

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

By Christopher T. Baer

1838

June 2015 Edition

All data subject to correction and change

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| early 1838? | Pennsylvania State Treasurer notes impending deficit of \$3 million and recommends new taxes. |
| Jan. 1, 1838 | Morris & Essex Railroad completed to Morristown, N.J. (Taber) |
| Jan. 1, 1838 | Two locomotives bound for Northern Cross Railroad in Illinois lost at sea. (Young) |
| Jan. 1, 1838 | Baltimore-Washington mail contract officially transferred entirely to the B&O. (Long/Dennis) |
| Jan. 1838 | Delaware & Raritan Canal is declared officially completed to dimensions required by charter; collection of transit duties begins. |
| Jan. 2, 1838 | In his annual message, New York Gov. William L. Marcy reverses course and recommends a free banking law, providing it is passed by a two-thirds majority; in private he opposes the move, which will undercut the Albany Regency's economic base as represented by its close ties with the country banks and wreck the Safety Fund system. (Seavoy) |
| Jan. 3, 1838 | Pa. Improvement bill presented to Gov. Ritner on Dec. 19, 1837, becomes law without his signature. (PL) |
| Jan. 5, 1838 | Passenger car <i>William Penn</i> of Peoples Line runs down City Railroad with party to inspect new public warehouse at foot of Dock Street; stopped by "snake's head" rail at curve at Dock & Pear Streets; backs up, switches to north track, and proceeds. (PubLdgr) |
| Jan. 5, 1838 | Excursion opens PW&B from Wilmington to Grays Ferry; revenue service delayed until ice prevents operation of steamboat <i>Telegraph</i> and road is |

broken in. (PubLdgr)

- Jan. 8, 1838 B&O Chief Engineer Jonathan Knight and Benjamin H. Latrobe report to the B&O on their inspection of track structure used on other railroads in New England and the middle states, including the LIRR, New Jersey Railroad, Camden & Amboy, Philadelphia & Columbia, Reading, NC&F, Baltimore & Port Deposit and Baltimore & Susquehanna; recommend 50-lb. H or T-rail. (Knight Rept)
- Jan. 9, 1838 Pennsylvania passes bill providing for repairs to the Public Works, plus continuing construction on the Erie Extension, North Branch Extension and Tangascootack Line after Gov. Ritner refuses either to sign or veto it; includes \$45,000 to pay off contractors on Gettysburg Extension Railroad for work already done, but was to have halted all work as of Jan. 1, 1838; since law was delayed into new year, Anti-Masons interpret "Jan. 1" as now meaning Jan. 1, 1839; Ritner objects because not related to need for appropriation for continuing construction, stints important work like the Columbia Plane bypass while making large appropriations for less productive work, and abandons certain work without making provisions for debts owed to contractors. (PL, PaArch)
- Jan. 9, 1838 Baltimore & Port Deposit Railroad authorizes the lease from the City of Baltimore of the block between President, Fleet, Albemarle and Alice Anna Streets for railroad use. (MB)
- Jan. 10, 1838 Camden & Woodbury Railroad & Transportation Company opens between Camden and Woodbury with locomotive *Fire Fly* and car *Woodbury*. (Stewart)
- Jan. 10, 1838 Gov. Ritner authorizes first payment to Canal Commissioners of \$125,000 under act of Jan. 9. (PaArch)
- Jan. 11, 1838 Philadelphia ordinance authorizes separate Superintendent for City Railroad on Market Street; all cars must be numbered and registered with city and bells attached to horses. (Digest)
- Jan. 11, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad stockholders authorize hiring an engineer to examine to the road. (MB)
- Jan. 11, 1838 Members of legislative committee leave Gettysburg to examine the work on the Gettysburg Extension Railroad. (Rept)
- Jan. 12, 1838 Excursion train consisting of locomotive *Lady Washington* and three coaches, including the *George Washington*, runs over City Railroad to new storehouse at foot of Dock Street, Philadelphia; staged by Wilmington & Susquehanna/PW&B; the completion of the City Railroad

on Market Street, which also has market sheds in the center between 2nd & 8th Streets, ensures that forwarding merchants stay in the old area, where they can be close to banks and insurance companies, but Market Street becomes congested and downgraded; Chestnut Street becomes the fashionable street, and Market Street never recovers its primacy; the further exodus of forwarding merchants to Broad Street is halted, and Broad Street become the locus of coal yards and lumber yards, where goods brought in by rail are distributed to local consumers. (USGaz, Cutler/Roberts)

- Jan. 15, 1838 PW&B Executive Committee reports that it has ordered two locomotives from William Norris two 8-wheel coaches from Abraham Merritt with private apartments for ladies, drinking water and water closets, and seats stuffed with hair instead of moss; also two coaches without ladies apartments and water closets and two others from Miller & Alexander; Samuel Jaudon resigns from Board. (MB)
- Jan. 15, 1838 Pa. House Democrats introduce a radical Banking Bill calling for an end to notes under \$10 and of bonuses paid to the State in return for charters, and requiring annual reports, taxing of excess profits, and individual liability of bank stockholders for a bank's obligations; Thaddeus Stevens hopes to push through some anti-bank reforms long enough to reelect Gov. Ritner; in response, the Whigs threaten to kill the Improvement Bill, including any further appropriation for Stevens's Gettysburg Railroad. (Snyder)
- Jan. 1838 Auburn & Syracuse opens as far as Geddes on the outskirts of Syracuse for horse-drawn cars operated by J.M. Sherwood under contract. (Harlow, RRCntNY - verify - Poor has 7/1, 22 miles)
- Jan. 1838 Steamboats of the Good Intent Line and Ohio Pilot Line, both operating between Pittsburgh and Cincinnati, are sold at auction; most Ohio River packet lines do not survive the depression. (Hunter)
- Jan. 1838 While returning to his work in Kentucky, William B. Foster, Jr., is summoned back by the fatal illness of his wife, who dies before he can return. (Cummings)
- Jan. 1838 Francis M. Drexel (1792-1863), an Austrian portrait painter, relocates from Louisville, Ky., where he settled the year before, and opens a brokerage and exchange business on South 3rd Street in Philadelphia. (Hopkinson)
- Jan. 16, 1838 Southwark Railroad Board votes \$2 per share assessment to lay a double track on Broad Street. (MB)

- Jan. 16, 1838 Joseph McIlvaine (1800-1838), former Secretary of the Canal Commissioners and chief lobbyist for Nicholas Biddle and the United States Bank of Pennsylvania, dies at Harrisburg. (Snyder)
- Jan. 17, 1838 Committee reports to New Jersey Railroad Board that it is unable to place bonds in England at more than 94. (MB)
- Jan. 17, 1838 Canal Commissioners appoint Henry Witmer as Agent for the inspection of iron in England. (CC)
- Jan. 17, 1838 PW&B opens for revenue service between Wilmington and Grays Ferry with omnibus to company office at 280 Market Street above 8th Street; first train from south arrives at Grays Ferry at 9:19 AM; steamboat connection to Wilmington temporarily dropped because of winter. (USGaz, tt.)
- Jan. 17, 1838 Maryland act releases Baltimore & Port Deposit Railroad from having to build from Havre-de-Grace to Port Deposit. (PL)
- Jan. 18, 1838 Baltimore & Susquehanna Railroad runs excursion with two trains to within 17 miles of York. (BaltAm)
- Jan. 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens a temporary track around 850-foot tunnel east of Elizabethtown, permitting through service; saves one day for freight compared to Columbia Railroad. (AR, USGaz 1/29)
- Jan. 1838 State Engineer of Indiana recommends substitution of turnpike for the northern end of the Madison & Lafayette Railroad.
- Jan. 1838 Baldwin locomotive *Madison* (c/n 100), being sent to the Madison & Lafayette Railroad via New Orleans, is thrown overboard to lighten the vessel in a storm while rounding Cape Hatteras. (, Anderson)
- Jan. 1838 Postmaster General Amos Kendall transfers the Baltimore-Washington mail contract back to the B&O, and James Williams and John H. King dissolve their stagecoach line. (Holmes/Rohrbach)
- Jan.? 1838 U.S. Supreme Court upholds the Circuit Court order compelling Postmaster General Amos Kendall to pay Stockton & Stokes the full amount of their award, Chief Justice Roger B. Taney and Justices Philip P. Barbour and John Catron, all new Jackson appointees, dissenting. (37 US 524 - January term, not dated)
- Jan. 19, 1838 Future anthracite coal operator Alexander Brinton Coxe (1838-1906) born at Philadelphia; second son of Charles Sidney Coxe (1793-1850) and Ann

Maria Brinton Coxe (1801-1876). (NCAB)

- Jan. 20, 1838 Camden & Woodbury Railroad holds official opening excursion between Camden and Woodbury, N.J. (USGaz)
- Jan. 20, 1838 PW&B contracts with Post Office Dept. to carry mail between Philadelphia and Baltimore beginning Jan. 29 at \$27,500 a year. (AR, HistRyMail)
- Jan. 21, 1838 Lewis Brantz (1766-1838), Pres. of Baltimore & Port Deposit Railroad, dies suddenly of a stroke. (MB, NYSpectator)
- Jan. 22, 1838 New Jersey Railroad opens Bergen Hill cut through Palisades in Jersey City on grade of 26 FPM; ends use of horse power over hill; cut cost \$455,121, of which \$40,000 is for powder alone, and is an average of 40 feet deep; over 40 workmen have been killed; this original cut followed an S-shaped course to take advantage of an old stream bed; a straight cut was built in the 1880s. (, AR - were locos used east of Newark before? YES! were horse cars also abnd, in Newark at same time? NO!)
- Jan. 22, 1838 Jacob I. Cohen, Jr., elected Pres. of Baltimore & Port Deposit Railroad to serve the brief time until the merger can be effected. (MB)
- Jan. 22, 1838 Georgia Railroad & Banking Company opens to Camak, 47 miles from Augusta. (Hanson)
- Jan. 25, 1838 Indiana act orders a macadam road instead of a railroad between New Albany and Crawfordsville. (Esary)
- Jan. 26, 1838 Ohio repeals the act of Mar. 14, 1836 prohibiting branches of the United States Bank of Pennsylvania. (PL)
- Jan. 29, 1838 Camden & Woodbury Railroad opens for revenue between Camden and Woodbury, N.J. with three round trips; uses Camden terminal of Camden & Amboy and Walnut Street ferry. (tt, USGaz)
- Jan. 29, 1838 Majority of the Pa. Senate committee reports against the direct railroad from Wrightsville through York and the Gettysburg Extension Railroad to connect with the B&O near Williamsport, Md., being pushed by state Rep. Thaddeus Stevens (to serve his Caledonia Iron Works west of Gettysburg); notes that Cumberland Valley is only six miles longer but runs through a fertile country with low grades. (Rept, Wilson)
- Jan .29, 1838 Michigan Legislative resolution orders a suspension of work on the Southern Railroad for 30 days to review the route after protests from settlements that have been bypassed. (PL)

- Jan. 30, 1838 State Sen. Jacob Cassat makes a minority report for the Senate Committee in favor of the Gettysburg Extension Railroad as an act of equity to that section of the state. (Rept)
- Jan. 31, 1838 A train of freight cars of the Susquehanna Transportation Line leaves Harrisburg on the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad at 6:00 AM and arrives at Philadelphia at 4:00 PM, the first time freight has run through in one day. (PhlCmmrcILst)
- Jan. 31, 1838 Sunbury & Erie Railroad appoints Edward Miller (1811-1872) Chief Engineer; names Samuel W. Mifflin as Principal Assistant Engineer and Solomon White Roberts (1811-1882) as Assistant Engineer, but both refuse appointment; Roberts replaces Miller as Chief Engineer of the Little Schuylkill & Susquehanna Railroad; Nicholas Biddle, a friend of Miller's father, is involved in both projects, which are projected to form parts of a line between New York, Philadelphia and Erie. (MB, LS&S AR, Roberts)
- Early 1838 Jarvis Van Buren succeeds in making about 20 tons of pig iron with anthracite coal at an experimental furnace at South Easton but is forced to stop because the blast is too weak. (Swank)
- Feb. 1, 1838 Cumberland Valley Railroad begins regular revenue service between Bridgeport and Chambersburg. (NO - check Westheffer)
- Feb. 2, 1838 Pittsburgh Board of Trade writes open letter to Canal Commissioners endorsing John Dougherty's plan of iron section boats; Dougherty says he was prevented from operating by the Anti-Masonic Board; three-section boat weighs 4,000 lb. and car weighs 7,500 lb. for total of 11,500 lb., vs. 12,500 lb. for a standard 8-wheel freight car; cars carry 12,500 lb. cargo. (PubLdgr)
- Feb. 2, 1838 PW&B begins revenue service to Grays Ferry with omnibus connection to Market above 8th Street at Philadelphia; replaces steamboat service to Dock Street. (PubLdgr, PhlCmmrcILst)
- Feb. 3, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad agrees to rent boat slip (inclined plane) to O'Connor & Co. for \$400 per year. (MB)
- Feb. 3, 1838 PW&B Board authorizes meeting with Southwark authorities to locate track in Christian or Prime Street east of Grays Ferry. (MB)
- Feb. 3, 1838 Post Office Dept. appoints John Mitchell as route agent over the PW&B. (HistRyMail)
- Feb. 5, 1838 New Jersey Railroad offers to sell Block 9 at Jersey City to Paterson &

- Hudson River Railroad for a terminal if it will abandon plan of building a branch to Hoboken. (MB)
- Feb. 5, 1838 First section of state-owned Central Railroad (Michigan) opens for revenue service between Detroit and Ypsilanti; first depot in Detroit is on Campus Martius at Michigan Avenue & Woodward. (GrnBk, MichRRs, Durant - Dunbar has 2/3 for excursion??)
- Feb. 6, 1838 PW&B and Baltimore & Port Deposit Railroad approve Articles of Union dated Feb. 5. (MB)
- Feb. 9, 1838 Patrick Tracy Jackson proposes to take over as manager of the Lycoming Coal Company at Farrandsville after visiting the works; he orders Daniel Tyler to begin making charcoal in case coal smelting doesn't work and to maintain only a skeleton staff to conduct experiments in a cupola furnace. (Knowles)
- Feb. 12, 1838 Pennsylvania House committee reports on holders of stocks and loans of Union Canal Company, which had asked for state subscription to enlarge canal; directors had realized that narrow Union Canal cannot compete with Susquehanna & Tide Water Canal; report reveals that state is by far the largest stockholder with 1,250 shares, i.e., private investors have considered the canal too risky to invest in stock, but demand extra security of loans backed by mortgage. (HseJrnl)
- Feb. 14, 1838 Pa. act authorizes Camden & Philadelphia Steam Boat Ferry Company to build canal through Windmill Island in Delaware River. (PL)
- Feb. 14, 1838 PW&B reorganized after absorbing Wilmington & Susquehanna Railroad and Baltimore & Port Deposit Railroad under Articles of Union dated Feb. 5, completing control of entire line between Philadelphia and Baltimore; Matthew Newkirk elected Pres. (Val, MB)
- Feb. 14, 1838 Benjamin H. Latrobe presents report on surveys west of Harpers Ferry to B&O Board; rejects route via Hagerstown as too expensive, and secretly, to avoid a connection with the Franklin Railroad; B&O decides to extend west of Harpers Ferry through Virginia; this is enough to prevent either the Franklin Railroad or the Gettysburg Extension from connecting with it and drawing off traffic to Philadelphia and leaving both those roads with inadequate traffic potential. (Dilts, Westhaeffer)
- Feb. 14, 1838 Indiana act provides for substitution of macadam road between Indianapolis and Lafayette; name of railroad changed from Madison & Lafayette Railroad to Madison & Indianapolis Railroad. (Church)
- ca. Feb. 1838 First U.S. sleeping car, *Chambersburg*, operates over Cumberland Valley

Railroad between Harrisburg and Chambersburg; divided into four sections, each with three bunks one above the other; system of hanging upper berths probably derives from system used in canal packet boats; according to *Railroad Gazette* in 1876, was invented by W. Milnor Roberts. (, RRGaz - prob. 1839? no through service in 1838 HistFrnklnCo notes the CV leg of Phila-Pitts service had to be run at night to make time - eb connection from Pittsbg lv. Chambersbg 1 AM and arr Hbg 5 AM and sleepers put on in spring 1839!)

- Feb. 1838 Pa. House passes the radical Bank Bill by a vote of 56-40; Thaddeus Stevens and the Anti-Masons have ended their attempts to pose as champions of banking reform and side with the Whigs; Bank Democrat William F. Johnston of Armstrong County sides with the Whigs; he is later defeated for reelection as a Democrat and joins the Whig Party; the Whigs are able to kill the Bank Bill in the Senate. (Snyder - bet. 2/15 and 2/27, probably later)
- Feb. 1838 Edward R. Biddle fails, having advanced only \$50,000 of the \$400,000 loan to the New York & Harlem Railroad; the company fails to place a loan in London later in the year. (AR)
- Feb. 1838 Samuel F. B. Morse gives a demonstration of his telegraph to Congress; Congress fails to pass a \$30,000 appropriation for an experimental line, but Francis Ormond Jonathan Smith (-) of Maine, Chairman of the House Committee on Commerce is impressed enough to become Morse's partner. (Thompson)
- Feb. 16, 1838 Kentucky act allows the Bank of Kentucky to remain in suspension. (Duke)
- Feb. 17, 1838 Richmond & Brookville Canal Company incorporated in Indiana to build from a connection with the Whitewater Canal at Brookville to Richmond; only 4 miles are completed and about \$45,000 spent before it is abandoned. (PL, Young, Mitchell/profsurv.com)
- Feb. 17, 1838 Logansport, Ind., incorporated as a city. (Powell)
- Feb. 20, 1838 PW&B presents Matthew Newkirk with a piece of silver plate worth \$1,000 for his part in arranging merger; James Canby and James Price of Wilmington & Susquehanna Railroad presented with silver pitchers worth \$150; Jacob I. Cohen, Jr., of Baltimore elected VP. (MB)
- Feb. 20, 1838 Final settlement is made for the Bank of Maryland, which failed in 1834; creditors receive all their claims plus 10% interest; Reverdy Johnson and other speculators who have bought the claims of the poor creditors at bargain prices reap most of the gains; of the bank's major figures, Evan

Poultney is now dead, Thomas Ellicott has left Baltimore for Pennsylvania, Samuel Poultney and William Ellicott have been ruined by court costs; Reverdy Johnson emerges richer than before and will become a long-serving U.S. Senator. (Shalhope)

- Feb. 21, 1838 The Stevens family incorporates the Hoboken Land & Improvement Company in N.J. to take over their real estate and other holdings at Hoboken. (PL - DL&WCorps has 2/25?)
- Feb. 21, 1838 Massachusetts extends a loan to the Western Railroad Corporation in return for a fourth director to allow work to continue after the Panic of 1837. (Bliss)
- Feb. 22, 1838 Pennsylvania Constitutional Convention adjourns; new constitution sets limit of two rather than three terms for Governor; Senatorial term cut from four to three years; vote extended to all free white males but revoked from African Americans; becomes critical in next election, as African Americans have supported the Anti-Masonic coalition, which is generally in favor of abolition. (Thorpe, Snyder)
- Feb. 22, 1838 Supplement to charter of Camden & Woodbury Railroad & Transportation Company authorizes branches to Kaighns Point, Gloucester Point and Haddonfield. (PL)
- Feb. 22, 1838 Mercer County, N.J., created from parts of Hunterdon, Burlington and Middlesex Counties with county seats at Mill Hill (South Trenton); the initial act splits Princeton between Mercer and Somerset Counties. (Long, Woodward)
- Feb. 22, 1838 Jersey City, N.J., reincorporated as a city with a mayor and council instead of selectmen and separate from Bergen Township; the city now has improved powers to raise money by taxation and make improvements; the role of the Associates of the Jersey Company in government is ended. (PL, McLean)
- Feb. 24, 1838 Baltimore ordinance authorizes further loan of \$150,000 to Baltimore & Susquehanna Railroad, providing state makes equal loan, both to be a first lien; city to surrender to state its first lien on previous \$600,000 loan to B&S. (Digest)
- Feb. 24, 1838 Post Office Dept. estimates that the mail leaving New York daily for points south amounts to two tons, about 1.5 tons of which is printed matter including newspapers, meaning that it is too heavy to transport by any means other than railroads and steamboats; at Baltimore, about half turns west and the other half goes south. (HistRyMail)

- Feb. 26, 1838 Canal Commissioners again refuse request of John Dougherty to build an inclined plane at Harrisburg but approve one at Columbia basin and permit him to operate portable section boats over the Philadelphia & Columbia Railroad; boats are carried on 8-wheel cradles or "trucks". (CC)
- Feb. 27, 1838 Edwin A. Stevens elected a director of Camden & Philadelphia Steam Boat Ferry Company. (MB)
- Feb. 27, 1838 Pennsylvania act authorizes PW&B to lay double track on Prime (now Washington) Street. (MB)
- Feb. 27, 1838 Second N.J. act includes all of Princeton in the new Mercer County, taking part from Somerset County. (Woodward)
- Feb. 28, 1838 New York act repeals the 1835 law against notes under \$5. (PL)
- Feb. 29, 1838 Supplement to charter of Camden & Amboy Railroad authorizes it to subscribe to Belvidere-Delaware Railroad. (PL)
- 1838 James O'Connor & Co. establish Portable Car Body Line on Main Line; uses primitive containers which can be placed on railroad trucks or canal boat by cranes. (was actually est. in 1836!!? - MS)
- Mar. 1, 1838 Philadelphia ordinance providing for a Superintendent of the City Railroad; restates the maximum 4 MPH limit for horses used on City Railroad on Market Street; no steam locomotives to be used, subject to \$50 fine for each offense; lifts the 1837 ban on trains on Market Street on Wednesdays and Saturdays. (Digest)
- Mar. 1, 1838 Pennsylvania act directs Canal Commissioners to settle a number of specific contractors' claims for extras; an election year ploy. (PL)
- Mar. 3, 1838 Stafford Coal Company incorporated in Pa. by Charles S. Coxe with a capital of \$150,000; owns about 2,000 acres north and east of Beaver Meadow in the Eastern Middle Field; operations are abandoned after the slope fails to strike coal, but are resumed by Coxe Brothers & Co. in 1883. (Mathews/Hngrfrd - see 5/3)
- Mar. 3, 1838 Columbus, Ohio, incorporated as a city. (PL)
- Mar. 4, 1838 Pennsylvania Democrats nominate David Rittenhouse Porter (1788-1867) of Huntingdon County for Governor; Porter is known as an Improvement Democrat but a moderate on the Bank issue, favoring an Independent Treasury but not punitive legislation against the banks. (Snyder)
- Mar. 5, 1838 Anti-Masons renominate Joseph Ritner for Governor; opposition to

Masonry has lost all appeal as a political issue, and the Anti-Masons prosecute the campaign on the basis of patronage and pork barrel spending on the Public Works; the ensuing campaign is one of dirtiest and hardest-fought in state history; the Anti-Masons present evidence that Porter has defrauded his creditors, cohabited with a prostitute, and fathered illegitimate children; Democrats portray the German Ritner as a fat, stupid boor, and in one famous cartoon, depict him attempting to dance like the hippos in Walt Disney's *Fantasia*, stuffing himself on a fast day, and having his concave, simian cranium palped by a phrenologist; they play the race card by portraying Ritner as an abolitionist and "his Black Majesty"; they also excoriate Thaddeus Stevens and his Gettysburg Railroad, reproducing its twisting centerline while erasing any depiction of the mountainous topography; thus shown and highlighting its parasitical nature, they brand it the "Tapeworm," a name which sticks; in all fairness to Stevens or at least the state's engineers, it should be noted that the Western Maryland Railroad later requires a very similar twisting alignment to cross South Mountain. (Snyder,)

- Mar. 5, 1838 Michigan act for relief of the Detroit & Pontiac Railroad loans it \$100,000 in state bonds. (PL)
- Mar. 6, 1838 Camden & Philadelphia Steam Boat Ferry Company Board authorizes fitting up a house at Walnut Street, Philadelphia, as a ferry house and engaging hands for the boats. (MB)
- Mar. 6, 1838 Three-day railroad convention convenes in Harrisburg in favor of an all-rail route to Pittsburgh and Cleveland and between Philadelphia and Erie; Robert T. Conrad of Philadelphia is chairman. (Sipes, Rubin, Sell)
- Mar. 6, 1838 PW&B Board authorizes arrangement with Capt. Wilmon Whillden for use of his boat for one season; authorizes conference with Maryland & Virginia Steamboat Company for through business between Philadelphia and Norfolk via Baltimore. (MB)
- Mar. 6, 1838 Steamboat and railroad pioneer John Stevens (1749-1838) dies at Hoboken. (DAB)
- Mar. 6, 1838 Ohio creates a Commissioner of the Canal Fund, effective Feb. 4, 1838. (PL)
- Mar. 7, 1838 Capt. Richard Delafield (1798-1873) of the U.S. Engineers makes report on condition of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (MB)
- Mar. 8, 1838 Maryland resolution upholds legality of 1837 sale of state bonds to B&O and Chesapeake & Ohio; diverts proposed subscription to Annapolis &

Potomac Canal to Annapolis & Elk Ridge Railroad; Maryland Canal Company to be ineligible for state subscription unless it adopts northernmost route connecting with Chesapeake & Ohio Canal at or west of Seneca Creek. (PL)

- Mar. 9, 1838 Future PRR Superintendent of Insurance Hugh B. Ely (1838-1907) born in Bucks County, Pa. (MB)
- Mar. 9, 1838 Virginia act allows the City of Wheeling to subscribe \$1 million to the B&O. (Munroe - verify extends rights in Va. 5 years but must run from Harpers Ferry to near Cumberland in Va. and make one terminus at Wheeling; Va. may subscribe \$1,058,000, of which 2/5 must be spent in Va. - verify PL)
- Mar. 9, 1838 Ohio act authorizes the Board of Public Works to purchase the Lancaster Lateral Canal Company. (PL)
- Mar. 10, 1838 Ohio act authorizes the Board of Public Works to construct of a canal from the Walhonding Canal up the Vernon River to Mount Vernon and another branch canal up the Mohican River to Loudonville; both are surveyed by Arnold Medbery; the former would require 141 feet of lockage and cost \$360,509; the latter 94 feet of lockage and cost \$416,736. (PL)
- Mar. 12, 1838 Maryland & New York Iron & Coal Company incorporated in Maryland by Louis (Lewis?) Howell, Benjamin B. Howell, and Henry W. Howell of New York and New Jersey to build a rolling mill in the Cumberland Coal Field; must manufacture 1,000 tons of pig iron within 5 years; the land already owned by Louis Howell is to be valued at \$500,000; can build a railroad to the B&O or Chesapeake & Ohio Canal at Cumberland; Mount Savage Rolling Mill is not completed until 1843. (PL, B&O Val, RRH)
- Mar. 12, 1838 Maumee City, Ohio, (now part of Toledo) incorporated as a city. (PL)
- Mar. 13, 1838 Pa. legislative resolution appropriates \$20,000 to redeem scrip issued to contractors by William B. Mitchell, former Superintendent of Philadelphia & Columbia Railroad. (PL)
- Mar. 13, 1838 B&O delegation arrives in Richmond to seek state aid; Tidewater Virginia is suspicious of any project that would threaten the James River & Kanawha Canal. (Dilts)
- Mar. 13, 1838 Ohio act repeals the act of Mar. 14, 1836 banning the circulation of small notes; orders Ohio banks to resume specie payments by July 4. (PL)
- Mar. 14, 1838 Chillicothe, Ohio, incorporated as a city. (PL)

- Mar. 15, 1838 Erie County, Ohio, created from parts of Huron and Sandusky Counties; not fully organized. (Long)
- Mar. 1838 New Jersey Railroad is able to place only £30,000 of a £100,000 loan authorized in Oct. 1837. (MB)
- Mar. 1838 PW&B mail train is fitted with a car containing a compartment for bagged mail and a mobile post office with a clerk sorting mail en route; possibly first RPO car. (PubLdgr)
- Mar. 1838 Samuel B. Ruggles, Chairman of the Committee of Ways & Means of the (Whig) N.Y. Assembly delivers a report stating that based on the present and projected earnings of the canals, the state can safely borrow \$4 million a year for 10 years to spend on railroads and canals and still retire the debt in 1865; tolls in 1836 have been enough to redeem the entire canal debt. (Shaw)
- Mar. 1838 First eight miles of Mad River & Lake Erie Railroad opens from Sandusky to Bellevue. (Smiths - is longer distance)
- Mar. 16, 1838 Whig legislature in Ohio abolishes the Democratic Board of Public Works of 1836 and replaces it with a Canal Commission made up of four full-time administrators; three Whigs and one Democrat are appointed, and all are engineers with long service records, thus replacing Jacksonian amateur management with professional management, but retaining sectional balance, although not mandatory as before; the new Commissioners are Benjamin Forrer, Leander Ransom, Sebried Dodge, and William H. Price. (PL, Scheiber)
- Mar. 16, 1838 Ohio act declares Blanchard's Fork of the Auglaize River to be a public highway as far as the town of Ottawa. (PL)
- Mar. 16, 1838 Erie County, Ohio, fully organized with county seat at Sandusky. (Long)
- Mar. 17, 1838 Camden & Philadelphia Steam Boat Ferry Company Board orders procuring a new boat. (MB)
- Mar. 17, 1838 Hamburg, Allentown, Bethlehem & Easton Railroad incorporated in Pa. to build from Hamburg on the Schuylkill River to the N.J. state line. (PL)
- Mar. 19, 1838 Camden & Philadelphia Steam Boat Ferry Company Board orders building ferry sheds, fences and gates at Camden. (MB)
- Mar. 19, 1838 PW&B begins second round trip between Philadelphia and Baltimore; U.S. Mail Line runs via steamboat *Telegraph* and one trip runs via

omnibus to Grays Ferry; Citizens' Union Line and New Castle & Frenchtown cut fare from \$3 to \$2 to meet competition.

- Mar. 19, 1838 Attempt to amend annual Improvement Bill to include \$100,000 subscription to Union Canal, \$60,000 to Bald Eagle & Spring Creek Navigation Company, \$75,000 to Delaware & Schuylkill Canal, \$50,000 to Pennsylvania & Ohio Canal, \$50,000 to Cumberland Valley Railroad, and \$50,000 to Pittsburgh & Connellsville Railroad fails in House by 69-19 vote. (HseJrnl)
- Mar. 19, 1838 Philadelphia Board of Trade formally incorporated. (PL)
- Mar. 19, 1838 Ohio act authorizes the Commissioners of the Canal Fund to borrow \$700,000 in 1838 to complete the portion of the Wabash & Erie Canal in Ohio, plus \$100,000 to complete the Walhonding Canal and pay the claims due the Warren County Canal Company. (PL)
- Mar. 20, 1838 Dudley S. Gregory (1800-1874) elected first Mayor of Jersey City under its new charter. (McLean)
- Mar. 20, 1838 Laurel Hill Coal Company is authorized to build a railroad, connecting with the railroad of the Hazleton Coal Company. (Baird)
- Mar. 20, 1838 Allegan, Mich., incorporated as a village. (PL)
- Mar. 21, 1838 Maryland act appoints five state directors for the Eastern Shore Railroad. (PL)
- Mar. 1838 City tobacco warehouse opens in Philadelphia in an attempt to attract trade from Kentucky. (PhlCmmrcLLst)
- Mar. 25, 1838 Future banker Jay Cooke (1821-1905) leaves Sandusky for Philadelphia to work as a clerk for the Main Line Washington Packet & Transportation Company, a transporting company run by his brother-in-law William G. Moorhead; the company had been formed by a number of Democratic politicians, including Gov. David R. Porter and several Canal Commissioners with money borrowed from the United States Bank of Pennsylvania. (Oberholtzer, Larson)
- Mar. 26, 1838 Fire destroys Paterson & Hudson River Railroad depot adjoining New Jersey Railroad depot at Jersey City. (Lucas)
- Mar. 26, 1838 Camden & Philadelphia Steam Boat Ferry Company Board reports that they have arranged with the Camden & Amboy Railroad to purchase its ferry house, stables and pier at Camden and have purchased a block on the lower side of Walnut Street, Philadelphia, and build a wharf and slip there.

(MB)

- Mar. 26, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes trying to place \$400,000 loan in Europe through Samuel Jaudon of the United States Bank of Pennsylvania. (MB)
- Mar. 26, 1838 Charter supplement authorizes Little Schuylkill & Susquehanna Railroad to build a branch from Lindners Gap eastward to intersect the Beaver Meadow Railroad near the mouth of Black Creek. (PL)
- Mar. 27, 1838 Camden & Amboy men elected to control Board of Camden & Philadelphia Steam Boat Ferry Company. (MB)
- Mar. 27, 1838 Michigan Legislative resolution orders suspending the letting of contracts for the Havre Branch Railroad until Apr. 16. (PL)
- Mar. 29, 1838 Bridge over Valley Creek on the Philadelphia & Columbia Railroad burns from locomotive sparks; transporting companies commandeered horses and wagons to haul freight around break or divert to Union Canal route. (CC)
- Mar. 29, 1838 Maryland act authorizes issue of \$500,000 bonds, of which \$100,000 to be kept in a sinking fund and \$400,000 to be loaned to Baltimore & Susquehanna Railroad; state's subscription to the B&O is to be used for construction west of Cumberland. (PL, Digest)
- Mar. 29, 1838 Berkshire Railroad incorporated in Mass. to extend the Housatonic Railroad northwards. (nhrhta)
- Mar. 30, 1838 LIRR Board confirms repurchase of stock claimed by Edwin Lord at 58.408. (MB)
- Mar. 30, 1838 Michigan act appropriates \$350,000 for the Central Railroad, \$350,000 for the Southern Railroad, \$250,000 for the Clinton & Kalamazoo Canal and lesser amounts for the Northern Railroad, canals and rivers. (Parks)
- Mar. 30?, 1838 Reliance Transportation Company reorganized to operate a line of three-portable iron section boats of 6 tons in 3 sections between Philadelphia and western points; partners are John Dougherty; Dr. Peter Shoenberger (1782-1854) and sons G. & J.H. Shoenberger, wealthy ironmasters of the Juniata Valley; James M. Davis, John McFadden, and John and William Bennett of Blairsville. (Hartman)
- Mar. 30, 1838 U.S. Circuit Court issues an order requiring Postmaster General Amos Kendall to pay the balance due Stockton & Stokes for mail pay. (44 US 87)

- Mar. 31, 1838 Canal Commissioners adopt Western Route for Erie Extension Canal and order final location. (CC)
- Mar. 31, 1838 Ground broken for the Cincinnati & Whitewater Canal on the estate of William Henry Harrison; a 1,782-foot tunnel is needed to pass through the terminal moraine between the Great Miami and Ohio Rivers; it is the fifth canal tunnel built in the U.S. (Mitchell/profsurv.com)
- Mar. 31, 1838 First-ever public convention for the promotion of a railroad to the Pacific Ocean held in Dubuque, Iowa, to consider the plan of John Plumbe, a Minnesota engineer; Congress responds by funding a survey only between Milwaukee and Dubuque. (Albright)
- Early 1838 Camden & Philadelphia Steam Boat Ferry Company builds Railroad Hotel at foot of Bridge Street, Camden; leased to James Elwell. (Boyer - also says hotel b. by C&A and part of property deeded to ferry co)
- Spring 1838 Baring Brothers & Co. ships \$4 million in specie to New York bankers Prime, Ward & King to aid in the revival of business and resumption of specie payments in New York. (Scheiber - see Hidy and Miller on Erie Canal for more info)
- Apr. 1, 1838 Cumberland Valley Railroad Board authorizes Pres. McCulloh to negotiate loan in Europe. (Triumph)
- Apr. 1, 1838 Since the suspension of specie payments in 1837, the New York banks have reduced their loans from \$46 million to \$30 million, and their circulating notes from over \$9 million to \$2 million, hoping to be able to resume specie payments but at the same time making it next to impossible for people from out of state to pay debts or buy in the city; much business goes to Philadelphia and Baltimore. (Govan)
- Apr. 1, 1838 Baltimore merchant and Baltimore & Susquehanna Railroad director Isaac McKim (1775-1838) dies. (Scharf)
- Apr. 2, 1838 Pa. Gov. Joseph Ritner sends a message to the State Senate urging the immediate replacement of the Valley Creek Bridge on the Philadelphia & Columbia Railroad. (PaArch)
- Apr. 2, 1838 Virginia act authorizes a \$1,058,000 subscription to the B&O; 40% of amount needed to build through Virginia from Harpers Ferry to Cumberland, but only on condition that it is paid when work is completed and the City of Wheeling also subscribes \$1 million. (PL, Munroe)
- Apr. 2, 1838 Blackford County, Indiana, created from part of Jay County; not fully organized. (Long)

- Apr. 3, 1838 Canal steamboat *Car of Commerce* recently put on New Express Transportation Line between Philadelphia and New York sinks at Dock Street wharf. (USGaz)
- Apr. 3, 1838 Lewistown & Tuscarora Bridge Company incorporated to build across the Juniata River at Lewistown. (PL)
- Apr. 3, 1838 Michigan Legislature suspends the working of the 1837 General Banking Law for one year. (PL, Dunbar)
- Apr. 3, 1838 Michigan Legislative resolution orders the Commissioners of Internal Improvement to survey a railroad between Centerville and Niles via Lockport, Geneva and Cassopolis. (PL)
- Apr. 3, 1838 Ypsilanti & Tecumseh Railroad incorporated in Mich. with a capital of \$200,000. (PL)
- Apr. 3, 1838 Kalamazoo, Mich., incorporated as a village. (PL)
- Apr. 4, 1838 Branch of Camden & Amboy opens for revenue service between Bordentown and Trenton; runs on the bank of the Delaware & Raritan Canal.
- Apr. 4, 1838 Lewistown & Tuscarora Bridge Company incorporated in Pa. to build a toll bridge over the Juniata River at Lewistown; construction is delayed a decade because of the depression. (Cards, HistJuniata/Susq)
- Apr. 5, 1838 Pa. Gov. Joseph Ritner vetoes a bill chartering the Offerman Railroad & Mining Company in Schuylkill County, a new version of the Buck Ridge Railroad & Coal Company bill of 1837. (PaArch)
- Apr. 5, 1838 Michigan act authorizes contracting for the St. Mary's Ship Canal. (PL)
- Apr. 5, 1838 Dearbornville, Mich., incorporated as a village. (PL)
- Apr. 5, 1838 Grand Rapids, Mich., incorporated as a village. (PL)
- Apr. 6, 1838 Pennsylvania act appropriates \$15,000 to rebuild Valley Creek bridge on Philadelphia & Columbia Railroad east of Downingtown, recently destroyed by fire. (PL)
- Apr. 6, 1838 Poughkeepsie Locomotive Engine Company incorporated; it builds a \$90,000 factory and builds only one locomotive, for the LIRR, before failing; it is located 70 miles from the nearest railroad. (Harlow)

- Apr. 6, 1838 Michigan Legislature votes \$5,000 to extend the Central Railroad from its terminus at the Campus Martius and Woodward Avenue down Woodward to Atwater on the Detroit River and as far down Atwater as will serve the public; the track is built but not used and soon pulled up. (PL, michiganrailroads)
- Apr. 6, 1838 Michigan Legislative resolutions direct the Commissioners of Internal Improvements to contract for 100 miles of railroad iron. (PL)
- Apr. 7, 1838 Northern Liberties & Penn Township Railroad appoints P. Lucianna Superintendent to check on passengers riding on freight cars or unlicensed passenger cars to Fairmount. (MB)
- Apr. 10, 1838 Washington Packet & Transportation Company advertises that it leaves Broad Street, Philadelphia, daily at 10:00 AM and boats arrive in Pittsburgh a half-day sooner than other lines. (PADA)
- Apr. 11, 1838 Offerman Railroad & Mining Company incorporated in Pa. over Gov. Ritner's veto to hold 2,000 acres on the West Branch of the Schuylkill River; it appears that this bill was to allow John C. Offerman to work the Camden & Amboy lands formerly owned by the Phoenix Coal Company and acquired through the settlement of the frauds committed by Jeremiah H. Sloan; Offerman has agreed with John Delafield's Phenix Bank in New York for a loan in return for acting as his New York agent; the charter is never used because of local opposition to incorporated companies. (PL, Munsell/Sch, Yearley)
- Apr. 11, 1838 Nation's bankers meet at New York and resolve to resume specie payments by the first Monday of Jan. 1839; reject New York bankers' call for immediate resumption. (Govan)
- Apr. 12, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board authorizes increasing stock by \$400,000. (MB)
- Apr. 12, 1838 In a special message to the Legislature, New York Gov. William L. Marcy recommends authorizing the Commissioners of the Canal Fund to borrow \$6-8 million for the Erie Canal enlargement and completion of the Black River and Genesee Valley Canals to carry the work through the current financial turmoil; until actual construction can begin, the Canal Fund is to deposit the money in the Safety Fund banks, allowing them to resume specie payments; the Whig-controlled Legislature ignores the recommendations. (Sweet, Seavoy)
- Apr. 13, 1838 Provision buried in a Pennsylvania act authorizes Philadelphia & Trenton Railroad to build a branch at Holmesburg. (Digest)

- Apr. 13, 1838 (First) Old Colony Railroad Corporation incorporated in Mass. (NHCorp)
- Apr. 14, 1838 In an election year, Gov. Joseph Ritner allows Internal Improvement Bill to become law without his signature, thus authorizing massive spending of which he personally disapproves; bill authorizes \$300,000 for further construction of Erie Extension Canal; \$300,000 for Tunkhannock Line of North Branch Extension (Pittston-Wyalusing); \$24,000 to finish Tangascootack Extension; \$100,000 to begin Sinnemahoning Line of West Branch Canal to mouth of Sinnemahoning Creek; \$20,000 to begin Wiconisco Division Canal up east bank of Susquehanna from Clarks Ferry to Millersburg to facilitate transshipment of coal from Lykens Valley mines; \$30,000 for a navigable feeder for the Western Division up the Allegheny to Kittanning; \$10,000 for an outlet lock at Duncans Island; \$50,000 to bypass Columbia inclined plane; \$2,288 to reimburse Henry R. Campbell for West Philadelphia Railroad survey; suspension of Gettysburg Extension Railroad lifted and \$195,000 appropriated, including 8 miles of new work; also orders survey for railroad or macadam road between Chambersburg and Pittsburgh and for a railroad or canal up the Raystown Branch of the Juniata to Bedford and the Broad Top Coal Field; appropriates \$1.95 million total; \$295,000 appropriated for subscriptions to private companies, including \$100,000 to Cumberland Valley Railroad, \$50,000 to Danville & Pottsville Railroad for its Western Division, \$75,000 to Delaware & Schuylkill Canal Company, \$25,000 to Monongahela Navigation Company, \$20,000 to Codorus Navigation Company, and \$25,000 to Bald Eagle & Spring Creek Navigation Company, plus numerous turnpikes, state roads and bridges; two temporary loans of \$600,000 and \$200,000 authorized; also negotiations with West Philadelphia Railroad, Norristown & Valley Railroad, and Chester & Delaware Railroad to buy their lines as a means of avoiding the Belmont Plane; authorizes temporary loan of \$600,000; Ritner objects to size of appropriation, mingling public and private projects, and failure to utilize low interest rate concession secured from United States Bank in 1836. (PL, PaArch, Snyder)
- Apr. 1838 Main Line transporting merchants in Philadelphia set freights between Pittsburgh and Philadelphia; drygoods at \$2.00 per cwt., hardware, \$1.70, and groceries at \$1.40. (NilesReg)
- Apr. 1838 Dudley S. Gregory elected first mayor of Jersey City. (CityofJC, CongBio)
- c. Apr. 1838 Camden & Philadelphia Steam Boat Ferry Company begins constructing a canal through Windmill Island in the Delaware River, so as to open a direct route across the river; the southern part then remains known as Windmill Island and the northern part as Smiths Island. (Val)

- Apr. 1838 Both Cornelius Vanderbilt and the Boston & New York Transportation Company cancel their existing contracts to provide New York-Stonington steamboat service to the New York, Providence & Boston Railroad and instead offer to lease the *Lexington* and *Narragansett* respectively to the railroad at \$4,000 a month, plus the income from the bar; Vanderbilt offers to sell the *Lexington* outright for \$70,000. (Stiles)
- Apr. 1838 Following receipts of \$4 million in specie from Baring Brothers & Co., Prime, Ward & King takes \$700,000 of the new Ohio Canal loan at 106. (Scheiber)
- Apr. 16, 1838 Pa. act authorizes Canal Commissioners to build chute in Queens Run Dam on West Branch Canal. (PL)
- Apr. 16, 1838 Provision buried in a Pennsylvania act authorizes all railroads entering Philadelphia, including the PW&B, may form a continuous railroad through the city; imposes penalties for damaging track, buildings or rolling stock; Philadelphia & Trenton Railroad authorized to extend to Bridesburg. (Digest)
- Apr. 16, 1838 Pa. act for relief of West Chester Railroad grants it a rebate of state tolls between Philadelphia and West Chester Intersection to a total of \$25,000 to pay for rebuilding track. (PL)
- Apr. 16, 1838 Bristol Steam Tow-Boat & Transportation Company incorporated in Pa. to provide towboat service for Delaware Division Canal in lieu of a state-owned boat; the state is to subscribe \$8,125; also may subscribe \$20,000 to the Wrightsville, York & Gettysburg Railroad. (PL)
- Apr. 16, 1838 Charter supplement authorizes Dauphin & Susquehanna Coal Company to build a railroad. (PL)
- Apr. 16, 1838 Sugar Loaf Coal Company incorporated in Pa. (PL)
- Apr. 16, 1838 Wyoming Coal Company incorporated in Pa. (PL)
- Apr. 16, 1838 Pa. legislative resolution grants prize of \$2,000 to Royal Freeman for invention of a boat propelled by setting poles moved by steam to be used in ascending Allegheny River. (PL)
- Apr. 16, 1838 Northampton Borough renamed Allentown, Pa., by legislative act. (Mathews/Hngrfrd)
- Apr. 16, 1838 Democrat-controlled New York Senate passes a bill authorizing the Commissioners of the Canal Fund to borrow \$4 million for the Erie Canal enlargement, \$2 million for the Genesee Valley Canal, and \$1.5 million

- for the Black River Canal; it fails to pass the Whig-dominated Assembly. (Sweet)
- Apr. 16, 1838 Wrightsville, Pa., incorporated as a borough. (PL)
- Apr. 16, 1838 Northampton, Pa., seat of Lehigh County, renamed Allentown in honor of William Allen. (Long)
- Apr. 17, 1838 John Delafield resigns as Treasurer and director of LIRR; William Gibbs McNeill resigns as Chief Engineer. (MB)
- Apr. 17, 1838 Charter supplement to West Philadelphia Railroad authorizes it to cross the Schuylkill River on either the Market Street or Callowhill Street bridges or build its own bridge. (PL)
- Apr. 17, 1838 Thaddeus Stevens take a leave from the Pennsylvania Legislature. (Palmer)
- Apr. 17, 1838 A committee of the Whig-dominated New York Assembly rejects Democratic Gov. William L. Marcy's call for more state loans for the canals on the grounds it would be dangerous to put such large discretionary powers in the hands of the Canal Board. (Sweet)
- Apr. 18, 1838 Gov. Joseph Ritner advertises for the \$600,000 temporary loan authorized by the act of Apr. 14.
- Apr. 18, 1838 Camden & Philadelphia Steam Boat Ferry Company begins service between Camden & Amboy ferry house in Camden and new slip on south side of Walnut Street Wharf, Philadelphia, with one boat; has built ferry house on south side of Walnut Street and sheds and gates at Camden; hotel at the southeast corner of Walnut Street & Delaware Avenue kept by J.B. Bloodgood also contains the Camden & Amboy ticket and freight offices. (MB, Scharf)
- Apr. 18, 1838 Camden & Philadelphia Steam Boat Ferry Company begins operating between Camden & Amboy terminal and Walnut Street, Philadelphia. (C&C, MB)
- Apr. 18, 1838 PW&B Board hears a report on the first case brought against them for being the means of escape for a fugitive slave; the alleged owner wanted \$500 damages, but investigation reveals that the "escapee's" term of servitude was about to expire. (MB)
- Apr. 18, 1838 PW&B Board reports it has concluded a contract for the use of the steamboat *Telegraph* for carrying passengers, freight and mail; report that Maryland & Virginia Steamboat Company has binding agreement to

transfer northern passengers to NC&F boats in Bay, but has given them six months' notice; to meet NC&F competition, have cut fare to \$2.00 for early line and \$3.00 for afternoon line. (MB)

- Apr. 18, 1838 Brandywine Bridge on the Philadelphia & Columbia Railroad at Downingtown restored. (PhlCmmrclLst)
- Apr. 18, 1838 New York's Whig Legislature passes a Free Banking Law allowing any group of investors to form banking "associations" with a minimum capital of \$100,000 and perpetual charters; instead of the Safety Fund, the free banks are to deposit security with the state for 100% of their circulating notes; only free banks may issue notes under \$5 after 1841; the security provisions tend to promote sound banking, while similar laws in the western states permit using relatively worthless assets as security and promote wildcat banking. (PL, Seavoy, Cleveland/Huertas)
- Apr. 18, 1838 New York Whigs and conservative Democrats enact a law authorizing a \$4 million loan on the credit of the state, not on income from future tolls, for enlarging the Erie Canal within five years, as well as completing the Black River and Genesee Valley Canals; \$8 million in work is to be put under contract immediately; opposition comes from the more doctrinaire members of the Albany Regency, making the canal debt a major factional issue in state politics for the next 20 years. (Sweet, Shaw)
- Apr. 18, 1838 New York grants a \$200,000 state loan to the Auburn & Syracuse Railroad. (Stevens)
- Apr. 18, 1838 N.Y. Legislature passes a plan put forward by Eleazar Lord for a state loan to the New York & Erie Railroad of \$100,000 for each \$180,000 raised by private capital; termini are fixed at Piermont on the Hudson River about 39 miles north of New York City (where Lord owns real estate) and at Dunkirk on Lake Erie; must begin construction at both ends. (Mott - check)
- Apr. 18, 1838 Village of Greenport incorporated in N.Y. in the Town of Southold. (French)
- Apr. 19, 1838 Pres. James M. Porter of the Belvidere Delaware Railroad writes to Nicholas Biddle for a loan; pushes the route as a connection to the New York & Erie Railroad. (MB)
- Apr. 19, 1838 Chief Engineer Edward Miller begins surveys for Sunbury & Erie Railroad; Thomas J. Power and George E. Hoffman Principal Assistant Engineers; surveys four northern and four southern routes, most with inclined planes; preferred route runs Emporium, St. Marys, and Ridgway and up the Clarion River to Tionesta; the line runs through wilderness with

only one house near the line over a distance of 60 miles. (AR, Rosenberger, Roberts)

- Apr. 20, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad executes mortgage to John Moss, Quentin Campbell and Francis Rawle Wharton. (MB)
- Apr. 20, 1838 Three-section iron section boat to design of John Dougherty and owned by Reliance Transportation Company drawn down Market Street in Philadelphia for display. (PubLdgr)
- Apr. 21, 1838 New York diarist Philip Hone reports large volumes of specie flowing into the country from England, much of it being sent through Prime, Ward & King. (Hone)
- Apr. 23, 1838 Steamship *Sirius* of British & American Steam Navigation Company arrives in New York in the morning after making the first crossing of the Atlantic entirely by steam in 19 days from Cork; the much larger *Great Western* of the Great Western Steamship Navigation Company arrives four hours later, 15 days out of Bristol; the British & American Steam Navigation Company has been established by Junius Smith, a Connecticut Yankee resident in London; however, neither line is successful, and regular steam navigation of the "Atlantic ferry" must wait for establishment of the Cunard Line, which secures a Royal mail subsidy. (Albion)
- Apr. 23, 1838 Maryland Gov. Thomas Ward Veazey (1774-1848) requests the War Dept. for engineers to make a new survey for the Maryland Canal. (Rept)
- Apr. 24, 1838 Joseph Harrison, Jr. (1810-1874) receives a patent for the equalizing lever. (RRH 87)
- Apr. 25, 1838 Associates of the Jersey Company approve arrangements for moving ferry to foot of Montgomery Street (future Exchange Place) for accommodation of New Jersey Railroad. (MB)
- Apr. 25, 1838 Reeves & Knissel (formerly Reeves & Toy), operating the ferries *William Wray* and *Philadelphia*, cuts passenger rate to 5 cents to match Camden & Philadelphia Steam Boat Ferry Company. (CmdnMail)
- Apr. 25, 1838 Steamboat *Moselle* explodes and sinks about a mile east of Cincinnati, killing about 150 and prompting calls for government action. (Hunter)
- Apr. 27, 1838 Eleazar Lord reelected to the Board of the New York & Erie Railroad; Elihu Townsend elected a director. (Mott)

- Apr. 28, 1838 W.F. Blydenburgh resigns as LIRR Secretary. (MB)
- Apr. 28, 1838 Prime, Ward & King decline to handle the Michigan \$5 million loan because of prior sales to Oliver Newberry. (Parks)
- Apr. 29, 1838 Lexington & Ohio Railroad begins operating its steam locomotive *Elkhorn* in Main Street, Louisville, between 13th & 6th Streets as part of its line between 16th Street and Portland; this part of the line remains detached from the line between Lexington and Frankfort and is opposed in Louisville as a public nuisance. (ARJ, TDClark)
- Apr. 30, 1838 LIRR Board asks Brooklyn authorities for permission to operate steam locomotives on Atlantic Avenue line between Clinton Street and Bedford on May 1-4 for races, providing limited to 8 MPH. (MB)
- Apr. 30, 1838 Henry Clay introduces a joint resolution in the Senate for the repeal of the Specie Circular. (Govan)
- May 1, 1838 First section of the Philadelphia & Reading Railroad opens between Reading and Pottstown with the locomotive *Rocket*. (Rdg)
- May 1, 1838 Syracuse & Utica Railroad executes a construction contract; uses the pile system of E.P. Williams instead of conventional grading. (Wager)
- May 2, 1838 LIRR Board announces settlement with Edwin Lord; he is to receive new certificates for his 2,700 shares; directors Walter R. Jones, S. Carle, George D. Strong and Henry F. Tallmadge resign, and six new directors allied with Lord elected to fill vacancies: Edwin Post, Waldron B. Post, George B. Fiske, Joseph W. Allen, and Henry Ruggles. (MB)
- May 2, 1838 New York & Albany Railroad organized. (Pam)
- May 2, 1838 Burlington, N.J., city committee on railroads reports and authorizes a contract with the Burlington & Mount Holly Railroad & Transportation Company to build a track in Main Street; however, the company does not build its railroad until the 1840s. (Woodward)
- May 3, 1838 Philadelphia Councils agree to let all merchandise cars use the City Railroad toll-free for a year. (Schwartz)
- May 3, 1838 Canal Commissioners appoint Hother Hagé (1800-1872), most recently on the Franklin Railroad, as Principal Engineer for survey for a road or railroad between Chambersburg and Pittsburgh and for slackwater on the Raystown Branch; appoint John P. Baily to survey for the Wiconisco Canal. (CC)

- May 3, 1838 PW&B Board reports agreement with NC&F on fares; VP Jacob I. Cohen reports on possibility of connecting with a new steamboat line between Baltimore and Charleston, S.C.; consider having morning, evening and night lines run to Wilmington via steamboat. (MB)
- May 3, 1838 Little Miami Railroad orders employing another engineer after O.M. Mitchel declines making the survey; orders location from Cincinnati city line to Milford; Mitchel resigns as Engineer in a clash of personalities; Mitchel's survey is later proved to be faulty; he does no further railroad work but becomes America's leading astronomer. (MB, DAB)
- May 3, 1838 Stafford Coal Company incorporated in Pa. (PL)
- May 4, 1838 New York City Council authorizes the New York & Harlem Railroad to build a double track from the Bowery through Broome Street to Centre Street, and down Centre to Chatham Street and City Hall, after which, the tracks in the Bowery south of Broome Street are to be removed; the route was chosen by the influence of Henry Erben, Alderman of the Sixth Ward, so that it would pass his organ factory. (Valentine, NYState, Stokes)
- May 4, 1838 Elihu Townsend resigns as Treasurer of the New York & Erie Railroad and the office is abolished; Townsend remains a director. (Mott)
- May 7, 1838 New Jersey Railroad authorizes the New Brunswick Bridge Company, which it controls, to collect a toll on the roadway on the lower level of the railroad bridge at New Brunswick in lieu of on its own bridge at Albany Street; the Bridge Company then ceases maintaining the old bridge and allows it to fall into decay; the Bridge Company becomes dormant until 1851. (MB, Benedict)
- May 8, 1838 Baltimore & Susquehanna Railroad Board grants \$1,500 aid to the Washington Packet Line to help establish a through line between Baltimore and Pittsburgh. (MB)
- May 8, 1838 Mad River & Lake Erie Railroad opens from Sandusky 15 miles to Bellevue, Ohio, formerly York Cross Roads, which is named for former Chief Engineer James H. Bell, who is interested in the place as a land speculation; traffic is almost non-existent. (Smiths have 5/14 for revenue service - Anderson has 5/11)
- May 8, 1838 Michigan Gov. Stevens T. Mason makes a new contract for the \$5 million loan at par with Edward R. Biddle and his Philadelphia associates, but they are unable to make arrangements. (Parks)
- May 8, 1838 First rail laid on Northern Cross Railroad in Illinois. (Ystryd&Tdy)

- May 8, 1838 London Workingmen's Association publishes the People's Charter, calling for electoral reforms, including universal male suffrage, the secret ballot, equal population in Constituencies and elimination of property qualifications for Members of Parliament; some version of all these demands have been embodied in the U.S. Federal Constitution and the state constitutions passed in the 1830s; the Chartist movement is active for over a decade and molds the opinions of many who emigrate to America. (Mercer, wiki)
- May 9, 1838 Samuel Jaudon writes to Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad from London informing them he cannot place their bonds, as the market for American securities is glutted. (MB)
- May 10, 1838 New York banks resume specie payment; short-term revival of credit begins, lasting into 1839; Detroit banks also resume.
- May 14, 1838 New Jersey Railroad appoints John P. Jackson counsel in place of William Pennington, who has been elected Governor. (MB)
- May 14, 1838 Hazleton Coal Company's railroad opens between the mines at Hazleton and a junction with the Beaver Meadow Railroad at Weatherly; the Hazleton Coal Company loads its first boat at its own coal wharf on the Lehigh Canal at Penn Haven, reached by trackage rights over the Beaver Meadow Railroad; ships a total of 14,221 tons during the year. (LC&N AR, Heydinger/RRH109)
- May 14, 1838 Jonathan Knight and Benjamin H. Latrobe, Jr. report to the B&O on the use of locomotives, operating organization and managerial salaries on the major railroads in New England and the Middle Atlantic States. (Knight Rept)
- May 15, 1838 Richard Mott elected Pres. of the Erie & Kalamazoo Railroad, replacing A. J. Comstock. (Waggoner)
- May 1838 Chief Engineer Edward Miller begins surveys for the Sunbury & Erie Railroad; Eastern Division under Thomas J. Power (1807?-1888) Principal Assistant Engineer with George W. Leuffer and Edward Fitzgerald assistants; Western Division under George E. Hoffman. (RsresofP&E)
- May 1838 New York & Erie Railroad Pres. James Gore King returns from Europe convinced that the company has no prospects. (Mott)
- May 1838 Special mail cars are now running between Philadelphia and Washington; divided into two compartments, one for the great mail and one for way mail. (Long/Dennis)

- May 1838 Laborers and contractors on the Miami & Erie Canal in Lucas County, Ohio, have not been paid for 5 months; payment is finally made in June. (Waggoner)
- May 16, 1838 Baltimore & Susquehanna Railroad secures \$250,000 5% Second Mortgage loan from City of Baltimore.
- May 16, 1838 Richmond & Petersburg Railroad opens from Manchester on the south bank of the James River opposite Richmond to Pocahontas on the north bank of the Appomattox River opposite Petersburg. (VaBPW)
- May 17, 1838 Gov. Joseph Ritner names Thaddeus Stevens and John Dickey Canal Commissioners, replacing Moses Sullivan and John Taggart, resigned; Elijah F. Pennypacker is the sole holdover; Stevens is elected president of the Canal Commissioners; he begins an aggressive use of patronage in favor of the Whig/Anti-Masonic coalition in the 1838 elections. (CC, PaArch)
- May 17, 1838 Canal Commissioners authorize Reading to connect with Philadelphia & Columbia Railroad at foot of Belmont Plane and operate over P&C to Broad & Vine Streets. (Rdg)
- May 17, 1838 Philadelphia mob burns down Pennsylvania Hall, a meeting place for abolitionists, that was dedicated only on Mar. 14. (Hone, FisherDiary)
- May 18, 1838 The steamboat *New Castle* ascends the Kiskiminetas River as far as Leechburg, where it is stopped by the dam, because of a slip in the canal above Freeport. (Smith/Armstrong)
- May 19, 1838 Baltimore ordinance calls for city to elect four directors of Baltimore & Susquehanna Railroad. (Digest)
- May 21, 1838 Waldron B. Post elected Pres. of LIRR, replacing Valentine Hicks, resigned; George B. Fiske named VP. (MB)
- May 21, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad contracts for new pier at Conewago Bridge. (MB)
- May 21, 1838 Meeting held in Pittsburgh in support of the B&O; the City Council is asked to subscribe \$1 million, providing that it build from Cumberland to Pittsburgh. (StdHistPitts)
- May 1838 Tracklaying begins on Madison & Indianapolis Railroad between North Madison and Grahams Ford Bridge; uses 45-lb. H-rail rolled in Wales. (, Anderson)

- May 1838 All three Canal Commissioners begin a leisurely statewide “inspection” tour, during which promises of new improvements are made, contracts are awarded to those who support Ritner's reelection, and election bets are made to force contractors and others to get out the vote on penalty of monetary losses; tour begins with a trip up the Delaware Division, then moves west on Main Line. (Snyder, CC)
- May 23, 1838 Benjamin Curtis resigns as LIRR director and is replaced by George B. Post; Board invites city officials to witness test of locomotive between South Ferry (foot of Atlantic Avenue, Brooklyn) and Bedford. (MB)
- May 25, 1838 Congress makes last appropriations for the National Road; \$150,000 in Ohio, \$150,000 in Indiana, and \$50,000 in Illinois; the road west of the Ohio River is left in an unfinished condition, costing a average of only \$7,637 per mile and is not macadamized; the federal government has spent a total of \$6.8 million on the National Road. (CongGlobe, Searight)
- May 1838 New York & Erie Railroad organizes new engineer corps.
- May 27, 1838 Lutheran clergyman and pioneer experimenter with coal smelting Frederick W. Geissenhainer (1771-1838) dies at New York before he can achieve commercial success. (Swank)
- May 28, 1838 PW&B begins a second, evening line. (PhlCmmrcLst)
- May 30, 1838 Pres. Van Buren signs the repeal of the Specie Circular, having been presented with a bill passed by a coalition of Whigs and soft-money Democrats in Congress. (Snyder, Howe)
- May 31, 1838 LIRR Board authorizes lease of wharf at South Ferry, Brooklyn and establishment of station at Westbury. (MB)
- June 1, 1838 Representatives of the Philadelphia banks discuss the possibility of resuming specie payments now that the Specie Circular has been repealed; appoint a committee to correspond with banks in other states. (Snyder)
- June 1, 1838 Michigan Governor Stevens T. Mason (1811-1843) signs a new agreement with Edward R. Biddle to place the \$5 million loan through the Morris Canal & Banking Company; Mason grants Morris Canal & Banking Company a 2½% commission contrary to law; the bank is to make up the difference if the loan sells below par; if the loan sells for up to 5% above par, the profits are to be split between the bank and the state; above 5%, the profits go to the bank; \$250,000 is paid to the state up front and \$1.5 million as demanded by the state; after July 1, 1839, the balance is to be paid in quarterly installments of \$250,000, even if the bank has not sold the bonds; the Morris Canal Bank's agency is to be irrevocable; the state

- deposits the proceeds of the loan in the State Bank of Michigan at 6%. (Parks)
- June 2, 1838 Canal Commissioners direct two locomotives on the Philadelphia & Columbia be fitted to burn anthracite coal as an experiment; use a forced-draft blower devised by John Brandt, master machinist at Parkesburg Shops; soon proves unsuccessful. (CC)
- June 4, 1838 Jersey City Mayor and lawyer Dudley S. Gregory first elected a director of the New Jersey Railroad. (MB)
- June 4, 1838 Camden & Amboy Railroad begins construction of Trenton-New Brunswick line; William Cook, Chief Engineer. (ARJ)
- June 4, 1838 Thaddeus Stevens queries Nicholas Biddle about the resumption of specie payments and whether it might be made to appear the result of an order from Gov. Ritner as a “surprise” in the election campaign. (Snyder)
- June 4, 1838 Michigan Gov. Stevens T. Mason consents to a modification of the loan agency with the Morris Canal Bank; the first \$1.3 million is to be paid in Morris notes 90 days later than the original agreement; on the same day, the bank agrees with Theodore Romeyne, an associate of Mason’s, whereby Romeyne is to receive half the interest on the notes during the 90 days and 2½% on the time the notes are in circulation; in fact, Mason and Romeyne have plotted to buy two Michigan wildcat banks, whose notes will be used to pay contractors. (Parks)
- June 7, 1838 Atlantic Steamboat Company begins operating the *John W. Richmond* between New York and Providence. (Dunbaugh)
- June 11, 1838 PW&B begins operating special car for ladies with "retiring rooms" and female servants. (BaltAm)
- June 11, 1838 John A. Roebling (1806-1869) of Saxonburg first engaged as a sub-assistant engineer on the Sinnemahoning Line; he also works on the never-finished Kittanning Feeder. (CC, Schuyler)
- June 11, 1838 State commissioners inspect the remaining portion of the Upper Grand Section of the Lehigh Canal between Penn Haven and White Haven. (AR)
- June 12, 1838 William Hasell Wilson, formerly Principal Assistant Engineer on the Philadelphia & Reading, named Principal Engineer of the Gettysburg Extension, replacing Samuel W. Mifflin (1805-1885), effective July 6. (CC)
- June 12, 1838 PW&B Board reports agreement with owner of steamboat *Pulaski* to carry

through passengers to Charleston, S.C., via Baltimore and Norfolk for \$30.00, of which PW&B share is \$3.00; reports agreement to use Southwark Railroad at \$1,000 per year; has adopted location for double track from Grays Ferry to Broad & Prime Streets; Legislature has ordered Prime Street to be widened from 50 feet to 100 feet to accommodate tracks to avoid expensive land damages. (MB)

- June 14, 1838 Canal Commissioners Thaddeus Stevens and John Dickey leave Harrisburg on their tour of the Public Works; the real purpose is to line up support for the Whig-Anti-Masonic coalition among the employees and contractors, both by distributing patronage (appointing locktenders and awarding contracts) and by forcing them to make large election bets in favor of Ritner to ensure that all will vote in his favor. (first leg was up Del. Div. in May!)
- June 1838 Hezekiah C. Seymour (1811-1853) appointed Chief Engineer of the Eastern Division of the New York & Erie Railroad. (Rept)
- June 1838 Little Schuylkill & Susquehanna Railroad offers to rent its Morris Canal boats to coal operators. (Heydinger/RRH 109)
- June 1838 William Lyman and Robert Bennet Forbes shut down their Franklin Nail Works after losing about \$50,000; they never make nails with Farrandville iron. (Knowles)
- June 16, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorized Samuel Jaudon to sell bonds in England at 82. (MB)
- June 18, 1838 New Jersey Railroad appoints Dudley S. Gregory to negotiate with Associates of the Jersey Company to move their ferry to the foot of the railroad and to sell NJRR Block 34 at Jersey City; authorizes construction of depots at Jersey City, Newark and New Brunswick and a car and engine house at East Brunswick. (MB)
- June 18, 1838 Georgia Railroad & Banking Company opens to Crawfordville, 64.5 miles from Augusta. (Hanson)
- June 19, 1838 Severe flood on the Juniata River destroys 30 miles of the Juniata Division Canal above Huntingdon, forcing suspension of service between Huntingdon and Hollidaysburg; Stevens, who was touring the line nearby, uses his ability to award big repair contracts as a political tool; transporting companies are forced to use wagons around the gap; traffic on the Allegheny Portage Railroad almost ceases. (CC, PhlCmmrcLst, Wilson)
- June 19, 1838 James M. Oakley (1838-1887), future Pres. of the New York, Woodhaven

- & Rockaway Railroad, born at New York City. (NYT)
- June 19, 1838 Gov. Ritner licenses the Lehigh Coal & Navigation Company to take tolls on the balance of the Lehigh Canal between Penn Haven and White Haven. (AR)
- June 23, 1838 Canal Commissioners waive tolls on remainder of Juniata Division as compensation for interruption because of flood damage. (CC)
- June 24, 1838 Thomas H. Burrowes writes to Thaddeus Stevens advising him against calling the Legislature to vote on funds for canal repairs and this would lead to delays and instead suggesting he borrow \$200,000 from the United States Bank of Pennsylvania. (Palmer)
- June 24, 1838 London & Birmingham Railway completed between London (Euston Station) and Birmingham; with Grand Junction Railway forms the first British long-distance trunk line from London to Lancashire. (James)
- June 25, 1838 Congress defeats a new move by Pres. Van Buren to establish the Independent Treasury. (Govan)
- June 26, 1838 James J. Shipman resigns as Chief Engineer & Superintendent of LIRR. (MB)
- June 27, 1838 Canal Commissioners order diversion of \$15,000 each from Gettysburg Railroad, Shenango Line, Conneaut Line, Tioga Line, and Tunkhannock Line and \$5,000 from Allegheny Feeder to be applied to Juniata Division repairs; Thaddeus Stevens asks Nicholas Biddle for a temporary loan of \$200,000 as an excellent election move; repairs are funded by a loan of \$271,000 from United States Bank of Pennsylvania and \$50,000 from the Harrisburg Bank secured on governor's warrants without authority of Legislature; eventually the Canal Commissioners disburse about \$400,000 without authority of law and without having money pass through hands of State Treasurer; Democrats will subsequently refuse to repay the loans. (CC, Snyder, Palmer)
- June 27, 1838 Baltimore & Susquehanna Railroad runs locomotive and car to Miller's Farm one and a half miles south of York with Pres. Charles Howard and Chief Engineer Isaac R. Trimble; old track from Bolton to Timonium is now torn up to be replaced with heavier rail and be realigned. (BaltAm)
- June 28, 1838 Erie & Kalamazoo Railroad accepts the offer of the Port Lawrence Company for two lots for a car-house and shops. (Waggoner)
- June 1838 B&O begins successful tests to burn Cumberland bituminous coal in locomotives. (Dilts)

- June 1838 B&O begins surveys east from Wheeling. (Dilts)
- c. June 1838 PW&B begins using coaches whose seats convert to two or three tiers of berths. (AR)
- June 30, 1838 Pioneer civil engineer Loammi Baldwin, Jr., (1788-1838) dies at Charlestown, Mass. (WwasW)
- June 30, 1838 Pioneer civil engineer Loammi Baldwin, Jr. (1780-1838) dies. (DAB)
- June 30, 1838 First contract let for macadamizing the portion of the Western Reserve & Maumee Road between Perrysburg and the Portage River (Woodville). (Waggoner)
- July 1, 1838 Cleveland & Newburg Railroad opens to quarries (6 mi.); horse-operated with wooden track without iron; follows Euclid Avenue for 4 miles, over which a contractor operates a passenger horsecar service; first railroad at Cleveland. (Rehor - note Gerstner has different info)
- July 2, 1838 Canal Commissioners contract for construction of balance of Shenango Line of Erie Extension Canal up to Conneaut Lake and French Creek Feeder. (CC)
- July 4, 1838 Eastern and western survey parties for the Sunbury & Erie Railroad meet near Wilcox. (RsrcsofP&E)
- July 4, 1838 Ground broken for the Erie Extension Canal at Erie. (HistErieCo)
- July 5, 1838 Congress creates a separate Corps of Topographical Engineers reporting to the Chief of the Topographical Bureau instead of the Chief of Engineers and repeals the General Survey Act of 1824; the size of the Corps is increased from 10 to 36 officers; Topographical Engineers are not to work for private companies and the federal government no longer employs civil engineers; the changes have been made at the urging of Lt. Col. John J. Abert, who wants a larger, more stable Corps without the need to train officers from the regular Army or hire civilians; Col. James Kearney, Col. Stephen H. Long, Capt. William H. Swift, and Capt. George W. Hughes, who are still employed by private companies have one year to terminate such employment. (Hill, topogs.org)
- July 5, 1838 PW&B establishes third round trip, night line from Baltimore to Philadelphia connecting via B&O from Washington. (MB, BaltAm)
- July 6, 1838 Joint Companies appoint a committee re Morris Buckman, who transports coal through the Delaware & Raritan Canal and a towing company

recently incorporated in Pa. (MB)

- July 7, 1838 Act of Congress declares all railroads post routes and Postmaster General is to make mail contracts, providing equal or less than 25% over price for mail coaches; the Post Office Dept. reports that its revenue is down over 6% this year, and the railroads demand 200% more for carrying the mail than stagecoaches; in the recent lettings, the P.O. Dept. cut stagecoach prices by 22%, but the railroads demand an increase so the Post Office suspends their contracts; cites express companies are drawing off mail revenue; stagecoaches perform better overnight service, and the railroads don't want to run night mail trains when there are no passengers. (Digest, ARJ)
- July 7, 1838 Acts of Congress grant the New Castle & Frenchtown and Baltimore & Susquehanna Railroads a full rebate of duties on railroad iron imported since the act of July 1, 1836. (StatutesatLarge)
- July 7, 1838 Speaking at Ravenna, Ohio Gov. Wilson Shannon calls for unlimited liability, a ban on small notes, and other restrictions on banking. (Shade)
- July 10, 1838 Gov. Joseph Ritner issues a proclamation calling on banks to resume resumption of specie payments by Aug. 13; done as part of reelection campaign, as banks had all but agreed among themselves to resume. (Govan, Snyder)
- July 11, 1838 PW&B contracts for second daily mail line at \$25,000 per year; declares first dividend of 4%. (MB)
- July 13, 1838 Contracts let for most difficult sections of Conneaut Line of Beaver Division Canal extending from the French Creek Feeder to Erie. (CC)
- July 14, 1838 Fire destroys PW&B Canton engine house and damages several locomotives. (MB)
- July 14, 1838 New York & Erie Railroad Board fixes its gauge at 6'-0" recommended by Chief Engineer Hezekiah C. Seymour (1811-1853) and Pres. Eleazar Lord and orders new surveys; Lord believes this is best means of preventing traffic diversions to other railroads and states. (Minor, Mott)
- July 14, 1838 Michigan Gov. Stevens T. Mason signs an amended agreement with the Morris Canal & Banking Company making payments in 90-day drafts on the Bank instead of the bank's notes; has the effect of giving the Bank the free use of the state's money for 180 days. (Parks)
- July 1838 City of Philadelphia suspends collection of tolls on the City Railroad through Nov. 1840.

- July 1838 Baldwin completes second 4-2-0 locomotive *Indianapolis* (c/n 108) for Madison & Indianapolis Railroad. (Lovell)
- July 1838 W. Milnor Roberts resigns as Chief Engineer of Cumberland Valley Railroad to become Chief Engineer of Monongahela Navigation Company; replaced by John Harper as Superintendent of Transportation. (Triumph - verify)
- July 1838 Virginia franchise of the B&O expires. (AR)
- July 16, 1838 PW&B changes departure time of southbound morning line to 7:00 AM. (MB)
- July 16, 1838 Reading opens for regular revenue service between Reading and Pottstown. (Rdg - check Hare)
- July 20, 1838 Michigan Gov. Stevens T. Mason breaks ground for Clinton & Kalamazoo Canal at Mt. Clemens. (michiganrailroads)
- July 23, 1838 Representatives of banks from Pennsylvania, Massachusetts, Rhode Island, Connecticut, Maryland, Delaware, Virginia and Kentucky meet in Philadelphia and agree to resume specie payments on Aug. 13. (Snyder)
- July 23, 1838 Canal Commissioners at Farrandville contract for first part of Sinnemahoning Line of West Branch Canal between Farrandville and mouth of Sinnemahoning Creek. (CC)
- July 23, 1838 Lycoming Coal Company engages Benjamin Perry (-), who had been manager of the Pentwyn Iron Works in Wales, as manager of the works at Farrandville. (Knowles)
- July 23, 1838 James Millholland (1812-1875), already experienced as a steam engineer, named Machinist of Baltimore & Susquehanna Railroad. (MB)
- July 23, 1838 New York & Harlem Railroad begins stopping only at Walker, Grand, Broome, Prince, Bond, 4th, 9th, 18th, 21st, 25th, 28th, 32nd, 42nd, 50th, 61st, 71st, 79th, 86th, 92nd, 109th, 115th, 125th and 133rd Streets; rails have also been extended south to City Hall. (Greene)
- July 24, 1838 LIRR Board orders survey of Hempstead Branch in response to requests from residents; Pres. Hicks reports on trip to Philadelphia to negotiate a loan; Nicholas Biddle was out of town, and Girard Bank refused; saw Joseph Cowperthwaite, Cashier of United States Bank of Pennsylvania, who informs him that Biddle supports LIRR and link to New York, Providence & Boston Railroad (Stonington Line) and may be ready to

- make a loan around Sep. 1. (MB)
- July 26, 1838 Utica & Schenectady Railroad Board rejects an appeal from the Mohawk & Hudson Railroad for a loan to make repairs. (Pierce/MB)
- July 29, 1838 Former Canal Commissioner and newspaper editor Charles Mowry (1777-1838) dies at Harrisburg. (McNair)
- July 30, 1838 New Jersey Railroad authorizes building shops at Jersey City. (MB)
- July 31, 1838 Canal Commissioners contract for most difficult portions of Tunkhannock Line of North Branch Extension Canal in disconnected sections at bluffs between Loyalsock and Pittston. (CC)
- July 31, 1838 Freedom, Ohio, later part of Alliance, laid out by Virginia Quaker Matthias Hester (1793?-1890). (Heald)
- Summer 1838 William Hasell Wilson heads survey extending the line of the Gettysburg Extension Railroad from the summit of South Mountain to Waynesboro; party suffers from extremely hot weather and lack of shade and water. (Wilson)
- Summer 1838 W. Milnor Roberts runs surveys for the Monongahela Navigation Company; Nathan McDowell and Robert W. Clarke assistants; with dams limited to 4.5 feet height, it would take 17 dams or one about every 5 miles, both too expensive and also too time-consuming to pass the locks. (Crumrine)
- Summer 1838 State of Indiana contracts from grading Madison & Indianapolis Railroad to Six Mile Creek, five miles north of Vernon. (Anderson)
- Summer 1838 Failure of the grain crop in Britain requires large purchases of foreign foodstuffs and the consequent export of specie. (Govan)
- Aug. 1, 1838 North track of Philadelphia & Columbia Railroad (combination of stone sills and strap rail) taken out of service between Belmont Plane and West Chester Intersection for lack of repair; north track between plane and Broad Street relaid with T-rail. (CC)
- Aug. 1, 1838 Morris Canal & Banking Company begins pressuring Michigan Gov. Stevens T. Mason to deposit all the state bonds in a safe New York bank subject to his call. (Parks)
- Aug. 1, 1838 War Dept. transfers all Federal civil engineering projects to the Corps of Topographical Engineers; the Corps is finally merged into the Corps of Engineers during the Civil War, after which the Corps of Engineers is

responsible for all Federal civil engineering projects. (topogs.org)

- Aug. 2, 1838 Robert F. Stockton reports to Belvidere Delaware Railroad that trying to get loan is premature. (MB)
- Aug. 3, 1838 Camden & Amboy Railroad officials replace Easton-area locals on Belvidere Delaware Railroad Board; James M. Porter is retained. (MB)
- Aug. 6, 1838 New Jersey Railroad Board reviews debts to Nevins & Townsend, who have advanced an additional \$200,000 since Nov. 1, 1837. (MB)
- Aug. 6, 1839 Democrats capture control of House from Whigs in Indiana. (check year!)
- Aug. 6, 1838 Thomas Carlin (1789-1852), an anti-bank Democrat running on the issue of favoring both internal improvement spending and the Subtreasury, is elected Gov. of Illinois over Whig Cyrus Edwards, succeeding Whig Joseph Duncan (1794-1844); Carlin represents the west-central part of the state and Edwards the south; the Whigs retain control of both houses of the Legislature. (Sobel, Shade, Smith)
- Aug. 7, 1838 Robert F. Stockton elected Pres. of Belvidere Delaware Railroad, replacing James M. Porter. (MB)
- Aug. 7, 1838 Canal Commissioners order James D. Harris to make a new series of surveys for a railroad to bypass the Belmont Inclined Plane. (CC)
- Aug. 8, 1838 Canal Commissioners at Halifax contract for construction of Wiconisco Division Canal from Clarks Ferry up the east bank of the Susquehanna to Millersburg and connection with the Lykens Valley Railroad. (CC)
- Aug. 9, 1838 Palmyra & Jacksonburgh Railroad opens from Lewanee Jct. to Tecumseh; controlled by the owners of the Erie & Kalamazoo Railroad. (LS&MS AR)
- Aug. 13, 1838 Pres. Hicks reports to LIRR Board on his proposal to borrow \$100,000 in post notes from the Morris Canal & Banking Company in return for a mortgage on the railroad and 3% commission; Board tables petition from residents of Jamaica for end to Sunday operation. (MB)
- Aug. 13, 1838 Philadelphia banks resume specie payments as required by state law; also banks of Ohio, Indiana and Illinois. (Hone)
- Aug. 13, 1838 Second State Bank of Indiana resumes specie payments.
- Aug. 13, 1838 Illinois banks resume specie payments. (Dowrie)

- Aug. 13, 1838 Kentucky banks resume specie payments. (Duke)
- Aug. 14, 1839 PW&B Board authorizes naming the Grays Ferry Bridge the Newkirk Viaduct in honor of Pres. Newkirk and building a monument at its west end; authorizes William Strickland and Samuel Jaudon to negotiate a loan in London; to investigate complaints of poor food at company's Wilmington hotel. (MB - date?)
- Aug. 14, 1838 Laurel Hill Coal Company ships its first coal on the Lehigh Canal from Penn Haven, carried over the Hazleton Coal Company's railroad; ships 2,001 tons during the year. (LC&N AR)
- Aug. 15, 1838 Western Division of Danville & Pottsville Railroad opens between Paxinos and anthracite mines at Shamokin, Pa. with the coaches *Mahanoy* and *Shamokin* and the Eastwick & Harrison locomotive *North Star*; delivers 40 cars of coal, or 100 tons, to Sunbury; Eastern Division is abandoned in 1838, and no attempt is made to connect the eastern and western sections; the company acquires a second locomotive, the *Mountaineer*, but both prove too heavy. (AR, Bell)
- Aug. 15, 1838 New York & Erie Railroad lets contracts for the first 10 miles on each end in Rockland and Chautauqua Counties. (Mott)
- Aug. 1838 Samuel Swartwout (1783-1856), Jacksonian Collector of the Port of New York, who has embezzled over \$1 million for his personal speculations over the years, flees to England, in part hoping to dispose of the Maryland coal lands and coal mining stocks, including the Maryland & New York Iron & Coal Company, in which he has invested some of the money. (Harvey)
- Aug.? 1838 Ohio floats \$2.01 million canal loan; \$1 million taken by Ohio Life & Trust Company.
- Aug. 16, 1838 First daily trip of the locomotive *North Star* on the Western Division of the Dansville & Pottsville Railroad between Shamokin and Sunbury; each train carries about 100 tons of anthracite; two chutes constructed at Sunbury for loading canal boats; 5 mine branches are built at Shamokin by mine owners; 3,746 tons of coal are shipped to Sunbury this year. (AR)
- Aug. 16, 1838 Little Miami Railroad hears report of new survey and estimate by Robert H. Fontleroy, an engineer employed by Acting Commissioner Clark Williams, plus letter of support from Samuel Forrer; Fontleroy's estimate is twice that of O.M. Mitchel's; Board is unable to determine which is accurate and leaves approval to new Board. (MB)
- Aug. 17, 1838 Earliest known mail Route Agent's cancellation on the B&O.

(Long/Dennis)

- Aug. 18, 1838 Elizabethtown Tunnel opens for regular service and Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad completed between Dillerville and Harrisburg, reducing travel time to 1:20; eastbound afternoon train to Lancaster is first to pass through to cheers of residents and workers. (USGaz, BaltAm)
- Aug. 18, 1838 Canal Commissioners contract for the construction of the Kittanning Feeder of the Western Division Canal.
- Aug. 19, 1838 William T. Walters of the Farrandville iron works in Clinton County, Pa., begins several days of inspecting the Lonaconing Works of the Georges Creek Coal & Iron Company then under construction. (Harvey)
- Aug. 19, 1838 Pioneer civil engineer James Geddes (1763-1838) dies at Geddes, N.Y., near Syracuse. (Trager)
- Aug. 23, 1838 Baltimore & Susquehanna/York & Maryland Line Railroads open for revenue passenger service between Timonium, Md., and York, Pa.; whole line operated by Baltimore & Susquehanna; track ends about a mile from the center of town; Baltimore & Susquehanna Railroad begins operating the York & Maryland Line Railroad without a written contract. (AR, BaltAm, C&C)
- Aug. 23, 1838 New Little Miami Railroad Board elected. (MB)
- Aug. 23, 1838 Nicholas Biddle chairs a meeting in Philadelphia to raise money for a steamship line between Philadelphia and Liverpool to meet the competition from New York. (PhlCmmrelLst)
- Aug. 25, 1838 Baltimore & Susquehanna Railroad begins freight service to York in mixed train.
- Aug. 1838 Three more locomotives placed in service on Baltimore & Susquehanna Railroad.
- Aug. 27, 1838 Joseph Baughman, Julius Guiteau, Henry High of Reading blow in a small experimental blast furnace using anthracite and a hot blast at Mauch Chunk, Pa. (Mathews/Hngrfrd)
- Aug. 28, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad agrees with D.S. Saloman of London to take £20,000 in bonds at 87. (MB)
- Aug. 30, 1838 Herman Haupt marries Anna Cecilia Keller, the daughter of the local Lutheran minister at Gettysburg. (Ward)

- Sep. 1, 1838 Lewis Wernwag's "Colossus" covered bridge over the Schuylkill at Callowhill Street, Philadelphia, destroyed by fire; the company refuses to rebuild and sells the site to the city. (PubLdgr, Lewis)
- Sep. 1, 1838 Richmond, Fredericksburg & Potomac Railroad opens a branch from Hungary (Laurel) to the Deep Run coal pits north of Richmond for revenue service; operates three coal trains daily between the mines and Richmond. (VaBPW)
- Sep. 3, 1838 Future civil rights leader Frederick Douglass (1817?-1895), born into slavery on the Maryland Eastern Shore, escapes to the north on a PW&B train from Baltimore using forged seaman's papers. (Ecenbarger)
- Sep. 4, 1838 Ohio Canal Commissioners place remainder of Hocking Canal between Nelsonville and Athens under contract. (McClelland)
- Sep. 4, 1838 John Tipton begins deporting the approximately 850 Potawatomis from northern Indiana down the Michigan Road to Logansport and on to the Osage River in Kansas, clearing the state of Native Americans; about one fifth of the tribe, including many children, die on the "Trail of Death." (Esarey, Fatout)
- Sep. 6, 1838 James River Bridge of the Richmond & Petersburg Railroad opens; Richmond station is at 8th & Canal Streets, some distance from the RF&P station at 8th & Broad Streets; a similar gap exists at Petersburg between the R&P and the Petersburg Railroad; these breaks of line remain until the Civil War. (Mordecai, VaBPW, RR&Cnls)
- Sep. 7, 1838 City Point Railroad opens between deep water on the James River at City Point (Hopewell) and Blandford Creek on the eastern edge of Petersburg, Va.; oldest portion of the Norfolk & Western system. (VaPBW, Canals&RRs)
- Sep. 7, 1838 Jeremiah Morrow elected Pres. of Little Miami Railroad and Clark Williams Secretary; Board authorizes placing first section between Columbia and Kugler's Mills under contract and also from Xenia to Warren County line. (MB)
- Sep. 8, 1838 Little Miami Railroad authorizes contracting for section between Kuglers Mills and Greene County line; authorizes negotiations with Cincinnati & Goshen Turnpike to occupy part of the road between Milford and Cincinnati and with the Town of Fulton to occupy streets. (MB)
- Sep. 9, 1838 Future Indianapolis banker and railroad official Volney Thomas Malott (1838-1921) born in Jefferson County, Ky. (IndnplsStar)

- Sep. 10, 1838 Experimental Mauch Chunk furnace of Joseph Baughman, Julius Guiteau, Henry High blown out, because the hot blast machinery is too rudimentary. (Mathews/Hngrfrd)
- Sep. 11, 1838 Taking advantage of the destruction of the Callowhill Street bridge, West Philadelphia Railroad offers to build a new free road/rail bridge at Race Street if City pays \$50,000; would permit railroad to enter city without spending money for construction. (PubLdgr)
- Sep. 1838 PW&B is now double-tracked between Broad Street and Grays Ferry, except for Newkirk Viaduct. (PubLdgr)
- Sep. 1838 Bad drought in western Pennsylvania interferes with navigation on the Main Line of Public Works. (PhlCmmrcLst)
- Sep. 1838 Wabash & Erie Canal opens to Logansport, Ind. (Benton)
- Sep. 1838 Contractors Smith & Driggs of Buffalo agree to build a canal at the Sault Ste. Mary at the entrance of Lake Superior; they are unable to finish. (Dickinson)
- Sep. 17, 1838 Camden & Philadelphia Steam Boat Ferry Company appoints committee to meet with Camden & Woodbury Railroad. (MB)
- Sep. 19, 1838 Baltimore & Susquehanna Railroad begins running separate freight and passenger trains; freight traffic is limited, and the company is short of cars.
- Sep. 22, 1838 William G. Moorhead's Washington Packet Line fails after he is unable to get a \$12-20,000 loan from the United States Bank of Pennsylvania; his brother-in-law and clerk Jay Cooke returns to Sandusky later in the year. (Oberholtzer)
- Sep. 24, 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad settles with William Cameron for arching Elizabethtown Tunnel. (MB)
- Sep. 28, 1838 M. Duval contracts to grade the Eastern Shore Railroad from Elkton to Somers Cove (Crisfield). (Rept)
- Sep. 28, 1838 Hudson & Berkshire Railroad opens between Hudson and the Massachusetts state line in West Stockbridge. (Gerstner, GrnBk)
- Oct. 1, 1838 Baltimore & Susquehanna Railroad defaults on interest on state and city loans.
- Oct. 1, 1838 Robert M. Shoemaker, formerly of Erie Canal and Mad River & Lake

Erie, named Engineer of Little Miami Railroad at \$2,000 per year; he is joined by William H. Clement. (MB, White)

- Oct. 2, 1838 First election under the new Maryland Constitution results in a Democratic Gov. William Grason (1788-1868), who defeats his Whig opponent John Nevitt Steele by a mere 311 votes, and a slim Whig majority in the Legislature. (Shalhope)
- Oct. 2, 1838 Former Lehigh Coal & Navigation Company Superintendent Abiel Abbott (1790-1838) dies at Kingston Township in the Wyoming Valley. (Harvey)
- Oct. 6, 1838 PW&B sells balance of Grays Ferry tract for \$10,000. (MB)
- Oct. 8, 1838 New Jersey Railroad Board authorizes receiving cars of the Morris & Essex Railroad at either the present depot in Market Street or in East Newark. (MB)
- Oct. 9, 1838 Democrats defeat coalition of Whigs and Anti-Masons in Pennsylvania; David Rittenhouse Porter defeats Gov. Joseph Ritner's bid for reelection; Whig-Antimason coalition retains control of the Senate; control of the House is disputed, with two sets of returns from Northern Liberties and mutual charges of voting fraud. (Snyder)
- Oct. 9, 1838 Pennsylvania voters approve amended state constitution by narrow margin of 1,212; restricts vote to "white freemen"; reduces the governor's patronage; cuts the governor's tenure from three to two terms and senators' terms from four to three years; bars use of "omnibus bills" (bills combining multiple unrelated objects) of the sort used to charter the United States Bank. (Snyder)
- Oct. 9, 1838 Democrats capture governorship and both houses from Whigs in Ohio; Wilson Shannon (1802-1877), a Van Buren anti-bank Democrat defeats Whig Joseph Vance (1786-1852) for Governor; Shannon is the first Gov. born in Ohio; he favors a limited program of internal improvements and curbs on banking. (Shade, Smiths, Sobel)
- Oct. 9, 1838 Contractor M. Duval begins work on grading the Eastern Shore Railroad. (Rept)
- Oct. 12, 1838 Camden & Amboy Railroad stockholders petition against Robert F. Stockton's recall to serve on *U.S.S. Ohio*, now at Boston, on grounds he is essential to completing the New Brunswick Branch. (MB)
- Oct. 14, 1838 David Strouse (1838-1861), pioneer telegrapher and private secretary to PRR Pres. Tom Scott, born at Mexico, Juniata County, Pa. (Plum)

- Oct. 1838 New York, Providence & Boston Railroad (Stonington Line) makes a new and unfavorable contract with the Boston & New York Transportation Company, giving it 70% of the New York-Boston fare. (Stiles)
- Oct. 1838 Charles Ellet, Jr., reports on the extension of the James River & Kanawha Company's works from Lynchburg to the Ohio River, including a portage railroad between Covington and the Kanawha River. (Lewis)
- Oct. 16, 1838 Belvidere Delaware Railroad Board holds its last meeting until July 1848. (MB)
- Oct. 16, 1838 PW&B announces establishment of stagecoach connection between Perrymans and Bel Air. (MB)
- Oct. 17, 1838 Central Railroad (Michigan) extended from Ypsilanti to Ann Arbor. (Marsh)
- Oct. 18, 1838 Pres. Hicks reports to LIRR Board that he has borrowed \$70,000 in post notes from Morris Canal & Banking Company in return for a mortgage on the railroad and 3% commission; has placed Hempstead Branch under contract. (MB)
- Oct. 18, 1838 A new East River ferry is established from the foot of Houston Street in Manhattan to Grand Street in Williamsburg. (Stokes)
- Oct. 18, 1838 PW&B exhibits sleeping car and coach in front of Philadelphia Exchange; built by Richard Imlay; 50' long; sleeper has 24 berths in two tiers based on canal packets. (PubLdgr)
- Oct. 20, 1838 Fall rise begins on Ohio River at Pittsburgh, latest in many years; drought has interfered with navigation. (PhlCmmrcLLst)
- Oct. 26, 1838 LIRR Board authorizes ratifying contract reducing rent of Brooklyn & Jamaica Railroad from 9% to 7%; authorizes soliciting free land on each of three routes between Hicksville and Greenport. (MB)
- Oct. 26, 1838 Forty Louisville property owners secure an injunction against the operation of Lexington & Ohio locomotive *Elkhorn* in the city streets; residents of Madison agree to lease it to replace their locomotive lost at sea; it is towed by steamboat to Madison and hauled up hill by oxen. (ARJ, TDClark,)
- Oct. 27, 1838 Baltimore & Susquehanna Railroad holds official excursion to York; party walks along last half mile of unfinished roadbed (MB, BaltAm)
- Oct. 29, 1838 New Jersey Railroad and Morris & Essex Railroad sign revised agreement

moving point of connection from Broad Street and Park Place to the foot of Centre Street; the cars are now hauled by horses down Broad Street to Centre Street and to the NJRR below the west end of its Passaic River bridge instead of to the Market Street station; the M&E track in Broad Street south of Centre Street is removed. (Taber)

- Oct. 30, 1838 PW&B begins sleeping car service between Philadelphia and Baltimore. (ARJ)
- Oct. 31, 1838 PW&B sleeping car displayed at Baltimore. (RRG 1884)
- Nov. 1, 1838 Pennsylvania Treasurer reports that treasury balance has fallen from \$2.2 million in 1837 to \$99,359; projects a deficit of \$2.8 million for 1839; because of new loans, actual deficit is \$1.09 million. (Worthington)
- Nov. 1, 1838 Baltimore ordinance provides for city loan of \$100,000 to Baltimore & Susquehanna Railroad instead of \$150,000 authorized in Feb. 1838; to be paid in installments as road is completed to York; also pays for city tracks. (Digest, AR)
- Nov. 1, 1838 Georgia Railroad opens as far west as Jefferson Hall, 74 miles from Augusta. (Cumming)
- Nov. 2, 1838 Erie & Kalamazoo Railroad appoints Richard Mott to negotiate for the purchase of the extension from Monroe Street, Toledo, to Cedar Street between Lagrange and Elm. (Waggoner)
- Nov. 5, 1838 Whig William H. Seward (1801-1872) defeats Gov. William L. Marcy's bid for a fourth term, ending a decade of Democratic control of the State House, in part over dissatisfaction with the politicized bank and canal policies of the Albany Regency; this produces the breakup of the Regency and the reorganization of state politics; Seward continues the work on the state canals with deficit spending. (Sobel, Seavoy, Larson, Shaw)
- Nov. 5, 1838 Whigs increase their seats in the Michigan Legislature but still short of a majority. (Parks)
- Nov. 5, 1838 Seat of Lenawee County, Mich., moved from Tecumseh to Adrian. (Long)
- Nov. 7, 1838 Canal Commissioners relet 17 sections on the Tunkhannock Line. (HseJrnl)
- Nov. 8, 1838 Canal Commissioners authorize construction of 34 locks on the Erie Extension north of Conneaut Creek entirely of wood, endorsing the recommendation of Principal Engineer Charles T. Whippo. (CC)

- Nov. 8, 1838 Canal Commissioners authorize Philadelphia locomotive builder Philip Garrett (Garrett & Eastwick) to test an anthracite-burning locomotive of his design on the Philadelphia & Columbia Railroad. (CC)
- Nov. 8, 1838 *Rogers* (RLW c/n 4), first locomotive in Illinois, placed in service on tracks of Northern Cross Railroad at Meredosia, having been delivered by river packet; was formerly *Experiment* rejected by South Carolina Railroad; bought to replace *Illinois* (BLW c/n 107), lost at sea en route from Philadelphia. (Stover, RRH)
- Nov. 10, 1838 Edward R. Biddle and Michigan Gov. Stevens T. Mason consent to a further modification of the loan agency; the Morris Canal Bank will credit the balance of the \$5 million loan to Michigan's account and the state will allow the bank to deduct its 2½% commission and will accept obligations of the Morris Canal Bank for 25% and of the United States Bank of Pennsylvania for 75% of the amount due the state; this arrangement allows the bank to collect its commission up front and retain control of the state's bonds and funds. (Parks)
- Nov. 12, 1838 Pa. Gov. Joseph Ritner proclaims the adoption of the new state Constitution. (PaArch)
- Nov. 13, 1838 Jacksonian Collector of the Port of New York Jesse Hoyt (1815-1882) reveals that his predecessor Samuel Swartwout (1783-1856), appointed by Pres. Jackson in 1829, has embezzled \$1.23 million, which he has used in a variety of speculations. (Hone)
- Nov. 1838 B&O begins final location between Harpers Ferry and Cumberland through Virginia. (Dilts)
- Nov. 15, 1838 PW&B drops evening line; places ladies maid on afternoon line. (PhlCmmrclLst)
- Nov. 15, 1838 PW&B Board settles Ithiel Town's patent infringement claim for use of his lattice trusses on Grays Ferry, Darby Creek and Brandywine bridges by payment of \$650; reports must vacate 280 Market Street on Jan. 1, 1839; authorizes purchase of Leiper property next door for \$60,000; reports B&O Board resolution to evict from their Pratt Street depot; report offer of Canal Commissioners to buy section between Philadelphia and Chester for use in possible line to avoid Belmont Plane. (MB)
- Nov. 15, 1838 Morris Canal & Banking Company sells all its Michigan bonds to the United States Bank of Pennsylvania.
- Nov. 1838 Gov. Ritner's spokesman issues a statement calling for an investigation of the late election and for party members to consider that, pending its

findings, they not consider that they have lost. (Snyder - prob c. 11/20?)

- Nov. 1838 Canal Commissioners order James. D. Harris to report on cost of enlarging Union Canal. (AR)
- Nov. 1838 There is a great demand for wagons to haul freight from the end of the Cumberland Valley Railroad at Chambersburg over the turnpikes to Pittsburgh and Wheeling. (ARJ)
- Nov. 1838 Cornelius Vanderbilt approaches Robert Schuyler, Pres. of the Boston & New York Transportation Company threatening to run the *Lexington* as an opposition steamboat to Providence at a \$1 fare unless they buy it for \$70,000. (Stiles)
- Nov. 1838 George Crane secures a U.S. patent for smelting with anthracite coal, having bought the rights from the heirs of Frederick W. Geissenhainer for \$1,000 and the right to make 15 furnaces and made further additions. (Swank)
- Nov. 17, 1838 Hother Hagé makes first report on railroad or road between Chambersburg and Pittsburgh; John A. Wright (1820-1891), later a PRR director, is Assistant Engineer. (CC, RyW)
- Nov. 18, 1838 Northern Cross Railroad, first railroad in Illinois, opens between Meredosia on the Illinois River and Morgan City; oldest part of the Wabash system. (RRH)
- Nov. 19, 1838 Camden & Philadelphia Steam Boat Ferry Company forbids boats using Windmill Island Canal until finished; orders sides of canal planked. (MB)
- Nov. 19, 1838 Michigan Gov. Stevens T. Mason authorizes his New York bank to release the balance of the \$5 million to the Morris Canal & Banking Company. (Parks)
- Nov. 21, 1838 Juniata Division Canal reopens, restoring through service on the Main Line. (CC)
- Nov. 22, 1838 Elihu Townsend elected Treasurer of the New York & Erie Railroad. (Mott)
- Nov. 27, 1838 Locomotive *Elkhorn*, a Stephenson Planet-class 2-2-0 imported in 1836 and borrowed from the Lexington & Ohio Railroad, first fired up on Madison & Indianapolis Railroad at North Madison. (Anderson)
- Nov. 29, 1838 Madison & Indianapolis Railroad, an unincorporated railroad owned by the Board of Improvements of the State of Indiana, opens with celebration

between North Madison and Grahams Fork Bridge, 17 miles; guests include Gov. David Wallace; first operation of a locomotive in Indiana. (Anderson, Sulzer - Gerstner has 11/20 - other article has 11/28 - says loco first fired Sun. 11/27 but Sun. was 11/23! - AAR, rivertorail has 11/28)

- Nov. 30, 1838 Associates of the Jersey Company order ferry *Sussex* rebuilt by extending cabins for use of New Jersey Railroad's Philadelphia Line; appoint George S. Schuyler Superintendent of Ferry, replacing his brother Robert Schuyler. (MB)
- Nov. 30, 1838 Boughman, Guiteau & Co. restart their Mauch Chunk anthracite furnace, having secured improved hot-blast pipes installed by Francis C. Lowthorp (1810-1890), who becomes a member of the company. (Mathews/Hngrfrd)
- Dec. 1, 1838 Canal Commissioners discharge William Young, who is in charge of rebuilding the north track of the Philadelphia & Columbia Railroad east of West Chester Intersection. (CC)
- Dec. 2, 1838 Southbound PW&B freight crashes head-on with northbound locomotive running light in heavy fog south of Stemmers Run; two killed, including engineer of freight, whose watch was a half hour slow and who ignored orders to wait at Stemmers Run. (MB)
- Dec. 2, 1838 Civil engineer Charles B. Shaw, formerly Engineer to the Virginia Board of Public Works, arrives at Lonaconing, Md., as the new Superintendent of the Georges Creek Coal & Iron Company; however, Shaw is suffering from cardiovascular or stress-related problems, has no experience in iron manufacture, and his air of superiority provokes problems with subordinates and laborers. (Harvey)
- Dec. 4, 1838 Pennsylvania Legislature convenes with rival Democratic and Coalition Houses each claiming legitimacy; Democratic mobs converge on Harrisburg to protest "election theft" and intimidate Coalition members; gallery crowds led by two radical Philadelphia Democrats force the Coalition-controlled Senate to adjourn almost immediately before it can recognize the Coalition House; Gov. Ritner calls for militia from Philadelphia armed with buckshot to restore order; the episode is thus called the "Buckshot War." (Snyder)
- Dec. 4, 1838 Convention at Harrisburg petitions Legislature for state aid in enlarging Union Canal. (SenJrnl)
- Dec. 4, 1838 Gov. Wallace of Indiana notes in his annual message that interest on the state's internal improvement debt is now at \$193,350 per year, vs. tax revenue of \$45,000. (Fatout)

- Dec. 5, 1838 Democratic demonstrators at Harrisburg prevent the organization of the Coalition House. (Snyder)
- Dec. 5, 1838 New York & Erie Railroad receives the first \$100,000 instalment of state stock. (Rept)
- Dec. 5, 1838 In his annual message, outgoing Illinois Gov. Joseph Duncan (Whig) urges the repeal of the internal improvement program; during Duncan's term and against his wishes, the state debt has ballooned from \$217,000 to \$6.69 million; a little over \$1 million has been spent so far with little result; although the new Democratic Gov. Thomas Carlin is a bank-hater, he does nothing to rein in internal improvement projects, and in his inaugural speech three days later, praises the program, especially public vs. private ownership. (Sobel, Dowrie, Smith)
- Dec. 6, 1838 New PW&B timetable; morning mail now runs to the depot at 280 Market Street, although it still has a connection by the steamboat *Telegraph*; adds an afternoon local passenger train between Philadelphia and Wilmington. (PhlCmmrcLst)
- Dec. 7, 1838 Pennsylvania Senate successfully organizes with a Whig/Anti-Mason majority. (Snyder)
- Dec. 8, 1838 Militia under the command of Gen. Robert Patterson leaves Philadelphia for Harrisburg via the Philadelphia & Columbia Railroad; they are accompanied by a large number of Democratic civilians constituting a "Committee of Safety." (Scharf)
- Dec. 9, 1838 Militia arrives in Harrisburg; the demonstrators are already beginning to drift away. (Snyder)
- Dec. 10, 1838 The Pennsylvania Democratic House, although not yet recognized, appoints a committee to investigate Thaddeus Stevens's pet project, the Gettysburg Railroad. (HseJrnl)
- Dec. 10, 1838 William E. Morris reports on survey for a railroad from Lock Haven down Bald Eagle Valley to Emigh's Gap with maximum grade of 45 feet per mile; to be part of northern all-rail route to Pittsburgh; probably done in interest of Sunbury & Erie Railroad, which would serve as its eastern connection. (Rept)
- Dec. 10, 1838 Col. John J. Abert (1788-1863) reports on survey of Maryland Canal undertaken at request of Gov. Thomas Ward Veazey (1774-1848) to resolve differences between the Fisk and Trimble surveys; favors route via Brookville, Seneca and Patuxent with two tunnels of 1.5 miles each; cost is \$11.6 million for a canal prism equal to the Chesapeake & Ohio's.

(Rept)

- Dec. 10, 1838 Little Miami Railroad authorizes survey between Xenia and Springfield and up Turtle Creek to Lebanon; Alexander H. Ewing elected Secretary, replacing Clark Williams, resigned for health. (MB)
- Dec. 11, 1838 PW&B Board reports purchase of vacant lot for depot on south side of Market Street near 11th Street; appoints committee to meet with B&O re connection in Baltimore. (MB)
- Dec. 12, 1838 Postmaster General Amos Kendall has Pres. Van Buren's message carried by railroad mail from Philadelphia to New York in 5:00, 1 hour faster than regular stage mail. (Long/Dennis)
- Dec. 15, 1838 Samuel Wonderly resigns as Pres. and director of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad as it now appears to be out of financial difficulty; D. Lapsley elected Pres. (MB)
- Dec. 15, 1838 Thomas Mellon (1813-1908), who has managed to get as good an education as Pittsburgh can offer, is admitted to the bar. (Cannadine)
- Dec. 15, 1838 Seat of Van Wert County, Ohio, changed from Willshire to Van Wert. (Long)
- Dec. 1838 Market and Broad Street lines of Philadelphia City Railroad placed under a single Superintendent.
- Dec. 1838 William Hasell Wilson runs a preliminary survey for the Gettysburg Extension Railroad from Waynesboro to a supposed connection with the B&O near Williamsport via Greencastle; Wilson only learns later that the B&O has abandoned its route in Maryland in favor of one through Virginia. (Wilson)
- Dec. 1838 Edwin F. Johnson (1803-1872) reports on surveys for the New York & Albany Railroad. (Rept)
- Dec. 1838 Lycoming Coal Company iron furnace at Farrandsville, Pa., is finally blown in by Benjamin Perry (1797-1870), an illiterate but highly skilled Welshman, using a mixture of charcoal and local coke; the furnace is fitted with state-of-the-art blowing apparatus made in Glasgow, Scotland; the output is "red short," meaning that it is suitable for cast iron and nails but becomes brittle ("red short") when reheated and cannot be made into foundry iron or rails. (Knowles - Trego - Scharf notes William T. Walters is in charge of this furnace but not when, may be 1839 - unclear if Perry is Welsh - actually English?)

- Dec. 1838 Collapse of commercial credit in Europe causes a severe drain on the Bank of England's gold reserves running to £1 million a month through Aug. 1839; discount rate raised to an unprecedented 6%. (Parks)
- Dec. 17, 1838 Committee of New Jersey Railroad reports that have arranged to lease ferry stations on both sides of river from Associates of the Jersey Company for \$15,800 per year and move ferry to foot of Montgomery Street in spring, no later than Apr. 1, 1839. (MB)
- Dec. 17, 1838 Baltimore & Susquehanna Railroad timetable drops note that track terminates a mile from center of York; station is at the bar of the tavern. (BaltAm, AR)
- Dec. 17, 1838 A Georgia civil engineer, probably J. Edgar Thomson, issues a circular calling for civil engineers to meet at Baltimore in Feb. 1839 to organize a permanent engineering society. (Calhoun)
- Dec. 17, 1838 Monongahela Navigation Company makes a contract for Dam No. 1 one mile above the Smithfield Street Bridge, Pittsburgh, to J. K. Moorhead and J. B. Moorhead. (Crumrine)
- Dec. 22, 1838 13 civil engineers, including Benjamin Wright, William Strickland, Edward Miller, Solomon White Roberts, et al., hold a preliminary meeting in Philadelphia and issue a proposal that the Franklin Institute house an Institution of American Civil Engineers. (Calhoun)
- Dec. 22, 1838 Nathan Dunn (1782-1844), a Quaker China merchant who has managed to amass a fortune without trading in opium, opens the "Chinese Museum" at 9th & Sansom Streets to display his collection of Chinese art and artifacts of everyday life, which is probably the finest in the West at this time; the second floor of the Museum is later used for meetings to promote the creation of the PRR. (PaHrtge, Haddad - FisherDiary has open 12/24)
- Dec. 22, 1838 State of Ohio buys the Lancaster Lateral Canal for \$62,241; the canal company retains two mill sites along the canal and is not dissolved until 1850. (Meyer)
- Dec. 24, 1838 LIRR Board authorizes applying to New York Legislature for loan of state credit to complete line to Greenport. (MB)
- Dec. 25, 1838 Newkirk Viaduct over Schuylkill at Grays Ferry opens and Philadelphia, Wilmington & Baltimore Railroad trains begin operating over track in Washington Avenue and City Railroad to a station on the south side of Market Street near 11th Street. (Price Current says done by 11/3!); use horses east of Grays Ferry for fear of sparks setting fire to Newkirk Viaduct; builds engine terminal at Grays Ferry. (Wilson - AR - NB, AR)

says 11/1!! - 12/25 is date on monument)

- Dec. 25, 1838 Five Coalition members defect to recognize the Democratic House; Thaddeus Stevens refuses to serve in it despite his election; Antimasonry never recovers from this defeat and is finished as a force in Pennsylvania politics. (Snyder)
- Dec. 25, 1838 William Painter (1838-1884), future Civil War general, banker and entrepreneur, born at West Chester, Pa.; younger brother of Uriah Hunt Painter (1837-1900). (findagrave)
- Dec. 27, 1838 Pa. Gov. Joseph Ritner delivers his last annual message, delayed by the "Buckshot War"; claims he has had to spend \$2.5 million on works said to be completed in 1835 but has not materially increased the state debt, while eliminating state taxes and restoring the state's credit and currency. (PaArch)
- Dec. 27, 1838 Louisa Railroad opens to Louisa Court House, Va. (VaBPW)
- Dec. 31, 1838 Erskine Hazard of the Lehigh Coal & Navigation Company, having traveled to Wales to induce ironmaster George Crane to emigrate without success, signs a contract with Crane's superintendent David Thomas (1794-1882) to emigrate at the Lehigh Coal & Navigation Company's expense to take charge of a new ironworks to be built in the Lehigh Valley. (Mathews/Hngrfrd, Yates)
- Dec. 31, 1838 The Daoguang Emperor of China (1782-1850) appoints Lin Zexu (-1850), incorruptible Governor of Hubei and Hunan Provinces, commissioner to suppress the opium trade at Canton; the Chinese have long had little interest in Western imports other than furs, ginseng for traditional medicines, and other rarities, so that the Chinese products that the West desires, such as tea and silk, have to be paid for in silver, leading to a severe drain in bullion; the Americans generally trade their own goods for Mexican silver with which to buy Chinese goods; the British have hit on sending opium from India, which being addictive, creates its own market; Westerners are also hooked on opiates, but they take the drug diluted in wine in the form of laudanum as a relatively mild sedative and pain-killer, while the Chinese get much bigger doses by smoking it; by now, China is wracked by widespread addiction, smuggling and bribery; Lin immediately begins issuing orders to stop the foreign trade, seizing chests of opium and giving Chinese addicts the choice between entering rehab or being executed; this reassertion of Chinese authority threatens to disrupt the West's lucrative and necessary trade with China, leading to the First Opium War. (Mercer, Hanes, Temin)
- 1838 From its peak in 1838 to its trough in 1843, railroad construction falls by

66%. (Werner)

- 1838 New Brunswick Steam Boat & Canal Transportation Company and partners in Merchants Line of freight barges establish Swiftsure Line of freight barges on Delaware & Raritan Canal; also establish Albany Line about same time. (Thompson)
- 1838 Joint Companies raise their dividend rate from 6% to 10%. (Cranmer)
- 1838 Camden & Amboy Railroad builds first permanent station at South Amboy. (Clayton)
- 1838 About half of New York City's fruits and vegetables come from the line of the Camden & Amboy Railroad. (NY&Albany Rept)
- 1838 Edwin A. Douglas runs survey for the Belvidere Delaware Railroad. (Pam)
- 1838 John Brandt dismissed? as Master Machinist on Philadelphia & Columbia; takes similar position on Georgia Railroad (under J. Edgar Thomson??). prob. dismissed by Dems. in early 1839? (Mott has 1838)
- 1838 Philadelphia & Columbia Railroad begins using bituminous coal as locomotive fuel; partly coked and partly uncoked; operation of Philadelphia Gas Works cuts cost for by-product coke from 18 cents to 10 cents per bushel, when before coal was never cheaper than wood.
- 1838 Hother Hagé reports on survey for slackwater up Raystown Branch of Juniata to Hopewell Iron Works and railroad thence to Bedford.
- 1838 Charles De Haas reports to Canal Commissioners on a survey for a railroad between Greencastle and Mercersburg as a feeder to the proposed Macadamized road from Chambersburg to Laughlintown; De Haas favors a Macadamized road over a railroad and using interchangeable bodies that can be carried on wagons or railroad cars; questions if locomotives can be competitive over high mountains. (CC)
- 1838 Engineer Benjamin Aycrigg notes that the operator of a daily freight line on the Main Line incurs a dead loss of \$15,000 as opposed to an operator on the Erie Canal from the necessity of maintaining transshipment and storehouses at Philadelphia, Columbia, Hollidaysburg, Johnstown and Pittsburgh; a transporter on the Main Line must maintain two sets of boats and two sets of railroad cars, plus five sets of agents, and the transshipments lead to separation of cargoes and extensive pilferage; the capacity of the Allegheny Portage Railroad is only one-seventh that of the canals, creating bottlenecks and delays; other canals use transient boatmen

- who farm and only move to the canals in the peak shipping seasons. (CC)
- 1838 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad floats loan of £82,000 in London. (AR)
- 1838 There are 102 furnaces, forges and rolling mills within a 52-mile radius of Lancaster, Pa., making this the iron-producing center of eastern Pennsylvania. (Swank)
- 1838 Thaddeus Stevens and James D. Paxton close their Maria Furnace in Adams County because of inferior ore quality; they have built the Caldeonia Furnace near better ore at Fayetteville the year before; it happens to be on the route of the Gettysburg Extension Railroad. (Swank, CC)
- 1838 Canal Commissioners suspend work on Tangascootack Extension of West Branch Division Canal without any part being completed. (was susp. by failure of 1837!! was appropriation in 1838)
- 1838 Lycoming Coal Company is shipping large quantities of iron ore from mines at Bloomsburg on the North Branch Canal to its furnace on the West Branch above Jersey Shore. (LS&S AR)
- 1838 Clearfield Coal & Iron Company begins coke smelting at the Karthaus Furnace in Clearfield County. (explorepahistory)
- 1838 Edwin F. Shoenberger builds Martha Forge at later McKees Gap in present Blair County; Martha Furnace is added six years later. (Africa)
- 1838 Hugh Craig (1816-1878) and Thomas Bellas (-) form the flour commission house and Main Line transporting firm of Craig, Bellas & Co. (Scharf)
- 1838 Edmund G. Dutilh (-) of Philadelphia establishes a transportation line on the Main Line of Public Works. (possibly earlier)
- 1838 James Kennedy Moorhead becomes interested in the Pioneer Line operating on the Main Line Canal and Railroad. (BioAnnalsofFrnklnCo)
- 1838 Canal Commissioners place locomotives on short level between Planes No. 9 and 10 on Portage Railroad.
- 1838 Eastern Division of the Dansville & Pottsville Railroad is extended to within 600 feet of Girardville and graded 3 miles further; the Bear Ridge mine tunnel is located 0.65 miles beyond Plane No. 5 and is driven for 120 yards but is still about 80 yards from coal; chutes and screens have been

- built at the mine mouth; the road is also used to ship timber from the Girard lands to the Pottsville area for use as mine props. (AR)
- 1838 Locomotives *Mountaineer* and *Pioneer* placed in service on Western Division of Danville & Pottsville Railroad; removed in 1839. (RRH has North Star b. 1838, *Mountaineer* b. 1839, both Garrett & Eastwick - which is correct)
- ca. 1838 B&O lays track on Howard Street in Baltimore north to Howard & Franklin Streets.
- 1838 B&O's charter rights in Pennsylvania expire. (AR)
- 1838 B&O begins replacing its earlier track with 50-lb. H-rail. (AR)
- 1838 B&O dissolves its contract with Gillingham & Winans for repairing its rolling stock and does the work itself in its own shops. (AR)
- 1838 Camden & Philadelphia Steam Boat Ferry Company purchases Federal Street wharves in Camden from Camden & Amboy Railroad. (Val)
- 1838 Camden & Amboy begins operating the "Pea Line" between Camden and South Amboy for truck farmers, running two cars as needed; by 1840 traffic increases to up to 16 cars daily. (AR 1840)
- 1838 100 million board feet of lumber descends the Allegheny River in rafts; increases to 660 million in 1857. (Hunter)
- 1838? Future Lines West official Thomas L. Jewett (1809-1875), recently a lawyer in Kentucky, settles in St. Clairsville, Ohio; he soon after relocates to Cadiz.
- 1838 Boston investment banking house of John E. Thayer & Brother founded. (OfficialChronicle)
- 1838 American Transportation Company founded by the merger of the Pilot, Traders and Erie & Ohio Lines operating on the Erie Canal. (Shaw)
- 1838 James Carey Evans (1809-1901), heretofore a commission merchant at Buffalo, becomes a part owner of his first Great Lakes steamboat, the *Wisconsin*; he later dissolves the partnership and becomes sole owner of the *New Orleans*. (Evans)
- 1838 Ohio Life Insurance & Trust Company subscribes for \$1 million of new Ohio state loan; all three Canal Fund Commissioners, Simon Perkins, Samuel Mccracken and Daniel Kilgore of Cadiz, are directors of the Ohio

Life Insurance & Trust Company; becomes a correspondent of Baring Brothers & Co. in London and a major factor in Ohio canal and railroad finance; an additional \$100,000 is taken by the Urbana Banking Company, another by the Lancaster Bank, and another by the Commercial Bank of Lake Erie at Cleveland. (Scheiber - verify CC)

- 1838 Need Ohio state canal appropriation bill; \$78,000 for Walhonding Canal. (Woods - verify PL)
- 1838 Private turnpike company lets contracts to build the section of the National Road between Springfield, Ohio, and Richmond. Ind. (Raitz)
- 1838 Hartford & New Haven Railroad opens over part of distance between New Haven and Hartford; first railroad in Connecticut. (AAR)
- 1838 Engineer Roswell B. Mason (1805-1892) surveys for an extension of the Housatonic Railroad from Bridgeport, Conn., to the New York state line at Port Chester, leading towards New York City. (Harlow)
- 1838 Enoch Marvin, formerly an agent for the Pennsylvania Population Company, lays out the old town of Enon Valley, Pa. (Durant)
- 1838 Martin S. Todd lays out West Wheeling, Ohio, between Bridgeport and Bellaire. (ATMcKelvey)
- 1838 First 20 miles of the Monroeville & Sandusky Railroad opens in Ohio. (Scheiber - verify - part of B&O)
- 1838 Neil, Moore & Co. takes over the Erie-Cleveland mail stage; finally abandoned when the railroad is built in 1852. (Williams/Ashtabula)
- 1838 Ohio Legislature recommends macadamizing the Western Reserve & Maumee Road through the Black Swamp between Lower Sandusky and Perrysburg. (Waggoner)
- 1838 National Road completed to Ohio/Indiana state line. (RdBldgMd)
- 1838 First turnpike road completed between Cincinnati and Lebanon, Ohio. (Morrow/Warren)
- 1838 Virginia Legislature begins increasing the state's share of subscriptions to internal improvement companies from 40% to 60%; done on a case-by-case basis without a general law. (Goodrich)
- 1838 Virginia Board of Public Works complains that Ohio, Pennsylvania and Maryland have raised the tolls on their portions of the old National Road

to be 25-75% greater than those charged by Va.; Pennsylvania has no limit on tolls other than they be greater or equal to those charged on the turnpikes between Pittsburgh and Philadelphia. (VaBPW)

- 1838 Indiana places \$100,000 internal improvement bonds with the Staten Island Whaling Company, \$300,000 with the Western Bank of New York, \$100,000 with the Erie County Bank, and \$100,000 with the Detroit & Pontiac Railroad, all at par; the state receives only \$40,000 from the Staten Island Whaling Company, \$60,000 from the Western Bank of New York, and \$10,000 from the Detroit & Pontiac Railroad before the financial collapse of 1839-42. (Esarey)
- 1838 State Geologist Dr. Douglass Houghton, while sinking a salt well just south of Grand Rapids, discovers the stratum of gypsum that will make the city a center of the plaster industry. (Baxter)
- 1838 Buffalo & Mississippi Railroad Board suspends all operations east of Goshen because of the illness of the engineer corps. (LS&MS AR)
- 1838 Col. Levitt Little, agent of the United States Land Company, lays out Littleton, later Bradford, Pa., on 250,000 acres he has purchased in 1837. (Leeson)
- 1838 Walker & Co. ship the first 78 bushels of wheat from Chicago to Buffalo on the *Great Western*. (CHTaylor)
- 1838 Philadelphian Robert Purvis becomes Pres. of the "Underground Railroad," the escape network for fugitive slaves. (Mercer - verify, may not be true)
- 1838 After accepting bribes, a number of Seneca chiefs agree to surrender the Buffalo Reservation to the Ogden Company for \$202,000 in return for a grant of 1,820,000 acres in Kansas from the federal government; the treaty is not accepted by Congress. (HPSmith)