Pres. Abner Lacock, and again takes employment on the state improvements of Kentucky. (Cummings)
- Mar. 17, 1837 J.L. & S. Josephs & Co., New York representative of the Rothschilds and of Hermann, Briggs & Co., fails when news of the failure of Hermann, Briggs & Co. reaches New York and they are presented with a large number of bills from the South; Josephs is indebted to Hermann, Briggs to the extent of \$2 million; they carefully hide the fact that they have lost their Rothschild connection, so that all the blame appears to fall on Hermann; sparks a panic in stocks on the New York Exchange; on the same day, an extract from the New Orleans *True American* arrives at the New York *Herald* and Washington *National Intelligencer* giving an even more exaggerated account of the failures their and contributing to the panic. (Hone, Stokes, Lepler, Govan, Trager)
- Mar. 18, 1837 Engineer Edward F. Gay reports to the West Philadelphia Railroad on a bridge over the Schuylkill River. (PRRColExpo)
- Mar. 18, 1837 Pennsylvania's Democratic Congressman-elect Francis J. Harper (1800-1837) dies at Frankford before Congress assembles. (CongBio)
- Mar. 18, 1837 Maryland act authorizes B&O to subscribe to lateral railroads up to 40% of the total stock. (PL)
- Mar. 18, 1837 Van Wert County, Ohio, fully organized and detached from Mercer County with county seat at Willshire. (Long)
- Mar. 20, 1837 Panic situation in New York is worsening. (Hone)
- Mar. 20, 1837 New Jersey Railroad announces it has settled debt to Nevins & Townsend by issuing \$175,000 in certificates convertible into stock. (MB)

- Mar. 20, 1837 Pennsylvania Canals reopen for the season. (PhlCmmrcLst)
- Mar. 20, 1837 Maryland act surrenders the state's first lien on the Baltimore & Susquehanna Railroad in order to enable it to borrow an additional \$600,000 from the City of Baltimore. (Digest)
- Mar. 20, 1837 Cornelius Vanderbilt resumes People's Line service between New York and Providence with the first sailing of the *Lexington* from New York. (Stiles)
- Mar. 20, 1837 Michigan passes Internal Improvements Acts; establishes seven-member Board of Internal Improvement and authorizes \$5 million loan, which is to be negotiated by the Gov. without oversight; anticipates using its share of federal surplus; \$550,000 for Southern Railroad (Monroe-New Buffalo), Central Railroad (Detroit-St. Joseph), and Northern Railroad (Palmer-Grand River) totaling 596 miles; \$40,000 for canal or railroad from Mt. Clemens to mouth of Kalamazoo River; 233 miles of canals and the improvement of 5 rivers. (Parks)
- Mar. 20, 1837 Panic spreads on the New York money market as word arrives from England of the collapse of cotton prices; the speculative bubble of 1836 has been built on anticipation of high cotton prices and now breaks. (Stiles)
- Mar. 21, 1837 Charter supplement increases the amount of land the Canton Company of Baltimore can hold to 4,000 acres. (Digest)
- Mar. 21, 1837 Annapolis & Elk Ridge Railroad incorporated in Maryland to build from Annapolis along the dividing ridge to intersect the B&O's Washington Branch about midway between Baltimore and Washington.. (PL)
- Mar. 21, 1837 Separate Michigan act provides for state survey and construction of canal around St. Mary's Falls to permit direct access to Lake Superior. (PL)
- Mar. 21, 1837 Separate Michigan act provides for \$5 million, 25-year state loan; specifies maximum 5.5% interest; state is unable to attract investment at that rate and is forced to offer 6%.
- Mar. 21, 1837 Hard-money Democrat Sen. Silas Wright, one of his most loyal henchmen, writes Pres. Van Buren from New York that the financial crisis is entirely the result of speculation over the last two years, and the federal government should let it burn itself out without doing anything; Van Buren agrees. (Lepler)
- Mar. 22, 1837 A new rush of failures begins among the large New Orleans cotton houses;

- cotton prices collapse from 15 cents a pound to 6 cents. (Hidy)
- Mar. 22, 1837 Virginia Legislature passes a General Banking Law, setting out general terms for bank operations. (Starnes)
- Mar. 23, 1837 Joint Companies authorize sale of property at Bordentown purchased from the Citizens Line and once used as a public house. (MB)
- Mar. 24, 1837 Committee of New York merchants, including James Brown, Frederick Sheldon, John W. Leavitt, James Boorman, Jakob Harvey, John A. Stevens and Charles A. Heckscher, and Thomas Wren Ward (1786-1858) of Boston, American agent of Baring Brothers & Co., go to Philadelphia to ask Nicholas Biddle to issue \$5 million in post notes to ease credit; New York Safety Fund banks cannot issue post notes because they are not payable on demand. (Lepler, Hidy)
- Mar. 24, 1837 Pa. Legislature passes the Improvement Bill, but it has been swelled to \$3,031,943 by adding projects to win support for the Bank investigation; includes \$600,000 each for the North Branch Extension Canal and Erie Extension Canal, \$100,000 for the Sinnemahoning Line of the West Branch Canal, \$100,000 for the Allegheny Feeder, \$87,500 to eliminate the Columbia Plane, \$38,943 for the Tangascootack Line; \$150,000 for the Gettysburg Extension Railroad, \$25,000 for the Allegheny Mountain reservoirs, plus additional money for surveys; also the following subscriptions: \$300,000 to the Danville & Pottsville Railroad, \$95,000 to the Bald Eagle & Spring Creek Navigation Company, \$150,000 to the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, \$200,000 to the Cumberland Valley Railroad, 3,000 shares of the Union Canal Company, \$100,000 to the Monongahela Navigation Company, \$50,000 to the Franklin Railroad, \$200,000 to the Pittsburgh & Laughlintown Railroad, and additional sums to turnpike companies. (Snyder, ARJ)
- Mar. 24, 1837 Pennsylvania Legislative Committee to investigate the Bank of the United States charter presents two reports; the majority report is mildly critical, and the minority report is entirely pro-Bank; George Espy, a radical Democrat from Venango County presents an amendment calling for a bill to repeal the Bank's charter, which is defeated 31-60, showing the Democrats badly split on the Bank issue. (HseJrnl, Snyder)
- Mar. 24, 1837 LIRR stockholders resolve to have half of the installment due on Apr. 10 extended to May 10; appoint committee of five to investigate affairs of company. (MB)
- Mar. 24, 1837 Ohio passes the Loan Law (later called the "Plunder Law" after things turn out badly), allowing the state to loan 6% state bonds to private canal and railroad companies up to one third of their authorized capital if the other

two thirds have been paid in by private subscribers, and one half for turnpike companies, in return for stock; most of the private subscriptions are in land or labor at excessive valuations, which permit collecting the maximum in state bonds; financed by new \$3.1 million state loan; no central control of financing or engineering; private subscribers typically pay in land at grossly inflated valuations; subscriptions under the law include \$1.9 million to 26 turnpikes completing 692 miles, most in the Cincinnati area, the wealthiest part of the state, \$450,000 to the Pennsylvania & Ohio Canal, \$150,000 to Cincinnati & Whitewater Canal, \$115,000 to Little Miami Railroad; an additional \$70,000 to Mad River & Lake Erie Railroad, \$249,000 to the Ohio Railroad, \$48,450 to the Vermillion & Ashland Railroad, \$33,333 to the Mansfield & Sandusky City Railroad, and \$6,182 to the Fairport & Painesville Railroad, for a total of \$3,205,280; only the Little Miami Railroad, the Mad River & Lake Erie Railroad and 13 turnpike companies pay dividends totaling \$66,139, and only the Little Miami Railroad repays the state in full; opposition to the bill is centered in the counties bordering the Ohio River, which will have little to gain. (PL, Leland, Waggoner, Scheiber)

- Mar. 25, 1837 Virginia act prohibits railroads from carrying any slave without written or verbal permission from owners or overseers; railroads to pay a \$100 fine for each violation. (PL)
- Mar. 25, 1837 Virginia act establishes the Exchange Bank of Virginia at Norfolk with branches at Richmond, Petersburg and Clarksburg with a capital of \$1.8 million and increases the capital of the other state banks, making a total of \$5 million in new bank capital; however, the plans fail because of the Panic of 1837. (Starnes)
- Mar. 27, 1837 News of the difficulties of the four Anglo-American houses and Baring Brothers & Company's demand for bill remittances reaches New York, sparking a four-day panic; stocks decline, Panic of 1837 begins. (Hidy)
- Mar. 27, 1837 Secretary of the Treasury Levi Woodbury writes to Philadelphia merchant Henry Toland that Pres. Van Buren has not made his views known on repealing the Specie Circular. (Govan)
- Mar. 27, 1837 Buck Mountain Coal Company receives letters patent. (PaArch)
- Mar. 28, 1837 Nicholas Biddle and Cashier Samuel Jaudon meet with New York bankers at the Merchants Bank; agree that the Morris Canal & Banking Company and some other banks will issue several million in post notes, essentially short-term, interest-bearing IOUs. (Munroe, Lepler)
- Mar. 28, 1837 Virginia authorizes \$302,100 subscription to B&O. (PL)

- Mar. 28, 1837 Ohio act distributes its \$2 million share of the federal surplus to the counties, who may loan it out to internal improvement companies or banks for development; most of the money is loaned to individuals. (Marvin)
- Mar. 29, 1837 Having come to New York to cope with the crisis posed by the need to distribute \$9 million of the federal surplus to the states on Apr. 1, Nicholas Biddle agrees that the state Bank of the United States will issue \$4 million in one-year bonds payable in Europe with interest to take the place of international bills of exchange, and \$4 million in post notes for domestic use. (Govan)
- Mar. 29, 1837 New York house of Hicks, Lawrence & Co., in which Mayor Cornelius W. Lawrence is a partner, fails. (Hone)
- Mar. 30, 1837 Pa. act authorizes the Lehigh Coal & Navigation Company to build the Lehigh & Susquehanna Railroad from the Lehigh Canal at present day White Haven to Wilkes-Barre; is conceived as a portage railroad between the Lehigh and North Branch Canals in the style of the Allegheny Portage Railroad. (PL)
- Mar. 30, 1837 Rogers, Ketchum & Grosvenor of Paterson, N.J., receives its first order for a locomotive from the Mad River & Lake Erie Railroad. (Steinbrenner)
- Mar. 31, 1837 Charter supplement authorizes Philadelphia & Reading Railroad to extend from Reading to Port Clinton, where it will connect with the Little Schuylkill Railroad; the Little Schuylkill Railroad abandons the idea of extending south of Port Clinton after the United States Bank (Pa.) ceases supporting the project. (PL, Bogen)
- Mar. 31, 1837 Maryland Board of Public Works contracts to deliver \$3 million state bonds each to B&O and Chesapeake & Ohio Canal. (PL)
- Spring 1837 Bread riots occur in New York and poor harvests in 1836 and 1837 exacerbate effects of the financial crisis.
- Spring 1837 University-trained John A. Roebling (1806-1869), who has chafed at the occupation of farmer after founding the community of Saxonburg in Butler County, Pa., obtains temporary work as an engineer on the Sandy & Beaver Canal under Chief Engineer Edward H. Gill, who helps tutor him in the practical aspects of being an engineer in America; because of the Financial Panic of 1837, his first employment is brief. (Schuyler)
- Spring 1837 Ohio Canal Fund Commissioners order work suspended on several canals. (verify CC)
- Spring 1837 PW&B appoints Samuel H. Kneass as Chief Engineer.

- Apr. 1, 1837 Bank of the United States begins selling its bonds and post notes at New York, which are readily purchased; the Morris Canal & Banking Company and other New York banks offer bonds and post notes on the same terms. (Govan)
- Apr. 1, 1837 Pennsylvania act incorporates Lancaster & Susquehanna Slack-Water Navigation Company to take over property of Conestoga Navigation Company; orders survey for a railroad between Downingtown and Chester to avoid Belmont inclined plane, canal and/or railroad from Susquehanna River to New Berlin along Penns Creek Valley for Penns Creek Navigation Company. (PL)
- Apr. 1, 1837 Pa. legislative resolution authorizes settlement with Thomas J. Power (1807?-1888) for a railroad survey between New Castle and Freeport via Butler. (PL)
- Apr. 1, 1837 LIRR begins Sunday operation between Brooklyn and Hicksville. (MB)
- Apr. 1, 1837 A second Washington & Pittsburgh Railroad is incorporated in Pa.; nothing is done under this charter. (Crumrine)
- Apr. 1, 1837 Cincinnati & Whitewater Canal Company incorporated in Ohio to build a connection from Cincinnati to the Whitewater Canal in Indiana; requires a tunnel between the Great Miami and Ohio Rivers at North Bend. (PL)
- Apr. 1, 1837 Edward Brooke (1816-1878) and George Brooke (1818-), sons of the late Matthew Brooke (1761-1822), take over the operation of the Birdsboro Forges as E. & G. Brooke. (Montgomery)
- Apr. 1, 1837 Williamsport, Pa., in Washington County renamed Monongahela City. (Crumrine)
- Apr. 1, 1837 Hudson, Ohio, incorporated as a town. (Perrin)
- Apr. 3, 1837 Governor Joseph Ritner vetoes the annual improvement bill, expanded to \$3.03 million by branch projects to win support for the Bank, as too extravagant and fiscally unwise; work on Tangascootack Extension of West Branch Canal suspended, leaving uppermost dam at Farrandsville incomplete and preventing navigation to the beginnings of the coal field above; Democrats who supported the Bank in the investigation therefore get no rewards for their constituents. (Snyder)
- Apr. 3, 1837 Anti-Masons in Pa. Senate fail in their attempt to restore \$700,443 in funding for Erie Extension, North Branch Extension, bypass to Columbia Plane, Gettysburg Extension Railroad, Tangascootack Line, Allegheny

- Mountain Reservoirs and Kittanning Feeder as rider to other bills; also fail to get subscriptions of 1,500 shares for enlarging Union Canal, \$100,000 to Cumberland Valley Railroad, \$75,000 for Monongahela Navigation Company, and \$20,000 for Franklin Railroad. (SenJrnl)
- Apr. 3, 1837 In response to calls from large stockholders to stop work and reduce calls for money, LIRR Board votes to reduce work force but rules it is inexpedient to suspend work entirely. (MB)
- Apr. 3, 1837 Pennsylvania act authorizes building canal around Blairsville Bridge on Western Division to eliminate hazard of boats passing bridge in channel. (PL)
- Apr. 3, 1837 Sunbury & Erie Railroad Company incorporated to build across the northern tier of Pennsylvania to Lake Erie; intended route is via Bennet Branch and Clarion River to Franklin; project was suggested by Edward R. Biddle to Nicholas Biddle for applying surplus capital from the United States Bank of Pennsylvania, which subscribes for 6,000 shares; same act also charters Pittsburgh & Susquehanna Railroad to connect it with Pittsburgh. (PL, Perkins, Rosenberger)
- Apr. 3, 1837 Harrisburg & Sunbury Railroad incorporated in Pa. (PL)
- Apr. 3, 1837 Pittsburgh & Connellsville Railroad incorporated in Pa. to build from Pittsburgh to Connellsville; a local Pittsburgh line under leadership of William Larimer, Jr. (1809-1875), and Gen. William Robinson, Jr. (1785-1868); unable to raise money and organize until 1846. (PL)
- Apr. 3, 1837 On next to last day of session, Pennsylvania Legislature passes resolution for the state to loan \$150,000 to Harrisburg, Portsmouth, Mountjoy & Lancaster for two years at 6% and a state subscription of \$175,000 to Cumberland Valley Railroad; Gov. Ritner refuses to sign as HPM&L is already draining income from Public Works; returns it unsigned in the next session. (HseJrnl,)
- Apr. 3, 1837 Hollidaysburg, Pa., incorporated as a borough. (PL)
- Apr. 3, 1837 Ohio, Indiana & Pennsylvania Rail-Road Company incorporated in Ohio by Henry St. John, Thomas W. Bartley, John Shorb, et al., to build from the Indiana state line in Van Wert or Paulding to the Ohio River in Columbiana County, prefiguring the later Pittsburgh, Fort Wayne & Chicago Railway; nothing is done under this charter. (PL)
- Apr. 3, 1837 Greensville & Roanoke Railroad opens between Hicksford Jct. (Emporia), Va. and Gaston, N.C., making a connection with the Raleigh and Gaston Railroad. (Cnls&RRs)

- Apr. 3, 1837 Pittsburgh Board of Trade incorporated. (PL)
- Apr. 4, 1837 Columbia & Maryland Line Railroad incorporated in Pa. to build down the Susquehanna River from Columbia. (PL)
- Apr. 4, 1837 Pa. legislative resolution authorizes settlement with Charles De Hass for railroad survey from Lewisburg to Hollidaysburg. (PL)
- Apr. 4, 1837 Pittsburgh, Kittanning & Warren Railroad incorporated in Pa. by Harmar Denny (1794-1852), John Shoenberger (1810?-1889), William Robinson, Jr., et al., to build from Franklin on the Allegheny River to Beaver on the Ohio River; may also build canal or slackwater in Allegheny River subject to later condemnation by state; plan is to meet the New York & Erie Railroad and Genesee Valley Canal near the New York state line; no work is done before 1852 because of the depression. (PL, Digest, AR)
- Apr. 4, 1837 On the last day of the session, the Pa. Legislature sends Gov. Ritner a bill incorporating 10 separate coal companies, mostly in the anthracite fields, including two in Schuylkill County. (PaArch - verify names)
- Apr. 4, 1837 First (mixed) train operates over the Tonawanda Railroad between Rochester and Batavia. (Peck)
- Apr. 1837 New Jersey Railroad receives the proceeds of the state loan. (MB)
- Apr. 5, 1837 In response to further petition from large stockholders, LIRR Board votes to suspends all construction work east of Hicksville and on the Williamsburg Branch (which is never resumed) and to drop the call for the \$2.50 installment due May 10. (MB)
- Apr. 5, 1837 Gov. Joseph Ritner issues a proclamation noting that the Legislature has adjourned without providing the annual appropriation for the Public Works; urges all contractors to keep working with promises that state will pay them later. (PaArch)
- Apr. 5, 1837 Virginia Board of Public Works names Claudius Crozet (1790-1864) to a second term as Principal Engineer, replacing Charles B. Shaw (1800-1870), resigned. (VaBPW)
- Apr. 6, 1837 Bank of England agrees to extend credits to George Wildes & Co. without collateral, but only on condition that it go into liquidation. (Lepler)
- Apr. 7, 1837 Camden & Philadelphia Steam Boat Ferry Company Board agrees to pay Edwin A. Stevens \$4,000 for the ferry *State Rights*. (MB)

- Apr. 7, 1837 Signs of Panic emerging on Wall Street. (GTStrong)
- Apr. 1837 News reaches New York from Europe of further declines in cotton prices and contractions of credit, increasing deflationary pressures; Secretary of the Treasury Levi Woodbury begins transferring government deposits to prop up politically favored Democratic banks in the hinterland. (Govan)
- Apr. 10, 1837 Number of business failures in New York City now exceeds 120; inflation is still high; property values collapse and real estate developments in New York, Brooklyn and Staten Island are halted; 6,000 construction workers are thrown out of work; with speculative building halted, the growth of population outstrips the growth of housing stock, leading to even more overcrowding among the poor. (NYPost/Stokes, Burrows/Wallace)
- Apr. 10, 1837 City of Baltimore ordinance authorizes the extension of the Baltimore & Susquehanna Railroad through the city streets to the Harbor at the City Block and to connect with the B&O. (Digest)
- Apr. 11, 1837 Robert F. Stockton reports to Joint Board on financial crisis; company bill of exchange for \$300,000 endorsed by United States Bank of Pennsylvania has been refused by Baring Brothers & Co.; Board authorizes sending Stockton to England to personally place loan of \$300,000. (MB)
- Apr. 11, 1837 Baltimore & Port Deposite Railroad Board authorizes the improvement of the Camden Street depot and laying track across Camden Street. (MB)
- Apr. 12, 1837 Business failures continuing in New York City. (GTStrong)
- Apr. 12, 1837 Canal pioneer and former Pa. Canal Commissioner and Congressman Abner Lacock (1770-1837) dies at Beaver, Pa., at age 66. (CongBio)
- Apr. 13, 1837 Leading New York bankers and businessmen meet in Mayor Lawrence's office to cope with tight credit and drain of specie; call for a state loan of canal stock to the banks. (Miller)
- Apr. 13, 1837 Joint Companies file acceptance of the Act of Mar. 15, 1837. (NJCorp)
- Apr. 13, 1837 Canal Commissioners send engineer Benjamin Aycrigg (1804-1895) to tour European public works as he has nothing else to do since Gov. Ritner vetoed the appropriation for the West Branch & Allegheny canals. (CC)
- Apr. 13, 1837 Town of St. Clair, Ill., platted; later part of East St. Louis. (Scharf)
- Apr. 14, 1837 The number of business failures in New York City accelerates. (NYPost/Stokes)

- Apr. 14, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes negotiations for loan of \$50,000. (MB)
- Apr. 15, 1837 Delaware & Raritan Canal announces that depth of water has been increased to 7 feet.
- Apr. 15, 1837 Flushing, N.Y., incorporated as a village. (Munsell/Queens)
- Apr. 1837 Steamboat *Monmouth* begins first regular service between New York and Middletown Point (Matawan), N.J., stopping at Staten Island and Keyport. (Ellis)
- Apr. 1837 Cornelius Vanderbilt begins running the *Lexington* separately in cooperation with the Boston & New York Transportation Company, permitting 6 days a week service on a fast schedule. (Dunbaugh)
- Apr. 1837 New York & Erie Railroad abandons work in the upper Delaware Valley for lack of funds, having spent \$192,837 without completing any railroad. (Mott)
- Apr. 1837 B&O begins new surveys from Harpers Ferry to Pittsburgh and Wheeling. (Dilts)
- Apr. 1837 B&O purchases 4-2-0 *Lafayette* from Norris, its first horizontal-boilered locomotive. (Harwood)
- Apr.? 1837 Ohio Board of Public Works lets the balance of the Walhonding & Mohican Canal to Rochester. (Woods - verify CC)
- Apr. 16, 1837 United States Bank of Pennsylvania has exhausted its issue of \$5 million in post notes. (Hidy)
- Apr. 17, 1837 Future investment banker John Pierpont Morgan (1837-1913) born at Hartford, Conn., the son of merchant Junius Spencer Morgan (1813-1890) and Juliet Pierpont Morgan (1816-1884); his paternal grandfather Joseph Morgan (1780-1847) is a successful businessman, while his maternal grandfather John Pierpont (1785-1866) is an impractical and idealistic Unitarian minister and abolitionist; for what are probably genetic reasons, the Pierponts are plagued by mental ailments, alcoholism and suicide; an uncle, James Pierpont (1822-1893) becomes a Confederate cavalryman and the author of "Jingle Bells"; J. Pierpont Morgan will have problems with depression. (Strouse)
- Apr. 17, 1837 Because of contrary winds, packets bringing news of the Mar. 1837 failures at New York and New Orleans only now arrive in England.

(Lepler)

- Apr. 18, 1837 Canal Commissioners appoint Samuel W. Mifflin (1805-1885) Principal Engineer of the Gettysburg Extension Railroad, replacing John P. Baily, who is transferred to the Western Division. (CC)
- Apr. 19, 1837 Camden & Philadelphia Steam Boat Ferry Company authorizes a conference with Jacob Ridgway regarding his Market Street ferry. (MB)
- Apr. 19, 1837 Baltimore & Susquehanna Railroad receives \$600,000 6% First Mortgage loan from City of Baltimore in addition to \$1 million received from state in 1835.
- Apr. 19, 1837 Norristown & Valley Railroad Board orders the company to stop paying all salaries. (MB)
- Apr. 20, 1837 Erie Canal opens, one month later than the Main Line of Public Works. (PhlCmmrcLst)
- Apr. 21, 1837 In New York, railroad and canal stocks have lost nearly half their value; Delaware & Hudson Canal Company selling at 65; money has disappeared. (Hone)
- Apr. 22, 1837 New York Canal Fund Commissioners agree to lend eight New York banks a total of \$3.4 million in canal stock intended to finance the Erie Canal enlargement, Black River, Genesee Valley and Chenango Canals. (Miller)
- Apr. 22, 1837 Uncompleted Detroit & St. Joseph Railroad, which has completed grading from Detroit to Dearborn, is purchased by the State of Michigan for inclusion in the Central Railroad. (GrnBk, Marsh)
- Apr. 22, 1837 New York auctioneer and diarist Philip Hone (1780-1851), formerly associated with the Delaware & Hudson Canal Company, fails. (GTStrong)
- Apr. 24, 1837 Samuel L. Southard (1787-1842) and David B. Ogden (1775-1849), associated with the Morris Canal, agree to lease the Delaware & Raritan Canal and feeder for 15 years at 6% (MB); lease offer was to make the property seem more attractive to secure a British loan. (Watkins)
- Apr. 24, 1837 Robert F. Stockton resigns as director & Superintendent of Philadelphia & Trenton Railroad preparatory to going to Europe to seek loans. (MB)
- Apr. 24, 1837 Future PRR civil engineer John Allston Wilson (1837-1896) born at Phoenixville, Pa.; son of William Hasell Wilson and Jane Miller Wilson.

(RPI)

- Apr. 1837 All work on New York & Erie Railroad suspended without any portion being completed and contractors and engineers discharged.
- Apr. 25, 1837 Knowles Taylor (1794?-1850) resigns as LIRR Pres. and director; Board tables consideration of request for a branch to Hempstead. (MB)
- Apr. 25, 1837 Philip Hone chairs a meeting of New York merchants; they appoint a committee to wait upon Pres. Van Buren and petition him to repeal the Specie Circular. (Stokes)
- Apr. 26, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad appoints Ezekiel Childs Superintendent of Motive Power to take care of locomotives which are out of repair; authorizes purchase of two more locomotives. (MB)
- Apr. 27, 1837 New York City orders 4th (Park) Avenue widened from 100 feet to 140 feet; New York & Harlem Railroad occupies the median. (Grogan)
- Apr. 27, 1837 Bank of England extends credits to Timothy Wiggin & Co. and Thomas Wilson & Co. without collaterals. (Lepler)
- Apr. 30, 1837 New York merchants R.L. Nevins and P. & J.S. Crary fail. (Bridges)
- Spring 1837 Michigan Gov. Stevens T. Mason travels to New York and makes arrangements with John Delafield of the Phoenix Bank to try to find U.S. or foreign bankers willing to take the \$5 million loan. (Parks)
- May 1, 1837 New York merchants Arthur Tappan & Co. and Phelps & Peck fail; specie reserves of the New York banks have fallen from \$7.2 million on Sep. 1, 1836, to \$1.5 million. (Howe, Bridges, GTStrong)
- May 1, 1837 Canal Commissioners order James D. Harris to survey Penns Creek Valley for canal or railroad to New Berlin. (CC)
- May 1, 1837 PW&B Board orders location and contracting line from MP 7 near Alburgers to Grays Ferry and from Delaware state line to Wilmington. (MB)
- May 1, 1837 New Castle & Frenchtown Railroad opens double track between New Castle and Frenchtown. (Zerin)
- May 1, 1837 Chief Engineer T.S. Brown reports on a survey for the Buffalo & Erie Railroad. (ARJ)
- May 1, 1837 Michigan Board of Internal Improvements holds its first meeting; loan

- their funds to the Michigan State Bank; assign Levi S. Humphrey to survey the Southern Railroad, D.C. McKinstry the Central Railroad, and James B. Hunt the Northern Railroad; appoint Joseph Dutton Chief Engineer of the Southern, Jarvis Hurd on the Central Railroad, and Tracy McCracken on the Northern. (Parks)
- May 1, 1837 DeKalb County, Indiana, fully organized with county seat at Auburn. (Long)
- May 1, 1837 County seat of Berrien County, Mich., changed from Newburyport to Berrien Springs. (Long)
- May 2, 1837 Pennsylvania Constitutional Convention convenes at Harrisburg. (Palmer, Thorpe)
- May 2, 1837 First 10 miles of the Georgia Railroad & Banking Company open west of Augusta; first railroad in Georgia. (Hanson)
- May 2, 1837 Bank of England agrees to continue to carry George Wildes & Co. and Thomas Wilson & Co. (Hidy)
- May 2, 1837 New York *Herald* prints rumors from the state investigation of the flour riot that Mechanics Bank Pres. John Flemming had allowed the brokerage house of Bullock, Lyman & Co. to draw checks to the extent of \$245,000 to be placed alternately in the Mechanics Bank and the Dry Dock Bank; Flemming had stopped extending credit at the end of Apr. because their collateral, Dry Dock Bank stock, has lost half its value. (Lepler)
- May 2, 1837 Land developer William B. Ogden (1805-1877), formerly of New York, elected first Mayor of Chicago. (ChiPubLib)
- May 3, 1837 Canal Commissioners place locomotive on Johnstown level of Portage Railroad. (CC)
- May 3, 1837 Little Miami Railroad commissioners meet; report \$80,900 subscribed by individuals, \$200,000 by City of Cincinnati, and \$50,000 by Greene County. (MB)
- May 3, 1837 New York City house of Talbot, Olyphant & Co. fails; about 250 failures in New York thus far. (GTStrong)
- May 3, 1837 Isaac Hone, nephew of Philip Hone, presents the demands of the New York meeting to Pres. Van Buren: immediate repeal of the Specie Circular, postponement of suits against debtors of the federal government, and the calling of a special session of Congress as soon as possible; Hone notes that New York City real estate has depreciated by over \$40 million,

- 250 firms have failed in the last two months, a \$20 million decline in stock values, depreciation of goods in city warehouses by 30% and 20,000 unemployed. (Lepler)
- May 4, 1837 Pres. Van Buren rejects the demands of the New York merchants and refuses to accept any responsibility for the present financial crisis or its solution. (Lepler)
- May 4, 1837 New York City Council authorizes the New York & Harlem Railroad to extend south from Prince Street to Walker Street. (Valentine, NYState, Stokes)
- May 4, 1837 Run on the Mechanics Bank in New York City, following the sudden death overnight of its Pres. John Fleming, who was forced to resign the day before; doctors attribute his death to a stroke brought on by extreme stress, although rumors suggest suicide by prussic acid. (Stokes, GTStrong, Lepler)
- May 4, 1837 Pioneer Fast Line packet arrives in Pittsburgh in 3 days, 6 hours from Philadelphia. (USGaz)
- May 4, 1837 Little Miami Railroad employs Ormsby MacKnight Mitchel (1809-1862), professor of mathematics and astronomy at Cincinnati College, as engineer; orders books to remain open to Sep. 1, 1837. (MB, DAB)
- May 5, 1837 Excursion celebrates completion of Wilmington & Susquehanna Railroad between Wilmington and within 1 mile of Principio, Md., Bridge. (Scharf, Wilson)
- May 5, 1837 Express Line begins using Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad instead of packets from Columbia, cutting running time to Pittsburgh to 3.5 days. (possibly 3/24 - Express Line of passenger packets advertises as new in PtsGaz of 5/8, Little & Linford, agents - H&L AR notes Express Line est. by David Leech as an opposition line, but forced to use H&L after a short while to make time)
- May 5, 1837 Run on the Mechanics Bank ends without failure; about another 20 business houses fail at New York. (McMaster's Commercial Cases, GTStrong)
- May 5, 1837 First train arrives at Batavia from Rochester, N.Y., on the Tonawanda Railroad. (ARJ, Stevens - Harlow has 5/8? - Peck has first rev. pass tr lv. Rochester 5/3)
- May 6, 1837 Run spreads to the Dry Dock Bank in New York City, which is owed over \$141,000 by Bullock, Lyman & Co.; \$100,000 in specie withdrawn, and

- the bank does not reopen on Monday, May 8. (McMaster's Commercial Cases, GTStrong)
- May 8, 1837 Having received Pres. Van Buren's answer to their demands, New York merchants hold an indignation meeting at the Masonic Hall. (Lepler)
- May 8, 1837 Dry Dock Bank in New York City suspends; two days of bank runs begin, in which \$1 million in specie is withdrawn. (Stokes, Howe)
- May 8, 1837 James Brooks completes construction of first prototype of Henry R. Campbell's 4-4-0 locomotive. (BLW)
- May 8, 1837 Livingston County, Illinois, fully organized with county seat at the house of Andrew McMillen. (Long)
- May 9, 1837 About \$600,000 in specie removed from New York banks as runs spread to all banks; \$81,000 withdrawn from the New York Bank for Savings by small savers; at a meeting in Mayor Clark's office, all but three of the banks agree to suspend specie payments next day. (Hone/Stokes, GTStrong, Lepler)
- May 9, 1837 N.Y. act authorizes Brooklyn & Jamaica Railroad to straighten the route of the Brooklyn, Jamaica & Flatbush Turnpike from Parmentier's Garden eastward to the property of A. Selover. (PL)
- May 9, 1837 New Jersey Railroad committee reports on negotiations with Stevens family for a branch from Bergen Hill cut to Hoboken; NJRR to run horse cars alternately to Jersey City and Hoboken and give each equal facilities; NJRR to get interest in steamboat line now running between New York and Newark. (MB)
- May 9, 1837 Track laid on the north wagon way of the Trenton Delaware Bridge to permit Philadelphia & Trenton trains to cross into Trenton with street trackage to a depot at Hanover and Broad Streets; horses used as motive power between Morrisville and Trenton; railroad does not cross the Delaware & Raritan Canal. (, WBWilson)
- May 10, 1837 Group of recent passengers, including Daniel Webster, places ad in Philadelphia, New York and Boston newspapers praising service of Express Line of packets on Main Line of Public Works. (USGaz)
- May 10, 1837 All banks in New York City except the Bank of America, the Bank of the Manhattan Company and the Merchants Bank suspend specie payments; the other three suspend in the afternoon; wrecks plan previously worked out to sustain banks through loan of canal stock; militia posted in Wall Street to maintain order; Panic leaves about a third of New York's manual

- laborers unemployed; Delaware & Hudson Canal Company stock rises from 50 to 67; Morris Canal & Banking Company stock from 30 to 50. (Stokes, GTStrong, Miller, Trager, Hone)
- May 11, 1837 Morris Canal & Banking Company suspends after New Yorkers cross over to Jersey City and stage a run on it. (Munroe)
- May 11, 1837 Philadelphia banks suspend. (Scharf - Stokes says also Baltimore, Albany, Hartford, New Haven and Providence); Philadelphia is bitterly divided, as it has one-third of the banks in Pennsylvania and 85% of the state's banking capital but is also a center of Democratic Party radicalism which favors "hard money," an exclusively metallic currency. (Snyder)
- May 11, 1837 Albany banks suspend. (Reynolds)
- May 11, 1837 Excursion held to celebrate the opening of the Tonawanda Railroad between Rochester and Batavia. (Peck)
- May 12, 1837 Baltimore banks suspend. (Scharf); also Boston and Mobile ? (Stokes)
- May 12, 1837 Georgia Gov. William Schley (1786-1858) engages Stephen H. Long to be Chief Engineer of the Western & Atlantic Railroad; Long is to give it two-thirds of his time at \$5,000 per year while he finishes his army service. (Calhoun)
- May 13, 1837 N.Y. Legislative committee recommends against further aid to the New York & Erie Railroad. (Mott)
- May 13, 1837 First section of Georgia Railroad opens at Augusta. (AAR - verify -see above)
- May 13, 1837 New Orleans banks suspend. (Stokes)
- May 14, 1837 Frankfurt banker August Schönberg (1816-1890) arrives in New York en route to Havana, wither he is being sent to protect the interests of the London and Paris Rothschilds in the Spanish Empire; here he finds the Panic underway and the banks in suspension; on his own initiative, Schönberg decides to stay in New York to take the place of the Rothschilds' failed agent, J.L. & S. Joseph & Co.; he changes his last name to Belmont (the French equivalent of Schönberg - "beautiful mountain"), becomes an Episcopalian, and establishes a private banking house; August Belmont & Co. prospers as the U.S. agent of the Rothschilds; Belmont becomes prominent in national Democratic politics, and 1849 marries Caroline Slidell Perry (-), the daughter of Commodore Matthew C. Perry and is assimilated into the American upper class; his son of the same name will play a prominent role in developing the New

- York subways and LIRR. (Katz, Corosso, Trager)
- May 15, 1837 Canal Commissioners place locomotive "borrowed" from Philadelphia & Columbia Railroad in permanent service on the Hollidaysburg level of Allegheny Portage Railroad. (CC)
- May 15, 1837 Spontaneous mass meeting of working classes held at Independence Square in Philadelphia; charge that suspension is a bank plot to force the repeal of the Specie Circular and restoration of a national bank; call for end to paper money; a committee is appointed to ask the banks whether they will redeem their \$10 and \$5 notes in specie. (Snyder, USGaz)
- May 15, 1837 Pres. Van Buren calls a special session of Congress to meet in Sep. (Lepler)
- May 15, 1837 Pittsburgh banks suspend. (HistPitts)
- May 15, 1837 Fairport, N.Y. (later Horseheads) incorporated as a village; located at the junction of the Chemung Canal and its navigable feeder. (French)
- May 1837 First record of hiring a clerk to take charge of handling mail on a train. (RyAge)
- May 1837 Solomon White Roberts (1811-1882), in England to inspect railroad iron being made for the Reading at the Dowlais Iron Works, witnesses George Crane's use of hot blast smelting with anthracite coal at Ynyscedwyn Iron Works in South Wales; he informs his uncle Josiah White of the Lehigh Coal & Navigation Company, who has experimented with anthracite smelting over a decade earlier. (Swank, Yates)
- May 1837 Bank of the United States agrees to send Ashbel Green Jaudon (1800-1864), brother of Samuel Jaudon, to New Orleans and Mobile to make large purchases of cotton with money drawn on Baring Brothers & Co. (Hidy)
- May 1837 B&O's Harpers Ferry Bridge is found to be defective and requires rebuilding of its masonry. (AR)
- May 1837 Ohio subscribes \$450,000 to the Pennsylvania & Ohio Canal Company under the Loan Law. (HistPrtgCo)
- May 1837 Ohio places the portion of the Miami & Erie Canal between Manhattan (below Toledo) and the foot of the Rapids of the Maumee (Grand Rapids) under contract. (Waggoner)
- May 1837 Ohio Board of Canal Fund Commissioners is unable to place a large bond

- issue on favorable terms; orders a temporary suspension of payments to contractors on all but the Wabash & Erie Canal; the Bank of Marietta and the Bank of Muskingum at Zanesville loan \$150,000 and \$50,000 respectively to be used on the Muskingum Improvement. (Scheiber)
- May 1837 Post Office begins appointing “route agents” to accompany mail shipments by rail; the first is John E. Kendall between Philadelphia and Washington. (Long/Dennis)
- May 16, 1837 August Belmont writes to the Rothschilds proposing to buy depreciated paper and sugar, cotton and other produce at the new low prices for resale at higher prices in Europe. (Lepler)
- May 16, 1837 Bank of Virginia suspends, followed shortly thereafter by the other state banks. (Starnes)
- May 17, 1837 Edwin A. Douglas (1805-1859) reports on survey for Belvidere Delaware Railroad; estimate \$1,030,202. (MB)
- May 17, 1837 Susquehanna Line of packets begins operating between Harrisburg and Wilkes-Barre, with connecting boats between Northumberland and Williamsport; runs through via Orrick & Noble's and J. J. Lewis & Company's cars over the Philadelphia & Columbia Railroad or Capt. McCabe's line of Union Canal boats and connects with stages from Wilkes-Barre to Carbondale and Montrose. (Harvey)
- May 17, 1837 Georgia Railroad & Banking Company suspends specie payments. (Ward)
- May 17, 1837 Detroit banks suspend.
- May 17, 1837 Cincinnati and Charleston, S.C., banks suspend. (Smiths, Stokes)
- May 18, 1837 State Bank of Indiana suspends specie payments. (Sulgrove)
- May 20, 1837 Gov. Joseph Ritner issues proclamation on the panic, saying he deems it inexpedient to call a special session of the Legislature and urging people to remain calm; blames the Panic on the Jackson Administration's meddling with banks and currency. (PaArch)
- May 20, 1837 Bank of Kentucky orders all branches not to accept any bills of exchange drawn outside of Kentucky or any out-of-state bank notes and to take on no new business; the restrictions on acceptances are gradually removed starting in Aug. to permit trade with states lying to the east and south; it also recalls a loan of \$250,000 state bonds to the Louisville Savings Institution. (Duke)

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| May 22, 1837 | St. Louis banks suspend. (Dowrie) |
| May 24, 1837 | State Bank of Illinois suspends. (Putnam) |
| May 25?, 1837 | An adjourned mass meeting is held at Independence Square in Philadelphia and adopts resolutions against banks, corporations and monopolies and a new state constitution to limit their creation; replies from the banks are read, refusing to redeem their small notes. (Snyder - check PubLdgr) |
| May 25, 1837 | Monongahela Navigation Company votes to suspend operations for 60 days. (StdHistPitts) |
| May 26, 1837 | Stockton & Stokes (William B. Stokes, Richard C. Stockton, Lucius W. Stockton and Daniel Moore) petition the U.S. Circuit Court for a further hearing of their claims in their dispute with Postmaster General Amos Kendall and his refusal to pay them the balance of \$39,462 due on their award of 1836. (37 US 524) |
| May 27, 1837 | With banks in suspension, Joint Companies authorize issue of \$20,000 in one-year notes of \$1 or less to pay bills. (MB) |
| May 27, 1837 | State Bank of Illinois suspends. (when Indiana?) |
| May 1837 | Ohio Board of Fund Commissioners, unable to place bonds, orders temporary suspension of contractors on Wabash & Erie Canal. (verify CC) |
| May 1837 | Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Portsmouth and Elizabethtown, shortening the stage portage from Rheems. (AR) |
| May 1837 | Chenango Canal opens between Utica and Binghamton, N.Y. (Whitford) |
| May 29, 1837 | Greenville, Pa., incorporated as a borough. (McKnight) |
| May 29, 1837 | William Gouge (-), the anti-bank, anti-credit and anti-paper money theorist, issues a new pamphlet suggesting that the federal government sever all ties with banks and keep its purely metallic currency in vaults in its own "Sub-Treasury" buildings located in 36 cities; this amounts to hoarding and renders federal funds unavailable for loan or encouraging economic development, which suits the aims of agrarian and radical Democrats; this becomes Democratic Party dogma until the Civil War. (Lepler) |
| May 30, 1837 | News of the New York bank suspensions arrive in London, where the Directors of the Bank of England are considering whether to continue to |

- keep supporting the liquidity of the “Three W’s.” (Lepler)
- Spring 1837 J.I. Cohens & Brothers of Baltimore fails owing Indiana \$298,000; Indiana eventually settles for assets valued at \$327,355 on paper, including stock of the B&O, Baltimore & Susquehanna, and Winchester & Potomac Railroads, the Canton Company, insurance companies, and assorted other enterprises and real estate. (Fatout - Cohens does not fail?!)
- June 1, 1837 Norristown & Valley Railroad Board authorizes seeking a three-year loan of \$400,000. (MB)
- June 1, 1837 Petersburg Railroad (Va.) assumes operation of the Greenville & Roanoke Railroad. (Cnls&RRs)
- June 1, 1837 By the margin of one vote, the Bank of England declines further aid to George Wildes & Co., Timothy Wiggin & Co. and Thomas Wilson & Co., and they suspend on June 2 and have their assets taken over by the Bank of England; this is soon followed by the failures of Bell & Grant and of Gowan & Marx, who have helped finance the Reading; however, the Bank extends credit to William & James Brown & Co. (Hidy, Govan, Dakers)
- June 1837 Philadelphia Councils defeat move to discontinue work on the City Railroad in Market Street and tear up the unfinished tracks because of interference with the market houses. (see 7/13, may be 6/8 or 6/29 - Schwartz)
- June 1837 Following the suspension of the “Three W’s,” Bell & Grant, Gowan & Marx, Coleman, Lambert & Co. and A. & G. Ralston & Co. all suspend within four days. (Hidy)
- June 5, 1837 Convention of Ohio banks held in Columbus; pledge not to pay out specie until a general resumption. (Huntington)
- June 5, 1837 English merchant banker James Morrison (1789-1857) of Morrison, Cryder & Co. obtains a loan of £325,000, an unusually large sum, from the Bank of England by pledging almost all his property. (Dakers)
- June 6, 1837 Annapolis & Elk Ridge Railroad organized: George W. Hughes appointed Chief Engineer on June 7; he follows his 1836 line for the Potomac & Annapolis Canal. (AR, Rept)
- June 6, 1837 Moses Taylor (1806-1882), hitherto a successful merchant specializing in the importation of Cuban sugar, becomes a director of the City Bank of New York as the representative of John Jacob Astor; Astor’s support is critical in saving the bank, which would have failed but for the suspension of specie payments; Taylor turns the bank into the treasury and war chest

of a group of mercantile and industrial enterprises controlled by himself and a few associates and remains the dominant factor at the bank until his death. (Hodas, Cleveland/Huertas)

- June 6, 1837 Seat of Livingston County, Illinois, changed from the house of Andrew McMillen to Pontiac. (Long)
- June 7, 1837 Valentine Hicks (1782-1850) elected Pres. of LIRR in place of Knowles Taylor, resigned. (MB)
- June 7, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes negotiations for new loan of \$100,000. (MB)
- June 7, 1837 U.S. Circuit Court orders Postmaster General Amos Kendall to pay Stockton & Stokes the balance of their award or show cause. (37 US 524)
- June 1837 Most transporting companies on Main Line have reduced the numbers of boats or entirely withdrawn boats because of lack of traffic and reduced rates.
- June 1837 PW&B contracts with Colket, Sterns & Co. for portion of grading and track from Delaware state line to Wilmington. (AR)
- June 1837 New York lets contracts for first portion of Genesee Valley Canal. (Whitford)
- June 1837 Whitewater Canal opens between Lawrenceburg and Brookville, Ind.
- June 12, 1837 New Jersey Railroad Board authorizes purchase of a second locomotive. (MB)
- June 12, 1837 Wilmington & Susquehanna Railroad appoints George Gray General Superintendent and James Elliott Superintendent of Motive Power. (MB)
- June 12, 1837 Special session of the Michigan Legislature convenes at the call of Gov. Stevens T. Mason to hear a report on the banks; Mason recommends authorizing the suspension of specie payments for one year until the New York banks resume. (Shade)
- June 12, 1837 News of the American suspension of specie payments reaches London; the British accuse the Americans of welching on their debts, but the British economy is already stabilizing and cotton prices rising again. (Lepler)
- June 14, 1837 Louis McLane resigns as Pres. of Morris Canal & Banking Company to become Pres. of the B&O. (Kalata, Munroe)

- June 14, 1837 Buffalo & Mississippi Railroad contracts the section between Michigan and La Porte, but little is done, and the company runs out of money after grading only three or four miles. (LS&MS AR, HistStJosCo)
- June 1837 Wilmington & Susquehanna Railroad tears out Christiana River bridge as defective and rebuilds it. (MB)
- June 1837 Auburn & Syracuse Railroad manages to raise \$20,000 on notes at New York to enable it to continue work. (Scanlon)
- June 1837 Volume on the New York Stock Exchange has fallen from 7,393 shares a day in Jan. to only 1,534 shares a day. (Burrows/Wallace)
- June 1837 Ohio Life Insurance & Trust Company resumes specie payments on its own notes. (Smiths)
- June 17, 1837 PW&B acquires title to the floating bridge, ferry rights and property at Grays Ferry for \$23,437 cash and \$20,312 in two-year bonds. (MB, AR)
- June 19, 1837 Virginia Board of Public Works instructs voters of state proxies on the boards of internal improvement companies to vote for establishing committees of inquiry to investigate the management and impose economies. (Calhoun)
- June 20, 1837 New Jersey Railroad discharges committee negotiating with Stevens family for branch to Hoboken on inability to come to terms. (MB)
- June 20, 1837 Wilmington & Susquehanna Railroad orders construction from Wilmington to Pennsylvania state line to meet PW&B. (MB)
- June 20, 1837 King William IV (1765-1837) of Great Britain dies childless; succeeded by his 18-year old niece Victoria (1819-1901), daughter of the late Duke of Kent, who reigns for the rest of the century and gives her name to the age. (Mercer)
- June 23, 1837 LIRR appoints James J. Shipman (1809?-1884) Resident Engineer & Superintendent. (MB)
- June 23, 1837 Edward Bissell appointed General Manager of the Erie & Kalamazoo Railroad. (Waggoner)
- June 24, 1837 Last run of Sunday trains on New Jersey Railroad. (MB)
- June 24, 1837 Virginia act stays the forfeiture of charters of banks in suspension and suspends the increases in bank stock authorized on Mar. 25. (Starnes)

- June 24, 1837 Postmaster General Amos Kendall files his response to the U.S. Circuit Court's order on the appeal of Stockton & Stokes claiming that the federal judiciary has no constitutional power to compel an executive department; Kendall then appeals to the U.S. Supreme Court. (37 US 524)
- June 28, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board reports has negotiated a loan of \$11,000; authorizes construction of shops, car house and passenger house at Harrisburg; cuts wages of engineers from \$2.25 to \$1.75 per day; firemen from \$1.25 to \$1.00, and Superintendent of Motive Power from \$3.00 to \$2.25. (MB)
- June 28, 1837 John A. Roebling writes to his former boss Edward H. Gill expressing the hope that he may find work with him again when the economy improves and submitting his ideas for improving the Ohio and other western rivers with slackwater dams, for maintaining the channel between the mouth of the Mississippi and New Orleans, and for a new kind of railroad switch. (Schuyler)
- June 29, 1837 First Baltimore & Port Deposite Railroad locomotive crosses Gunpowder River trestle; runs as far as the draw span in the Bush River trestle, which is not yet installed; trestles and ferry are designed by Chief Engineer B.H. Latrobe.
- June 29, 1837 City of Baltimore authorizes issue of \$350,000 in scrip. (Vexler)
- June 29, 1837 In a special election to fill a vacant Pennsylvania U.S. House seat, Whig Charles Naylor (1806-1872) defeats hard-money Democrat Charles J. Ingersoll (1782-1862) by a very slim margin in a normally Democratic district; the Whigs paint an Ingersoll victory as validating the Van Buren Administration's disastrous economic policies and persuade many pro-bank Democrats to withhold their votes. (Snyder, CongBio)
- June 30, 1837 Wilmington & Susquehanna Railroad appoints committee to negotiate harmonious relationship with New Castle & Frenchtown, i.e. no rate war. (MB)
- June 30, 1837 Baltimore & Port Deposite Railroad Board authorizes acquiring depot ground and Camden & Charles Streets from Matthew Newkirk; appoints a committee to negotiate with the New Castle & Frenchtown Railroad. (MB)
- June 30, 1837 Edward R. Biddle elected Pres. and Edwin Lord VP of Morris Canal & Banking Company. (Kalata)
- July 1, 1837 ___ Stokes of Columbian Line offers to sell boats to Joint Companies. (MB)

- July 1, 1837 First "experimental" trip run on Baltimore & Port Deposite Railroad between Baltimore and Havre-de-Grace; track is light strap rail. (BaltAm)
- July 1, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad begins carrying mail. (MB - check date)
- July 1, 1837 New York Canal Fund pays \$75,000 in due interest in specie, despite suspension of banks. (Miller)
- July 1, 1837 Ohio Canal Fund Commissioners pay the July interest in full specie value, thereby bolstering public confidence in Ohio's solvency. (Scheiber)
- July 1, 1837 Express mail rider established between Frederick, Md., and Cincinnati, running through via Columbus and Dayton in 59:30. (Morrow/Warren)
- July 4, 1837 PW&B begins work of Grays Ferry Bridge; a Town truss 800 feet long with 5 spans. (Wilson, Shank)
- July 4, 1837 First locomotive in Old Northwest, *Adrian No. 1* (BLW c/n 80), placed in service on Erie & Kalamazoo Railroad between Toledo and Adrian. (michiganrailroads - Gerstner has 7/37 - reprint of AR says 6/20/37 for first use - Waggoner, citing the Toledo blade of 7/4 says is in operation)
- July 4, 1837 Wabash & Erie Canal opens between Huntington and Wabash, Ind. (Benton)
- July 4, 1837 First boat scheduled to open the Miami & Erie Canal from Dayton to Piqua with William Henry Harrison aboard is only able to go as far as Troy before being stopped by low water; Harrison proceeds to Piqua by land next day. (HistMiamiCo, shelbycohs)
- July 4, 1837 Grand Junction Railway opens between Birmingham and Warrington in England, linking the West Midlands with Lancashire; first British long-distance interregional railway. (James)
- July 6, 1837 Baltimore & Port Deposite Railroad begins revenue service with two-car passenger train between the east side of Pratt Street, Baltimore and Havre de Grace; locomotives built by Gillingham & Winans of Baltimore burn anthracite coal, but prove unsatisfactory and are soon replaced with Norris wood-burners. (MB, BaltAm)
- July 6, 1837 Willard Thomson (1837-1917), founder of Eastern Shore Steamboat Company and VP of Baltimore, Chesapeake & Atlantic Railway, born at Southport, Maine. (MB - obit)

- July 1837 Wilmington & Susquehanna Railroad completes Principio Creek bridge and lays track over it to Perryville. (MB)
- July 1837 John Dougherty of Reliance Transportation Company makes a demonstration run with a two-piece section boat between Columbia (?) and Pittsburgh; carried on 8-wheel trucks over the Allegheny Portage Railroad with the cooperation of Supt. Joseph W. Patton; two sections carry a total of 18 tons. (apparently had built boat planes at Hollidaysburg and Johnstown at own expense). (PittsGaz notes on display at Pitts in AM of 7/12)
- July 10, 1837 LIRR Board authorizes paying creditors in notes; reports a suit has been brought by George B. Fiske, et al., to set aside results of election of June 5. (MB)
- July 10, 1837 Wilmington & Susquehanna Railroad Board authorizes building second track from Elkton as far as available rails permit. (MB)
- July 10, 1837 State of Illinois places two divisions of the Northern Cross Railroad under contract. (Ystrdy&Tdy)
- July 10, 1837 Illinois Legislature convenes in special session. (Garnett)
- July 10, 1837 Illinois act legalizes the indefinite suspension of specie payments. (Putnam)
- July 12, 1837 Canal Commissioners order Archibald Orme, Supervisor of Juniata Division, to make a steam towboat for the Susquehanna River crossing from a P&C locomotive and a canal boat. (CC)
- July 13, 1837 Philadelphia Common Council votes 10-9 to remove the unfinished City Railroad tracks on Market Street but lacks a two-thirds majority. (Schwartz)
- July 1837 Philadelphia Councils appropriate \$20,000 to finish the City Railroad on Market Street.
- July 1837 Flood on French Creek and Beaver River destroys Bemus's Mill Dam on French Creek Feeder Canal, throwing the canal out of service as far south as the junction with the Franklin Line; remains unrepairs and out of service until sale to Erie Canal Company in early 1840s.
- July 13, 1837 Wilmington & Susquehanna Railroad Board agrees to transfer rights north of Wilmington to PW&B; discusses through service to Baltimore; W&S wants rates divided on basis of cost; Baltimore & Port Deposite Railroad, which is more lightly built, wants divided on basis of length; B&PD

agrees to pay W&S two thirds of through receipts, from which W&S is to pay one sixth to Capt. Wilmon Whilldin (1773-1852) of the *Telegraph*. (MB)

- July 13, 1837 Meeting held in Pittsburgh in favor of a railroad to Chambersburg to connect with Cumberland Valley Railroad. (PittsGaz)
- July 14, 1837 Wilmington & Susquehanna Railroad contracts with Capt. Willmon Whilldin for service of steamboat *Telegraph* between Philadelphia and Wilmington. (AR)
- July 14, 1837 First train operates over Wilmington & Susquehanna Railroad between Wilmington and Perryville; train ferry *Susquehanna* also makes first run between Perryville and Havre-de-Grace; six passenger cars run through to Baltimore; in regular service, ferry carries only mail and baggage cars on a single track on the upper deck; some sources say that passengers were required to change trains and others that passenger cars were ferried; passengers rode in a cabin on the lower deck; ferry was built at Baltimore at joint expense of W&S and Baltimore & Port Deposite Railroad but was underpowered. (MB, Hilton/StmbtBill)
- July 15, 1837 Wilmington & Susquehanna Railroad begins three days of excursions between Wilmington and Susquehanna River at \$1 fare. (MB)
- July 15, 1837 Cornelius Vanderbilt begins advertising the steamboats *Cleopatra* and *Clifton* running between New York and Sag Harbor at the east end of Long Island as a summer vacation service. (Stiles)
- July 15, 1837 The Panic is taking its toll on the Long Branch, N.J., summer tourist trade, with some boarding houses empty and others nearly so. (Ellis)
- July 1837 James P. Allaire begins running the steamboat *Isis* from New York to Red Bank on the Navesink River, which grows into a major transshipment point for northern Monmouth County. (Ellis)
- July 1837 A New York syndicate headed by Prime, Ward & King takes \$500,000 in 6% Ohio Canal bonds at 112.6. (Scheiber)
- July 1837 Erie & Kalamazoo Railroad places in service a “Pleasure Car” or “Gothic Car”; its Gothic lines make it look something like a small chapel moving sideways on 4 wheels; it is divided front-to-back into 3 compartments, each seating 8 passengers; the middle section is raised to make room for a baggage compartment underneath, creating a peaked Gothic profile. (Waggoner)
- July 1837 Illinois Fund Commissioners Thomas Mathers, M.M. Rawlings, and

Charles Oakley, leave for New York to place the state Improvement bonds; they manage to sell \$4,869,000 at par, \$100,000 at a 5% premium and others at small amounts above par; however, most of the bonds are sold on the installment plan, and relatively little real money is received. (Smith)

- July 1837 Michigan Gov. Stevens T. Mason, being informed by John Delafield that the \$5 million loan cannot be placed in Europe without increasing the interest rate and making interest payable in Europe as well as the U.S., exceeds his authority and authorizes Delafield to raise the interest to 6%; Delafield assures him that he can have the loan placed in London by Prime, Ward & King, the American correspondents of Baring Brothers. (Parks)
- July 1837 Wabash & Erie Canal opens between Wabash and Peru, Ind. (Benton)
- July 1837 Richard Douglas Gough makes a new lease of the Ynyscedwyn Iron Works and mines to George Crane. (history.powys)
- July 16, 1837 Union Canal Company of Pennsylvania resumes interest payments on loans. (AR)
- July 17, 1837 Wilmington & Susquehanna Railroad and NC&F agree to maintain rates. (MB)
- July 17, 1837 Maj. George W. Hughes begins a survey of the Allegheny River at Olean, having already surveyed the upper river from Potato Creek. (Ellis/Cattaraugus)
- July 18, 1837 Two-day convention convenes at Bedford, Pa., in support of a state survey for a railroad or turnpike from Chambersburg to Pittsburgh; complains that no internal improvement money yet spent in southern tier of counties.
- July 19, 1837 A more formal excursion opens through line between Philadelphia and Baltimore using steamboat *Telegraph* on Delaware River to Wilmington; guests include Nicholas Biddle and other dignitaries; two trains of three cars each from Baltimore and train from Wilmington meet at the Susquehanna River for cruise and dinner on ferry *Susquehanna*. (BaltAm)
- July 21, 1837 Illinois act orders Board of Public Works to begin surveys and construction. (PL)
- July 21, 1837 Illinois act pledges all the state's bank stock to redeem the Internal Improvement Loan. (Garnett)
- July 22, 1837 PW&B makes first demonstration run for general public between

Philadelphia and Baltimore, using steamboat *Telegraph*, Capt. Wilmon Whildden, between Philadelphia and Wilmington; Baltimore & Port Deposite's two Gillingham & Winans engines break down (near present-day Perryman); Wilmington & Susquehanna Railroad thanks John Perryman for hospitality to stranded passengers; B&PD has to borrow one locomotive each from Baltimore & Susquehanna Railroad and Wilmington & Susquehanna Railroad, both of which were built in Lowell, Mass., to resume service; Winans locomotives are repaired and assigned to a new way train between Baltimore and Havre-de-Grace or as reserve. (MB,)

- July 22, 1837 Norristown & Valley Railroad Board reduces the amount of loan sought from \$400,000 to \$300,000, which is successfully placed. (MB)
- July 24, 1837 Directors of Cumberland Valley Railroad pledge to individually guarantee the scrip in 25-cent and 50-cent bills which they have issued to pay construction bills. (Wilson)
- July 25, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad approves design of station and shop buildings at Harrisburg. (MB)
- July 1837 Ezekiel Childs resigns as Superintendent of Motive Power of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad rather than be fired for incompetence. (MB)
- July 31, 1837 Wilmington & Susquehanna/Baltimore & Port Deposite through line between Philadelphia and Baltimore begins regular revenue service with one round trip; runs through in 6:09, including 2:03 for steamboat *Telegraph* from foot of Dock Street to Wilmington; fare set at \$4.00, divided \$2.50 to W&S and \$1.50 to B&PD, after assurance from Union Line/NC&F that they will not cut fare; company has "steam barge" *Canton* to operate as connecting shuttle between Port Deposit and Havre-de-Grace. (MB, BaltAm)
- Summer 1837 Auburn & Rochester Railroad suspends construction. (Scanlon)
- Summer 1837 B&O surveys route west of Harpers Ferry via Hagerstown and Boonesboro, and also via Martinsburg, Va. (Dilts)
- Summer 1837 Express Mail post rider service established between Baltimore and Cincinnati via the National Road running through in 60 hours. (Lee/Columbus)
- Summer 1837 Hessian fly devastates the wheat crop in the Middle Atlantic States, accentuating economic distress. (Dilts)

- Summer 1837 By now, unemployment has produced the extinction of the nascent labor movement, including the National Trades Union. (Burrows/Wallace)
- Aug. 1, 1837 New Jersey Railroad gives Nevins & Townsend remaining \$100,000 of state stock to cover advances made since Mar. 1837. (MB)
- Aug. 1, 1837 Packet leaving New York carries \$1.5 million in specie to England. (Hone)
- Aug. 1, 1837 Because of suspension of the Bank of the United States, interest on Pennsylvania state debt postponed from Aug. 1 to Dec. 1.
- Aug. 2, 1837 First locomotive, *Orange*, built by Seth Boyden (1788-1870) of Newark, placed on Morris & Essex Railroad. (Taber)
- Aug. 2, 1837 Government calls for bids for building the National Road west of Springfield, Ohio, as far as the Miami River. (Prince)
- Aug. 4, 1837 Ormsby McKnight Mitchel (1810-1862) reports on survey for Little Miami Railroad. (MB)
- Aug. 5, 1837 Greene County sets stipulation that \$50,000 subscription to Little Miami Railroad must be spent within county. (MB)
- Aug. 7, 1837 Wilmington & Susquehanna Railroad establishes flagstop stations at Newark, Del., and North East, Md. (MB)
- Aug. 7, 1837 David Wallace (1799-1859), a Whig and native of Pennsylvania who is committed to the state system of internal improvements, is elected Gov. of Indiana, defeating fellow Whig John Dumont. (Sobel, Fatout)
- Aug. 8, 1837 Annual meeting of the Baltimore & Port Deposit Railroad hears a report that the railroad within the city, which was built by the Canton Company of Baltimore, is dilapidated and dangerous; it has two short curves in Caroline Street; have a plan to relocate the track straight through Fleet Street to President Street; Matthew Newkirk has purchased a new Norris locomotive at Philadelphia. (MB)
- Aug. 12, 1837 Cumberland Valley Railroad completed from Carlisle to White Hill 1.5 miles west of the Susquehanna River at Harrisburg. (Wilson)
- Aug. 15, 1837 New York bankers, led by Albert Gallatin of the National Bank of New York City, call for a national bankers' convention to push for nationwide resumption; under New York law, banks are required to resume by May 10, 1838 or forfeit their charters. (Miller)

- Aug. 1837 Nicholas Biddle begins a plan to bid up the price of American staple exports, particularly cotton; using Ashbel Green Jaudon as a front, he borrows from the United States Bank of Pennsylvania and sends agents to the South and West with \$2.3 million to buy cotton and ship it to Humphreys & Biddle in London, where it is to be held against an advance in price; most of this money is in the notes of the old Bank of the United States, because the new Pennsylvania charter imposes a penalty of 12% for failing to redeem notes in specie, a provision that does not apply to the notes of the old Bank; by fall, Biddle's agents have purchased more than 60,000 bales. (Govan)
- Aug. 1837 Ohio Canal Fund Commissioners resume cash payments to contractors following the placement of a new loan. (Scheiber)
- Aug. 1837 Welsh coal miners at Farrandsville and its ore mine on Hemlock Creek strike or run away because of late pay, poor housing and other inadequacies; most go to the coal mining center of Pottsville; Daniel Tyler has the "deserters" arrested and prosecuted; the cases do not come to trial, and most of the men return, but operations are badly disrupted. (Knowles)
- Aug. 16, 1837 NC&F moves its morning departure from 6:00 to 7:00 AM to equal Wilmington & Susquehanna Railroad. (MB)
- Aug. 16, 1837 Cumberland Valley Railroad's first locomotive, *Cumberland Valley*, runs from Bridgeport (Lemoyne) to Carlisle, Pa. (Wilson)
- Aug. 18, 1837 Joint Companies secure new loan of £225,000 (\$1 million) in London. (MB)
- Aug. 19, 1837 Cumberland Valley Railroad holds opening excursion from Carlisle to Bridgeport with locomotive *Cumberland Valley*; returns to Carlisle with dignitaries for dinner at 2:30 PM. (Wilson)
- Aug. 19, 1837 Future Northern Central Railway General Superintendent Robert Neilson (1837-1896) born in Ontario. (SnbySmphr)
- Aug. 21, 1837 James Canby (1781-1858) resigns as Pres. of Wilmington & Susquehanna Railroad in ill health; Joseph C. Gilpin elected Pres. pro-tem. (MB)
- Aug. 21, 1837 Cumberland Valley Railroad runs excursions for ladies only. (Wilson)
- Aug. 21, 1837 Georges Creek Coal & Iron Company begins the construction of a coke-fueled iron furnace at Lonaconing in the Cumberland Coal Field. (Harvey)
- Aug. 23, 1837 Little Miami Railroad organized at Dennison's Tavern in Cincinnati; first board of directors elected. (MB)

- Aug. 24, 1837 Cincinnati Mayor George W. Neff (1800-1850) elected Pres. of Little Miami Railroad; Ormsby M. Mitchel appointed Engineer; Board orders application for state aid under the Loan Law. (MB - NB C&C says Neff resigns 8/25 and replaced by Jeremiah Morrow - verify)
- Aug. 25, 1837 Little Miami Railroad adopts O.M. Mitchel's preliminary location between Cincinnati and Springfield via Clifton. (MB)
- Aug. 26, 1837 James Price elected Pres. of Wilmington & Susquehanna Railroad, replacing James Canby, resigned. (MB)
- Aug. 28, 1837 Baltimore & Port Deposit Railroad demands it be allowed to return its two Gillingham & Winans locomotives as unsatisfactory and refuse to accept two others that are under construction; new locomotive on order from Norris in Philadelphia is to be called the *Matthew Newkirk*. (MB)
- Aug. 28, 1837 Norristown & Valley Railroad Board orders a reorganization of its engineer corps once the company has placed its mortgage loan; considers Henry R. Campbell's proposal to build a bridge over the Schuylkill River near Conshohocken to connect with the Philadelphia, Germantown & Norristown Railroad. (MB)
- Aug. 31, 1837 Canal Commissioners refuse petition of John Dougherty to build a loading plane for section boats at Harrisburg; fear diversion of traffic to Harrisburg & Lancaster; refuse to grant or imply rights to operated boats over Philadelphia & Columbia Railroad. (CC)
- Sep. 2, 1837 Samuel F. B. Morse (1791-1872), originally a portrait painter and now a professor at the University of the City of New York (now New York University), demonstrates his first crude telegraph that he has developed in partnership with Prof. Leonard D. Gale; one of the persons attending is Alfred L. Vail (1807-1859), the son of Stephen Vail (1780-1864) proprietor of the Speedwell Iron Works near Morristown, N.J.; the younger Vail also becomes Morse's partner and uses the family manufacturing expertise to improve the telegraph. (Thompson)
- Sep. 4, 1837 Cumberland Valley opens over last 1.5 miles to Bridgeport (Lemoyne) on the west bank of the Susquehanna opposite Harrisburg. (according to Wilson, this is the day regular revenue service began, with omnibus transfer to HPMJ&L)
- Sep. 4, 1837 Pres. Van Buren convenes a special session of Congress to deal with the crisis; he cancels the Oct. distribution of the federal surplus to the states and calls for the government to issue its own "Treasury notes" until the banks resume specie payments; he also calls for implementing William

Gouge's ideas of removing the government funds from banks altogether and placing them in Independent Treasuries, really little more than private vaults, located in major cities; as such, it would prevent banks from using them for credit and note issue; the plan founders when Whigs and soft-money Democrats in Congress note that removing the specie from the market and effectively hiding it under the mattress will cause deflation and worsen the depression. (Howe, Lepler)

- Sep. 6, 1837 Cincinnati ordinance authorizes a loan of \$430,000, of which \$200,000 is for Little Miami Railroad and \$200,000 for Cincinnati & Whitewater Canal. (Church)
- Sep. 8, 1837 Norristown & Valley Railroad Board announces that two-fifths of the grading is done; authorizes the resumption of salaries. (MB)
- Sep. 12, 1837 Baltimore & Port Deposit Railroad accepts offer of house at Fleet & Market Streets for use as a passenger station in Fells Point, Baltimore. (MB)
- Sep. 12, 1837 New York & Harlem Railroad secures a \$400,000 loan from Edward R. Biddle. (AR)
- Sep. 14, 1837 Morris & Essex Railroad extended from Orange to Madison, N.J. (Taber)
- Sep. 1837 Business in New York City shows some signs of revival. (Stokes)
- Sep. 1837 New Jersey Railroad orders £15,000 worth of British rails through A. & G. Ralston. (MB)
- Sep. 1837 Camden & Amboy Railroad begins construction of Bordentown-Trenton Branch using berm bank of Delaware & Raritan Canal. (Watkins)
- Sep. 1837 Nicholas Biddle prepares to send Samuel Jaudon to London and May Humphreys (1792-1866) to Liverpool as agents for the state Bank of the United States; the agency agreement with Baring Brothers & Co. is terminated; Jaudon is to market American securities that the Bank of England declares off limits to British houses trading with America. (Govan)
- Sep. 1837 T.S. Brown surveys the Buffalo & Erie Railroad between Buffalo and the Pennsylvania state line; no other work done. (ARJ)
- Sep. 1837 Robert M. Shoemaker (1815-1885), formerly with the Utica & Schenectady Railroad, named Chief Engineer of the Mad River & Lake Erie Railroad, replacing James Durbin, an associate of disgraced former engineer James H. Bell; William H. Clement (1815-1887) joins him.

(Smiths, White)

- Sep. 1837 Jesse L. Williams (1807-1886) appointed Chief Engineer of Madison & Lafayette Railroad, replacing Henry M. Pettit; Pettit resigned under fire from local interests for recommending a road instead of a railroad between Jeffersonville and Crawfordsville. (Anderson)
- Sep. 1837 John Flack Winslow (1810-1892) becomes a partner of Erastus Corning in the Albany Iron Works. (Neu)
- Sep. 18, 1837 Joint Companies Board has received bills of exchange totaling £82,888. (Watkins)
- Sep. 20, 1837 Track of the New York & Harlem Railroad completed from Prince Street to Walker Street. (NYPost/Stokes)
- Sep. 22, 1837 Little Miami Railroad appoints Clark Williams Acting Commissioner at \$4 a day to oversee contractors; notes subscription of Cincinnati is insufficient and appoints committee to ask for state subscription; Jeremiah Morrow (1771-1852) added to Executive Committee. (MB)
- Sep. 23, 1837 Samuel F. B. Morse (1791-1872) receives a patent for an electro-magnetic telegraph he invented in 1832; Morse forms a partnership with a New Jersey mechanic, Alfred Vail (1807-1859), who helps make the instruments and develops the "Morse Code" of dots and dashes. (Trager - see above)
- Sep. 24, 1837 Baltimore & Port Deposite Railroad Board appoints a committee to arrange a merger with the PW&B. (MB)
- Sep. 24, 1837 Future Cleveland industrialist and Senator Marcus Alonzo Hanna (1837-1904) born at New Lisbon, Ohio, the son of Dr. Leonard Hanna (1806?-1862) the descendant of Ulster Scot Quakers who emigrated to Bucks County, Pa., in 1753, and Samantha Converse Hanna (1812?-) a Yankee of Huguenot and English antecedents. (Croly)
- Sep. 25, 1837 James D. Harris reports on railroad and canal survey along Penns Creek to New Berlin. (CC)
- Sep. 25, 1837 PW&B Board hears report of Executive Committee; have adopted a line across the meadows south of Grays Ferry instead of the upland route proposed by Strickland to save money for damages; results in frequent flooding until finally replaced in 1870s; have contracted sections between Alburgers and Darby Creek and from Delaware state line to Quarryville creek to Colket, Sterns & Co., balance of grading to William Slater, and Brandywine and Grays Ferry bridges to Henry R. Campbell; Colket,

- Sterns & Co. to lay all track from Grays Ferry to Darby Creek and from Marcus Hook to Wilmington; Board authorizes acquiring as much iron as needed from faltering Little Schuylkill & Susquehanna Railroad. (MB)
- Sep. 28, 1837 Future railroad entrepreneur Edward Francis Winslow (1837-1914) born at Augusta, Maine, a descendant of Kenelm Winslow of Plymouth Colony and a distant cousin of the Winslows of Winslow, Lanier & Co. (DAB)
- Oct. 1, 1837 Fourth installment of Delaware state loan of \$110,000 to Wilmington & Susquehanna Railroad goes unpaid because Congress has cancelled distribution of federal surplus; W&S had received \$80,793. (MB)
- Oct. 2, 1837 Edwin A. Stevens, James A. Green, and Benjamin Fish elected to the Board of the Trenton Delaware Bridge Company, cementing control by the Camden & Amboy; appoint a committee to seek legislation from Pennsylvania and New Jersey. (MB)
- Oct. 2, 1837 Toledo gains a majority on the Erie & Kalamazoo Railroad Board; A. J. Comstock elected Pres. (Waggoner)
- Oct. 3, 1837 W.F. Blydenburgh resigns as LIRR VP and director, although remains as Secretary; Board appoints Richard Senior General Agent. (MB)
- Oct. 3, 1837 *Sandusky*, first locomotive built by Rogers, Ketchum & Grosvenor of Paterson, N.J., for Mad River & Lake Erie Railroad, tested on Paterson & Hudson River and New Jersey Railroads, running between Paterson and East Brunswick and return; Thomas Rogers has carefully made drawings and patterns from the imported P&HR locomotive *McNeill*, a 4-2-0 built by Stephenson in 1835; built under the supervision of Rogers' pattern-maker William Swinburne (1805-1883), later an independent locomotive builder. (Lucas, joecphoto.com, Taber, Steinbrenner)
- Oct. 3, 1837 Wilmington & Susquehanna Railroad authorizes permanent loan of \$600,000; orders blacksmith shop built at Wilmington; appoints committee to consider establishing a steamboat line between Perryville and Norfolk. (MB)
- Oct. 3, 1837 Books for Sunbury & Erie Railroad opened at Merchants Exchange in Philadelphia. (Rosenberger)
- Oct. 7, 1837 New Jersey Railroad Board authorizes £100,000 loan through United States Bank of Pennsylvania; only £30,000 sold in Mar. 1838. (MB)
- Oct. 7, 1837 Maj. William Gibbs McNeill and Capt. W.G. Williams report on a survey of the Louisville, Cincinnati & Charleston Railroad. (Hill)

- Oct. 9, 1837 Cars on the New York & Harlem Railroad run from Walker Street every 15 minutes during the day. (Greene)
- Oct. 10, 1837 Whigs win control of the New Jersey Legislature. (Sobel)
- Oct. 10, 1837 Democrats retain control of Pennsylvania House by a reduced margin; Whigs and Antimasons retain a five-vote majority in the Senate; Thaddeus Stevens returned to the House; Bank Democrats hold the balance of power and frequently vote with the Whigs. (Snyder)
- Oct. 10, 1837 Whigs win control of Ohio Legislature to gain complete control of the state government; also win in Indiana, where Democrats field no candidate for Governor; Whig David Wallace wins on internal improvement issue against fellow Whig John Dumont, who urges confining spending to the most important projects first. (ONW - note Ind. election was 1st mon in aug)
- Oct. 10, 1837 Baltimore & Port Deposit Railroad authorizes discontinuing way train as soon as convenient; orders additional locomotive from Norris. (MB)
- Oct. 11, 1837 Edwin Townsend Evans (1837-1909), future operator of the Anchor Line of steamships on the Great Lakes, born at Buffalo; son of James Carey Evans (1809-1901) and Jane Townsend Evans. (Evans)
- Oct. 1837 Philadelphia ordinance bans trains on the City Railroad on Wednesdays and Saturdays so as not to interfere with farmers' wagons serving the market sheds; the Superintendent is to prevent anyone from parking railroad cars for loading and unloading in the streets and ordinary wagons from running on the railroad tracks. (Cutler/Roberts, Schwartz)
- Oct. 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Rheems and east portal of Elizabethtown Tunnel; passengers walk between two halves of railroad; despite this, it manages to divert most passenger traffic from the state-owned Philadelphia & Columbia Railroad. (AR, CC)
- Oct. 1837 Richard Peters (1810-1889), who has followed his friend J. Edgar Thomson to Georgia, appointed Superintendent of the Georgia Railroad & Banking Company. (RRGaz)
- Oct. 1837 B&O ends surveying between Harpers Ferry and the Ohio River. (AR)
- Oct. 1837 After complaints of high fares, Postmaster General Amos Kendall transfers the Baltimore-Washington mail contract from the B&O back to stagecoach operators James Williams and John H. King; the stagecoach fare is cut to \$2.00. (Holmes/Rohrbach)

- Oct. 1837 Samuel Jaudon leaves for London to handle the Bank of the United States's Sterling exchange business. (WBSmith)
- Oct. 16, 1837 Camden & Philadelphia Steam Boat Ferry Company rejects Jacob Ridgway's proposal for the purchase of his Market Street ferry property; authorizes constructing wharf and slip at Walnut Street. (MB)
- Oct. 16, 1837 Ohio Board of Public Works places second division of Hocking Canal under contract as far as Nelsonville. (McClelland)
- Oct. 18, 1837 Canal Commissioners order John P. Baily to report on enlarging Delaware Division to equal Lehigh Canal. (CC)
- Oct. 18, 1837 Jacob Gratz resigns as Pres. of the Union Canal Company of Pennsylvania; replaced by Charles Graff as Pres. pro tem. and then by William Boyd. (AR)
- Oct. 19, 1837 Nicholas Biddle engages the Philadelphia firm of Bevan, Humphreys & Co. to replace Ashbel Green Jaudon as his agent in the purchase of American cotton and produce for export; the details of the operations are to be handled by Joseph Cowperthwaite, the new Cashier of the United States Bank of Pennsylvania, and his assistant Thomas Dunlap; the cotton is to be sold by the firm of Humphreys & Biddle in Liverpool, consisting of May Humphreys and Edward Biddle, son of Nicholas Biddle. (Govan, WBSmith)
- Oct. 20, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board reports that west abutment of Conewago Bridge has fallen down. (MB)
- Oct. 23, 1837 Benjamin Wright, consulting engineer to the Illinois & Michigan Canal, reports in favor of a shallow cut on the summit level and using slackwater between Lake Joliet and La Salle. (Putnam)
- Oct. 24, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad contracts with William Cameron to build new pier for Conewago Bridge. (MB)
- Oct. 25, 1837 Portion of the Miami & Erie Canal and of the Wabash & Erie Canal in Ohio placed under contract from the head of the Maumee Rapids to the Indiana state line. (Waggoner)
- Oct. 26, 1837 New York & Harlem Railroad opens from 85th Street to Harlem (125th Street), including a 600-foot tunnel under Observatory Hill between 92nd & 94th Streets; Murray Hill cut is roofed over to create a tunnel under 4th Avenue between 33rd & 42nd Streets using granite sills removed from the old street rail; opening excursion includes a banquet at Nolan's hotel near

- the tunnel. (GrnBk, Stokes, AR, Greene, RRH - note in 1846 was still a deep cut, not a tunnel at Murray Hill)
- Oct. 27, 1837 Whig William Pennington (1796-1862), son of former Gov. William S. Pennington, sworn in as Gov. of New Jersey. (Sobel)
- Oct. 28, 1837 Gov. Ritner issues letters patent to Sunbury & Erie Railroad. (Val)
- Oct. 28, 1837 LIRR stockholders' committee makes inspection trip to Hicksville. (MB)
- Oct. 30, 1837 New Jersey Railroad Board authorizes negotiations with Associates of the Jersey Company to have sole terminal at Jersey City and exclusive use of a ferry boat; authorizes having only one stopping place in Newark. (MB)
- Oct. 30, 1837 Erie & Kalamazoo Railroad Board authorizes contracting for transporting the Great Western Mail between Toledo and Adrian. (Waggoner)
- Oct. 31, 1837 Raritan River bridge completed and New Jersey Railroad opens to New Brunswick; bridge is double-deck with roadway on lower level; designed by Lorenzo A. Sykes. (NwkSntFrdm - AR of 1852/3 says first passed 10/28)
- Fall 1837 Bald Eagle & Spring Creek Navigation opens from Flemington to Howard Furnace. (CnlCrnts)
- Nov. 1, 1837 James P. Stabler resigns as Chief Engineer of Wilmington & Susquehanna Railroad. (MB)
- Nov. 2, 1837 Gov. Ritner grants a license to take tolls on the balance of the Lehigh Navigation. (CLJones)
- Nov. 3, 1837 Phaon Jarrett is now Assistant Engineer of the Norristown & Valley Railroad. (MB)
- Nov. 1837 Baldwin completes 4-2-0 *Chambersburg* (c/n 97) for Cumberland Valley Railroad. (Lovell)
- Nov. 1837 Samuel Jaudon and May Humphreys arrive in Britain as agents of the United States Bank of Pennsylvania; between Nov. 1 and June 15, 1838, they handle about 35% of the U.S. cotton crop on consignment; they also market American securities. (Govan)
- Nov. 6, 1837 Whigs win control of the New York Assembly in a reaction against the Panic and the Safety Fund system of banks, ending nearly 20 years of Democratic-Albany Regency domination; however the Democrats retain control of the Senate and Governor's Office. (Seavoy, Pencak, Hone)

- Nov. 6, 1837 Michigan Gov. Stevens T. Mason and the Democrats win reelection by a slim margin; the Whigs are strongest in the second tier of counties along the line of the Central Railroad. (Shade, Parks)
- Nov. 7, 1837 Earliest known Route Agent stamp for railway mail issued on the Mohawk & Hudson Railroad. (Long/Dennis)
- Nov. 8, 1837 John P. Baily reports on the Allegheny Portage Railroad in favor of retaining the inclined planes but extending the railroad 20 miles at each end to save lockage time. (Wilson - verify)
- Nov. 9, 1837 Canal Commissioners order John P. Baily to resurvey West Philadelphia Railroad as Henry R. Campbell is not a state engineer; order Garrett & Eastwick to alter one of their locomotives running on the Philadelphia & Columbia Railroad to burn anthracite as an experiment. (CC)
- Nov. 9, 1837 Whigs sweep New York State elections, carrying New York City. (GTStrong - see above)
- Nov. 10, 1837 Charter supplement to New Jersey Railroad authorizes issue of \$500,000 additional stock. (MB)
- Nov. 10, 1837 Northern Liberties & Penn Township Railroad denies Sep. 2 request of Jacob Peters & Charles Hinkle to be relieved of future payments for passenger concession; earnings are down because mechanics have been thrown out of work and aren't making pleasure trips to Fairmount; Peters & Hinkle have 18 horses in service. (MB)
- Nov. 10, 1837 Cumberland Valley Railroad holds excursion from Carlisle to Newville. (Wilson)
- Nov. 10, 1837 James D. Harris reports to Canal Commissioners on canal/railroad survey between Susquehanna River and New Berlin. (CC)
- Nov. 10, 1837 B&O Chief Engineer Jonathan Knight and Benjamin Henry Latrobe leave Baltimore on a tour to examine the track structure of other railroads in New England and the Middle States and to recommend one for the extension of the B&O. (Knight)
- Nov. 10, 1837 New York, Providence & Boston Railroad opens between Hill's Wharf in South Providence, opposite Fox Point, and Stonington; establishes a ferry across Providence Harbor to the Boston & Providence Railroad at India Wharf; with steamboats on Long Island Sound from Stonington, forms a complete line between New York and Boston, avoiding the rough waters around Point Judith, R.I., and saving three hours; the road has been built

almost entirely with New York capital and connects with the boats of the Boston & New York Transportation Company, operating a daily overnight service; however, its capital is badly inflated, consisting of \$1.3 million in stock and another \$1.3 million in bonds, burdening it with high fixed charges; many of the bonds are controlled by the Girard Bank in Philadelphia. (NHCorp, Harlow, Stiles)

- Nov. 10, 1837 Locomotive *Sandusky* arrives at Sandusky via Erie Canal and Lake Erie accompanied by Thomas Hogg, a British mechanic supplied by Rogers, Ketcham & Grosvenor. (Smiths)
- Nov. 11, 1837 Charter supplement authorizes New Jersey Railroad & Transportation Company to increase stock by \$500,000. (PL, Digest)
- Nov. 11, 1837 Wilmington & Susquehanna Railroad conveys franchise rights between Wilmington and Pennsylvania state line to PW&B. (Val)
- Nov. 11, 1837 Michigan Gov. Stevens T. Mason sends a special message to the Legislature calling for amending the loan law increasing the rate of interest as requested by John Delafield. (Parks)
- Nov. 13, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes lengthening Conewago Bridge by adding another span on west end. (MB)
- Nov. 14, 1837 Wilmington & Susquehanna Railroad deposits \$110,000 in United States Bank post notes with state of Delaware as security for \$100,000 state loan. (MB)
- Nov. 15, 1837 Michigan Gov. Stevens T. Mason gives John Delafield of the Phenix Bank the agency for the sale of the \$5 million loan; however, Mason then sells an installment of the bonds to Oliver Newberry of Detroit; Delafield then refuses to honor the state's first \$150,000 draft against the loan. (Parks)
- Nov. 1837 William B. Foster, Jr., returns to Youngstown, Ohio, from Kentucky to marry Mary Wick, who is already ill. (Cummings)
- Nov. 1837 Atlantic Steamboat Company formed by Providence businessmen with John W. Richmond as Pres.; begins operating the *Kingston* between New York and Stonington. (Dunbaugh)
- Nov. 16, 1837 Cumberland Valley Railroad holds opening excursion to Chambersburg, Pa. with long train hauled by *Cumberland Valley* and *Carlisle*; runs from Carlisle to Bridgeport and back to Chambersburg. (Wilson)
- Nov. 18, 1837 Joint Companies appoint committee to negotiate with Samuel L. Southard and David B. Ogden regarding their failure to honor their engagement to

- lease the Delaware & Raritan Canal; Robert F. Stockton writes that British investors are charging that talk of a lease was mere ruse to get the British loan; authorize Abraham Brown to resume possession of the Phoenix Park Tract of Schuylkill County coal land and sell the rest to coal operator John C. Offerman at \$100 an acre. (MB. Watkins)
- Nov. 18, 1837 John P. Baily reports to Canal Commissioners on enlarging the Delaware Division Canal to equal the Lehigh Canal; estimates cost at \$375,738. (CC)
- Nov. 1837 First and only boiler explosion on a Camden ferry before 1860. (Lane, Niles 11/25/37)
- Nov. 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad relets the Elizabethtown Tunnel to William Cameron. (USGaz)
- Nov. 1837 Cleveland & Pittsburgh Railroad located to Warren, Ohio. (OldNW - verify); could not raise money in depression, and charter expired in 1839.
- Nov. 21, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board authorizes purchase of a locomotive from William Norris. (MB)
- Nov. 22, 1837 Little Miami Railroad orders suspension of work on survey. (MB)
- Nov. 23, 1837 Capt. William Gibbs McNeill resigns from the Topographical Engineers to become a civil engineer for railroad projects. (topogs.org)
- Nov. 25, 1837 Secondhand locomotive *Fire Fly* first placed on Camden & Woodbury Railroad; *Fire Fly* and *Red Rover* were built by Tayleur in Britain (c/n's 4 & 5) and were originally used on Philadelphia & Columbia Railroad. (Stewart, RRH)
- Nov. 25, 1837 B&O Chief Engineer Jonathan Knight and Benjamin Henry Latrobe travel with John Stevens over the Camden & Amboy Railroad to Philadelphia; describe the construction of the 0-8-0 "Monster" type locomotive. (Knight Rept)
- Nov. 27, 1837 New Jersey Railroad Board authorizes purchase of Block 34, Jersey City, from Associates of the Jersey Company. (MB)
- Nov. 27, 1837 LIRR Board orders end to operation of Sunday trains; hears report that Chief Justice Nelson has set aside June 5, 1837, election on grounds of non-publication of notices; Board then elects J.E. Haviland to fill vacancy on Board caused by his own disqualification. (MB)
- Nov. 27, 1837 Wilmington & Susquehanna Railroad begins operation of daily ex. Sunday

- freight train. (AR)
- Nov. 27, 1837 Portsmouth & Roanoke Railroad opens from Portsmouth, Va., to Weldon, N.C., on the Roanoke River; oldest part of the Seaboard Air Line; it is poorly built, and the strap-rail tracks are too flimsy for locomotives. (Cnls&RRs - Wertenbaker, citing a local paper, says by 6/9/37)
- Nov. 28, 1837 John P. Baily reports to Canal Commissioners on his resurvey of West Philadelphia Railroad to bypass Belmont inclined plane as Downingtown-Chester route is too hilly; West Philadelphia Railroad is a private company, and has spent \$190,000 on grading; cost of completion would be \$308,030 if materials from old Philadelphia & Columbia line are used. (CC)
- Nov. 28, 1837 Convention of bankers from Baltimore, Philadelphia, New York and Boston meets at New York City Hall to plan a resumption of specie payments. (Hone)
- Nov. 29, 1837 PW&B begins advertising a regular merchandise line between Philadelphia and Baltimore; opens freight depot on Hollingsworth Street just off of Pratt Street on B&O line. (BaltAm)
- Nov. 29, 1837 Convention held at Ellicottville, N.Y. for the purpose of removing the obstructions caused by mill dams in the upper Allegheny River. (Ellis/Cattaraugus)
- Nov. 30, 1837 Canal Commissioners rescind permission for the Harrisburg, Portsmouth, Mountjoy & Lancaster to operate on any part of Philadelphia & Columbia Railroad. (CC)
- Dec. 1, 1837 Jonathan Knight and Benjamin H. Latrobe of the B&O travel over the Philadelphia & Columbia Railroad between Philadelphia and the Parkesburg Shops. (Rept)
- Dec. 2, 1837 Rogers, Ketchum & Grosvenor locomotive *Sandusky* arrives at Sandusky by schooner for the Mad River & Lake Erie Railroad. (Peeke)
- Dec. 4, 1837 Associates of the Jersey Company authorize negotiations with New Jersey Railroad on providing a ferry boat and wharf for railroad. (MB)
- Dec. 4, 1837 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes new negotiations for loan of \$100,000. (MB)
- Dec. 4, 1937 Jonathan Knight and Benjamin H. Latrobe of the B&O visit the New Castle & Frenchtown Railroad and the New Castle Foundry. (Rept)

- Dec. 5, 1837 Wilmington & Susquehanna Railroad Board reports that Delaware will return \$110,000 in United States Bank post notes deposited with it in Nov. (MB)
- Dec. 5, 1837 Last portion of Waynesburg, Greencastle & Mercersburg Turnpike Road Company completed and licensed to take tolls. (PaArch)
- Dec. 6, 1837 In his annual message, Gov. Joseph Ritner suggests a number of banking reforms; notes the Main Line has made 3% on first cost and paid cost of repairs; the Delaware Division had made 5% on cost; the Motive Power Dept. of the Philadelphia & Columbia Railroad has been reorganized and now pays expenses and earns 7% on cost of locomotives; funds of North Branch Extension are exhausted and those of the Erie Extension soon will be; urges completion of the North Branch Extension, Erie Extension, Tangascootack Extension and Gettysburg Railroad. (PaArch)
- Dec. 6, 1837 Gov. Joseph Ritner returns a resolution granting a \$150,000 state loan to the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, passed in the closing days of the last session, without his signature, having noted in his annual message that it competes with the Main Line; House fails to override his veto by 84-10 on Dec. 7. (HseJrnl)
- Dec. 6, 1837 Gov. Joseph Ritner returns unsigned a bill passed at the end of the last session on Apr. 4, 1837, incorporating the Buck Ridge Railroad & Mining Company in Schuylkill County (30,000 acres), the Union Railroad & Mining Company in Schuylkill & Dauphin Counties, the Morris Run Coal Company in Tioga County, the Eckley Coal Company in Northampton County, the Western Pennsylvania Coal Company in McKean & Warren Counties, the Pine Ridge Coal Company in Northampton & Luzerne Counties, the Hanover Coal Company in Northampton & Luzerne Counties, the Harleigh Coal Company in Luzerne & Northampton Counties, the Bradford Coal Company in Bradford County, and the Franklin Railroad Company with mining privileges in Bradford County; also extends the charter of the Dauphin & Susquehanna Railroad for 20 years; the 11 companies total 30,000 acres and \$3.2 million in capital; in his annual message delivered the same day, Ritner calls the bill an excessive speculation. (PaArch)
- Dec. 6, 1837 B&O Chief Engineer Jonathan Knight and Benjamin Henry Latrobe return to Baltimore after their tour of railroads in New England and the Middle States. (Knight)
- Dec. 7?, 1837 Eight Pennsylvania Bank Democrats join the Whigs and Anti-Masons to give the printing of the House journal to the Harrisburg *Keystone*, organ of the Bank and Improvement Democrats, who accept paper money, over the *Reporter*, organ of the Van Buren Administration and hard-money

Democrats; the editors of the *Keystone* have made a secret deal with lobbyists of the state Bank of the United States to use their influence to defeat radical, anti-bank measures and mold public opinion in favor of the banking interest; Simon Cameron remains in Harrisburg for the remainder of the session to prevent any legislation harmful to his Bank of Middletown. (Snyder - check Ldgr)

- Dec. 7, 1837 Illinois Railroad opens; also known as New Pittsburgh & Mississippi Railroad; a 7-mile private horse-powered railroad running from a coal mine in St. Clair County near St. Louis to the Mississippi River at Belleville; built by ex-Gov. John Reynolds; deep piles are required to cross the spongy alluvium of the American Bottom; first railroad in Illinois; route later becomes part of the Southern Railway. (Young, Smith - see Gerstner)
- Dec. 9, 1837 Canal Commissioners call for enlarging the locks of the Delaware Division Canal to equal those on the Lehigh Canal. (LC&N AR)
- Dec. 9, 1837 Post Office Dept. offers the PW&B \$20,000 a year to carry the mail between Philadelphia and Baltimore; the company refuses and settles for \$27,000. (HistRyMail)
- Dec. 11, 1837 New Jersey Railroad Board authorizes negotiating with Paterson & Hudson River Railroad for joint terminal at Jersey City. (MB)
- Dec. 11, 1837 Pennsylvania Senate appoints a select committee to investigate the Gettysburg Extension Railroad. (Rept)
- Dec. 12, 1837 Robert F. Stockton resumes post as director & Superintendent of Philadelphia & Trenton Railroad, having returned from Europe. (MB)
- Dec. 15, 1837 Orrick, Noble & Fox place a line of cars on the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad and arrange to forward goods to Chambersburg by railroad during the winter. (PhlCmmrcLst)
- Dec. 15, 1837 Sunbury & Erie Railroad organized; Nicholas Biddle (1786-1844) elected Pres.; state Bank of the United States advances \$50,000 for surveys. (MB, Perkins)
- Dec. 15, 1837 Meeting held at Merchants Exchange in Pittsburgh in favor of railroad from Pittsburgh to Cleveland. (PhlCmmrcLst)
- Dec. 1837 Baldwin completes 4-2-0 *Madison* (c/n 100) for Madison & Indianapolis Railroad. (Lovell)
- Dec. 1837 The Bank of the United States (Pa.) is gradually gaining control of the

- cotton crop; this is made easier by bad weather that results in a small crop in 1838; cotton recovers to 50% of its pre-crash value; other prices also recover, leading to a new inflow of British capital and increasing state expenditures. (Lepler)
- Dec. 16, 1837 Pennsylvania canals close for season. (PhlCmmrcLst)
- Dec. 1837 B&O signs its first mail contract. (Dilts)
- Dec. 18, 1837 Norristown & Valley Railroad Board authorizes a loan of \$100,000. (MB)
- Dec. 19, 1837 Pennsylvania Improvement Act is presented to Gov. Ritner, who does not return it after 10 days, so that it becomes law in Jan. 1838; appropriations include \$100,000 for Erie Extension, \$100,000 for North Branch Extension, \$10,000 for Tangascootack Extension, \$450,000 for Gettysburg Extension Railroad, and \$59,060 for repair of north track of Philadelphia & Columbia Railroad; work on Gettysburg Railroad is to cease on Jan. 1, 1838; Anti-Masons later interpret this to mean Jan. 1, 1839, instead. (PL)
- Dec. 19, 1837 Pennsylvania act authorizes merger of PW&B, Wilmington & Susquehanna Railroad and Baltimore & Port Deposite Railroad. (MB)
- Dec. 20, 1837 New Jersey Railroad Board authorizes purchase of ferry and dock property at the foot of Liberty Street, New York, from the Murray Estate; later used as NY terminal of CNJ. (MB)
- Dec. 20, 1837 Philadelphia, Wilmington & Baltimore Railroad (or Phil & Del. Co.) runs first excursion between Wilmington, Del. and Chester, Pa.
- Dec. 20, 1837 *Sandusky*, built by Rogers, Ketchum & Grosvenor at Paterson, N.J. makes experimental run on Mad River & Lake Erie Railroad; claim that this is first locomotive to run in Old Northwest depends on preceding Adrian of 7/37; legend that the New Jersey-gauge *Sandusky* was responsible for fixing the gauge of Ohio railroads at 4'-10" is now considered untrue. (Smiths,)
- Dec. 20, 1837 First section of the Louisa Railroad, the oldest component of the Chesapeake & Ohio Railway system, opens between Taylorsville (Doswell) and Fredericks Hall, Va.; operated by Richmond, Fredericksburg & Potomac Railroad under agreement of July 10, 1837. (Bias, Nelson)
- Dec. 20, 1837 Nicholas Biddle, et al., agree to take the \$1 million Illinois & Michigan Canal loan. (WBSmith)

- Dec. 22, 1837 Wilmington & Susquehanna Railroad stockholders approve merger with Baltimore & Port Deposite Railroad and with PW&B. (MB)
- Dec. 23, 1837 Pa. legislative resolution orders Canal Commissioners to build new road and towpath bridge across Susquehanna River at Duncans Island. (PL)
- Dec. 24, 1837 Wilmington & Susquehanna Railroad begins carrying mail between Philadelphia and Baltimore. (AR)
- Dec. 25, 1837 Auburn & Syracuse Railroad holds an excursion over the first 13 miles from Auburn; wooden rails are laid without strap iron; a passenger service is operated by Col. Sherwood, the local stage proprietor; financing has been provided by the Phenix Bank of New York, but has not been forthcoming since the Panic. (Harlow)
- Dec. 26, 1837 LIRR Board orders investigation of 2,700 forfeited shares, which Edwin Lord claims he is entitled to vote. (MB)
- Dec. 28, 1837 Chief Engineer W. Milnor Roberts makes his third report to the Cumberland Valley Railroad. (Rept)
- Dec. 29, 1837 Ottawa County, Mich., fully organized with county seat at Ottawa. (Long)
- Dec. 30, 1837 City Railroad opens from Broad Street to Delaware River via Market, 3rd and Dock Streets.
- Dec. 30, 1837 Michigan passes the first U.S. free banking law, allowing any group with \$50,000 and 30% paid in to form a banking "association"; a total of 49 such associations are formed with a nominal capital of \$4 million, of which at least 40 are organized; however, the law allows banks to issue notes in excess of the actual market value of the bonds deposited as security, promoting wildcat banking. (PL, Parks, Dunbar, Cleveland/Huertas)
- Dec. 31, 1837 Future Superintendent of Telegraph of Lines West Henry W. Wynkoop (1837-1887) born at Zanesville, Ohio. (WynkoopGenealogy)
- c. 1837 Camden & Amboy ferry *State Rights* is first with enclosed cabins on main deck. (Lane) (Lytle has converted from 119-ton brig at New York in 1835! - moved to Camden in 1835 - scrapped 1855)
- 1837 Jacob Ridgway builds the Ridgway House on the north side of Market Street, Philadelphia, at the foot of the street, replacing the old ferry hotel. (Prowell)
- 1837 Rates of toll on the New York State canals are 39.3% lower than in 1832;

- tolls on the Pennsylvania State canals are 53.8% higher than on the New York canals. (Sweet)
- 1837 Canal Commissioners place own agents, similar to conductors, on all passenger trains; previously were under control of agents of transporting companies; state agents discover laxity on part of companies in taking fares, allowing deadhead riders, and reporting number of passengers carried; however, state agents merely watch the employees of the transporting companies, who collect the actual fares; lines at this time are: Pioneer Line and Pennsylvania Packet Boat Line (operated by ___), the Peoples Line, and D. Leech & Company's Express Line and Fast Line. (CC)
- 1837 Under resolution of June 16, 1836, Gov. Ritner borrows \$200,000 for work on the Erie and North Branch Extensions from the United States Bank at 4%. (not found in Ritner diary)
- 1837 Herman Haupt buys land on Seminary Ridge in Gettysburg and builds a brick house, "Oakridge"; he begins teaching engineering and architecture at Pennsylvania College (now Gettysburg College) without pay. (Ward)
- 1837 New York & Harlem Railroad buys the block between 26th & 27th Streets and 4th & Madison Avenues and builds shops and a depot there. (NYC/Stokes)
- 1837 New York & Harlem Railroad begins steam operation above 26th Street; first four locomotives, *New York*, *Harlaem*, *Yorkville*, and *Manhattanville* built by H.R. Dunham & Co. (GrnBk, Wilgus, RRH)
- 1837 New York & Harlem Railroad opens southern extension from Prince Street to Bowery & Walker Streets. (Grogan - possibly opened same time as 135th St. - according to Wilgus, no passenger service south of Prince St. until 1839)
- 1837 Pioneer contracting firm of Colket & Sterns takes their largest contract to date for the PW&B, including 76,631 cubic yards of excavation, 58,913 cubic yards of embankments, 13,540 perches of stone masonry, 6 lattice bridges and laying 26 miles of track, all completed in 6 months for \$96,154. (Scharf)
- 1837 John P. Baily reports to Canal Commissioners on survey for a railroad from Downingtown to Chester via West Chester; has high grades and sharp curves; cost estimate \$1.5 million; not recommended. (CC)
- 1837 Through the New York house of John Gihon & Co., the banking house of McCalmont Brothers & Co. becomes the London agent of the Reading and

- acquires a major stock interest, becoming the dominant factor in the company for 45 years. (Bogen)
- 1837 Western Division of the Danville & Pottsville Railroad extended from present-day Paxinos to the anthracite coal field at Shamokin through individual subscriptions; five branches are under construction to coal mines, one of 4 miles in length. (AR - apparently not opened until 1838)
- ca. 1837 John Noble sells a 200-acre farm in what later is the center of Altoona to David Robison (-1880) of Pleasant Valley for \$4,500, taking payment in the contents of Robison's country store; in 50 years, the land will be worth millions. (Swank)
- 1837 B&O builds tracks from Aliceanna & President Streets down Aliceanna to the City Block lots between Exeter & Canal Streets. (AR)
- ca. 1837 John Pott, Jr. (-1854), son of the founder of Pottsville, experiments with anthracite smelting, including the use of a hot blast, at his Manheim Iron Works on the West Branch of the Schuylkill in Schuylkill County, Pa. (Mathews/Hngrfrd)
- 1837 _____ Aston of the New York Iron & Coal Company of Elmira builds a charcoal iron furnace on Lycoming Creek at the mouth of Frozen Run south of Ralston at a site named Astonville; the "white ore" is hauled from Red Run on a tramroad; the ore is interleaved with fire clay and has to be frozen so that the frost disintegrates the clay matrix; the iron is "red short," meaning that it becomes brittle when heated. (Meginnis/Lycoming)
- 1837 Work begins on Genesee Valley Canal in New York. (Poor)
- 1837 Philip Speyer (1815-1876) arrives in New York to establish Philip Speyer & Co., a branch of the family's Frankfurt banking business; Speyer is unusual among the German-Jewish bankers in coming from an established banking family; most German Jewish emigrants begin as peddlers, dry goods importers or commodity brokers; Speyer & Co. will be bankers to the Reading and PRR. (Carosso)
- 1837 Future merchant banker Joseph Seligman (1819-1880) arrives in the U.S. from Bavaria with less than \$100 and begins work as a store clerk in Nesquehoning, Pa., a town of the LC&N. (Muir/White, Carosso)
- 1837 The Philadelphia banking operation is separated from the linen importing house of John A. Brown & Co. as Brown & Bowen. (Holdsworth)
- 1837 William Brown & Co. of Liverpool becomes Brown, Shipley & Co. with the addition of Joseph Shipley (-), formerly the London agent of

- Philadelphia merchant banker John Welsh. (Holdsworth)
- 1837 Francis M. Drexel (1792-1863), an Austrian-born portrait painter, returns from a sojourn in Mexico and establishes a brokerage and exchange business in Louisville, Ky. (Hopkinson)
- 1837 George Peabody (1795-1869), a native of Massachusetts, moves from Baltimore to London permanently in order to sell Maryland bonds under the name George Peabody & Co., specializing in American securities and foreign exchange. (DAB, Carosso)
- 1837 Private banking house of Corcoran & Riggs founded in Washington, D.C., by William Wilson Corcoran (1798-1888) and George Washington Riggs (1813-1881); by its location, it becomes a specialist in government loans. (Carosso - wiki has Corcoran solo then C&R in 1840??)
- 1837 Bank of the United States (Pa.) opens a branch at Erie. (Holdsworth)
- 1837 Wilmington & Susquehanna Railroad purchases four locomotives from Baldwin, one from Bury of Liverpool, and one from Whistler of Lowell, Mass.; Baldwin locomotives are *Brandywine* (c/n 89) built in Aug., and *Christiana* (c/n 101), built in Jan. 1838; all others built 1836. (MB, Lovell)
- 1837 Carpenter and future carbuilder James F. Sharp (1815-1888) of Jackson & Sharp comes to Wilmington to build bridges for the PW&B. (EvrEvng)
- 1837 Samuel B. Fisher of Schuylkill County surveys a railroad from Hamburg to Allentown, Pa. (1855 Rept)
- 1837 William B. Foster, Jr., leaves the Pennsylvania & Ohio Canal and returns to Kentucky. (Wilson)
- 1837 Because of fear of a French attempt to reclaim Louisiana, a daily horse-back express with boy riders is established between Washington, D.C., and St. Louis via the National Road for light mail, paper money and bank drafts; a branch route runs between Dayton and New Orleans; at a speed of 10 MPH, it is the fastest overland mail in the U.S. to date; it is discontinued in 1838 after the crisis passes. (Crumrine)
- 1837 Alan Wood & Co. establishes the Schuylkill Iron Works rolling mill at Conshohocken, Pa. (Scharf)
- 1837 Thaddeus Stevens and James D. Paxton build the Caledonia Furnace near Fayetteville, Adams County, to replace their Maria Furnace, which has inferior ore supplies. (Swank)

- 1837 Fidelio Hughes Oliphant (1800-1879) claims to have made at least 20 tons of iron with coke at his Fairchance Furnace near Uniontown, Pa., as an experiment. (Swank)
- 1837 Georges Creek Coal & Iron Company builds Lonaconing Furnace in the coal fields west of Cumberland, Md.; to use coke made from the local coal. (Swank - verify - in blast 1839)
- 1837 Work suspended on the Sandy & Beaver Canal; it remains suspended for 9 years. (ARJ, Woods)
- 1837 Coal first shipped on Lake Erie from Cleveland, which has a monopoly of Lake coal shipments until 1872. (Eavenson)
- 1837 Miami Extension Canal opens between Dayton and Piqua, Ohio; contracts let for the next section to St. Mary's. (Scheiber - verify CC)
- 1837 Need details of Ohio state canal appropriations; \$200,000 for Walhonding & Mohican Canal. (Woods - verify PL)
- 1837 Work begins on Madison & Lafayette Railroad, including Madison Incline up the 413-foot Ohio River escarpment to the high ground a mile north of town.
- 1837 Town of Vistula extends the track of the Erie & Kalamazoo Railroad from Monroe Street, Toledo, on pilings offshore in the Maumee River (later filled in as the line of Water Street) from Cedar Street to Lagrange near Elm. (Waggoner)
- Early? 1837 Illinois lets contracts for 105 miles of Northern Cross Railroad, 69.5 miles of Central Railroad, 24 miles of Peoria & Warsaw, 15 miles of Alton & Shawneetown, 38 miles of Alton & Mt. Carmel, 33 miles of Alton & Shelbyville and 9.25 miles of Bloomington & Pekin.
- 1837 Indiana places \$2 million in bonds with the Morris Canal & Banking Company at 102. (Esarey)
- 1837 Indiana discharges all engineers except Jesse L. Williams, who becomes chief engineer for all railroads and turnpikes as well as canals. (Fatout)
- 1837 Indiana's north-south Michigan Road (Madison-Michigan City) is "completed," although not paved, at a cost of \$242,000. (wiki)
- 1837 Illinois act provides for moving the state capital from Vandalia to Springfield in 1840. (Smith - verify PL)

- early 1838? Pennsylvania State Treasurer notes impending deficit of \$3 million and recommends new taxes.
- 1837 Of a total of 87 persons identified as serving as Chief Engineers in this year, 19, mostly working for railroads, are West Point graduates, 3 are graduates of Alden Partridge's academy at Norwich, Vt., 11 have on-the-job training on the New York canals prior to 1826, and 54 on-the-job training on other projects; Calhoun's sample is based on published reports and surveys and not on official notices of appointment, so it missed people like William Cook of the Camden & Amboy and Ashbel Welch of the Delaware & Raritan Canal, whose work was not widely published if at all. (Calhoun, CTB)
- 1837 William A. Procter (-) and James N. Gamble (-) form a partnership at Cincinnati for making soap out of the excess lard from the city's hog butcheries. (Howe, HistCinHamCo)