

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

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**1840**

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**All data subject to correction and change**

- Jan. 1, 1840      Joint Board of Joint Companies rejects latest proposal from New Jersey Railroad for revising agreement. (MB)
- Jan. 1, 1840      Delaware River bridge at Trenton altered to permit operation by Philadelphia & Trenton Railroad locomotives. (C&C - NO - MB says still not possible in 2/40 - probably done in fall of 1840 - HistTrenton has track laid on north road lane with road traffic moved to south lane)
- Jan. 1, 1840      Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad acquires rolling stock formerly owned and operated by a transportation company. (C&C)
- Jan. 1, 1840      PW&B allows Post Office Dept. contract for carrying mail to expire after Post Office rejects PW&B's demand for more money for running a second overnight train to carry New York mail; mail rerouted via Columbia and York. (AR)
- Jan. 1, 1840      Baltimore & Susquehanna Railroad begins carrying the mail. (AR)
- Jan. 1, 1840      Cumberland Valley Railroad begins carrying mail to Pittsburgh and Wheeling for stage companies after own Post Office contract expires. (AR)
- Jan .1, 1840      Thomas P. Sharp (1790-1856) resigns as Superintendent of the Danville & Pottsville Railroad. (MB)
- Jan. 1, 1840      United States Bank and Morris Canal & Banking Company make last payment of Internal Improvement Loan installments to Michigan; default on future payments; total of \$2 million paid to Michigan for \$5 million issue; both banks have deposited the Michigan bonds with European bankers as securities for their own loans. (Dunbar, )

- Jan. 1, 1840 Northern Cross Railroad, first in Illinois, accepted from contractors and opened between Morgan City and Jacksonville, completing line from Meredosia; work on second division from Jacksonville to Springfield is still suspended, after an expenditure of \$300,000. (Ystry&Tdy, RRH)
- Jan. 1, 1840 English merchant banker James Morrison (1789-1857) dissolves the partnership of Morrison, Cryder & Co. and does business as an individual. (Dakers)
- Jan. 3, 1840 Philadelphia & Trenton Railroad Executive Committee approves use of road by private freight cars. (MB)
- Jan. 6, 1840 New Jersey Railroad Board reports that Joint Companies have refused a new contract and insist on old terms. (MB)
- Jan. 6, 1840 Pa. legislative resolution appropriates \$4,500 to settle with holders of scrip issued by John Forsman, former Supervisor of Delaware Division Canal. (PL)
- Jan. 7, 1840 Incoming Whig Gov. William Woodbridge (1780-1861) of Michigan recommends in his first message to stop all internal improvement appropriations.
- Jan. 8, 1840 In annual message, Gov. David R. Porter notes Pa. must either sell the Public Works, obtain new loans or resort to new taxes; recommends that no new work be undertaken; recommends selling the state's bank stock, or if cannot obtain a good price, annulling their charters and dividing the assets with the private stockholders; Porter calls for the banks to resume specie payments but declines to force the issue until it can be done with safety to the economy, infuriating the anti-bank Democrats. (PaArch, Klein)
- Jan. 9, 1840 Gov. David R. Porter vetoes a supplement to the Cumberland Valley Railroad that preserves their right to a maximum 9% dividend and postpones the state's right to repurchase for 40 years. (PaArch)
- Jan. 9, 1840 Gov. Porter vetoes a resolution of June 15, 1839, providing \$400,000 in relief to Union Canal and Danville & Pottsville Railroad, citing state fiscal crisis. (PaArch)
- Jan. 9, 1840 PW&B Board reports it has purchased a lot adjoining its depot site at the southeast corner of 11th & Market Streets; however, does not build depot until 1842, in part because of concern that opposition of property owners will force removal of the City Railroad. (MB, AR)
- Jan. 12, 1840 Future civil engineer J[ames] Imbrie Miller (1840-1926) born at Philadelphia; son of civil engineer Edward Miller (1811-1872) and Jessie Imbrie Miller.

(ancestry.com)

- Jan. 13, 1840 New Jersey Steam Navigation Company's Stonington Line steamboat *Lexington*, formerly owned by Cornelius Vanderbilt, burns and sinks off Port Jefferson while eastbound from New York with the loss of 121 lives, when cotton bales piled around the smokestack take fire; only 4 survivors; among the casualties is expressman Adolphus Harden, brother of William Harnden, who is carrying letters, parcels and \$40,000 in specie for banks. (Dunbaugh, Stiles, Harlow)
- Jan. 13, 1840 Sunbury & Erie Railroad Board hears second report of Chief Engineer Edward Miller; holds no further meetings until May 25, 1851, largely because of failure of United States Bank of Pennsylvania, which owns 5,203 shares; has spent \$47,925 since 1838 with a balance of \$4,584 in the U.S. Bank. (MB, Rept, Rosenberger)
- Jan. 13, 1840 Erie & Kalamazoo Railroad leaves receivership without foreclosure. (Waggoner)
- Jan. 13, 1840 Indiana act provides for the issue of \$1.2 million in treasury notes to pay contractors. (Esarey)
- Jan. 14, 1840 Democrats in Pennsylvania Legislature elect Daniel Sturgeon as U.S. Senator over Canal Commissioner James Clarke, candidate of Gov. Porter and the Improvement Democrats. (Snyder, CongBio)
- Jan. 14, 1840 Pa. Auditor General reports to House on money borrowed by Gov. Joseph Ritner without authority to repair Juniata Canal in 1838; \$50,000 from Harrisburg Bank and \$282,476 from United States Bank of Pennsylvania. (HseJrnl)
- Jan. 14, 1840 Eastern Shore Railroad submits its second annual report to the Maryland Legislature; by now, there is only disconnected grading between Elkton and the Bohemia River on the north and 7 miles partly graded and 4 miles completely graded in Somerset County on the south; the southern part will be revived by a different company after 1860, while the line running just west of the Delaware state line will be superseded by the Delaware Railroad, built wholly within Delaware and paralleling it just to the east, in the 1850s. (Rept)
- Jan. 15, 1840 Michigan Gov. William Woodbridge (Whig) sends a special message to the Legislature calling for a full investigation of the (Democratic) Board of Internal Improvements and suspending its power to make new contracts until new sources of funding can be found. (Parks)
- Jan. 1840 Following steamboats used by Camden & Amboy Railroad between New York and South Amboy: *Independence*, *Swan*, *Thistle*, *Trenton* and *New York*.

(Watkins)

- Jan. 1840 Gen. Charles B. Stuart, Division Engineer on the Susquehanna Division, suggest that the New York & Erie Railroad build on piles or continuous trestling as he has built parts of the Syracuse & Utica Railroad that way to save money when crossing swampy country. (Mott)
- Jan. 1840 Victorious New York Whigs purge the Canal Board of Democratic Canal Commissioners, including Samuel Young and William C. Bouk. (Shaw)
- Jan. 1840 New York Canal Commissioners report that appropriations are \$5.6 million short of the amount needed to complete work on canal projects already contracted; call on the Whigs to honor debts created by their predecessors. (Sweet)
- Jan. 16, 1840 Samuel Haines appointed Surveyor of Philadelphia, replacing Edward H. Gill. (Scharf)
- Jan. 17, 1840 William Lyman's Pioneer Furnace completes 90 days of continuous blast with anthracite coal, thus winning a \$5,000 prize offered by Nicholas Biddle. (Yates)
- Jan. 18, 1840 Juniata Navigation Company incorporated in Pa. to build canal and slackwater up Raystown Branch from mouth to coal mines near mouth of Yellow Creek; not built; presages later Huntingdon & Broad Top Mountain Railroad. (PL)
- Jan. 18, 1840 Nicholas Biddle hosts a banquet given at Pottsville, Pa., to William Lyman as the first to successfully smelt iron with anthracite coal on a regular basis at the Pioneer Furnace near Pottsville. (ARJ, Swank)
- Jan. 20, 1840 Democratic papers begin attacking the Ohio Canal Fund Commissioners for financial manipulations in combination with the state banks; the Commissioners have indeed been working to lessen the impact of radical Democratic anti-bank legislation. (Scheiber)
- Jan. 22, 1840 Canal Commissioners authorize connection with Wrightsville, York & Gettysburg Railroad at west end of Columbia Bridge. (CC)
- Jan. 22, 1840 Meeting held at Wilkes-Barre in favor of an outlet lock at Blacks Eddy between the Delaware Division and Delaware & Raritan Canals. (MChCourier)
- Jan. 22, 1840 Arnold Medbery reports on a survey for a branch of the Ohio state Walthonding Canal up Killbuck Creek to Millersburg; 30 feet of lockage with a cost of \$256,027. (Woods)

- Jan. 23, 1840 Pennsylvania act authorizes new \$870,000 permanent loan of which \$600,000 is needed to meet interest coming due on Feb. 1. (PL)
- Jan. 23, 1840 Pa. Auditor General reports to House that United States Bank of Pennsylvania has paid \$2.9 million to the state since 1836. (HseJrnl)
- Jan. 25, 1840 Canal Commissioners receive report on avoiding the Belmont Plane by either the West Philadelphia Railroad or the Norristown & Valley Railroad. (CC)
- Jan. 27, 1840 New Jersey Railroad Board approves issuing commuter tickets between Jersey City and Newark for \$100 per year; renews contract with Joint Companies except that New Brunswick-Philadelphia running time to be cut from 4:20 to 4:00 by using locomotives over Delaware River Bridge; Camden & Amboy to drop Trenton-South Amboy-New York line or make fare the same as via New Brunswick. (MB)
- Jan. 28, 1840 At the urging of Gouverneur Morris, VP of the New York & Albany Railroad, the New York & Harlem Railroad agrees to reimburse it for all surveying expenses. (Harlow)
- Jan. 28, 1840 John A. Roebling (1806-1869) offers his services to Charles Ellet, Jr. (1810-1862), later his great rival in building wire suspension bridges, offering his services as an assistant and congratulating him on his plans for suspension bridges at Philadelphia and St. Louis. (Schuyler)
- Jan. 29, 1840 Maryland Legislature appoints a committee to investigate the Eastern Shore Railroad. (Rept)
- Jan. 29, 1840 Michigan Legislature passes joint resolution directing internal improvement companies to suspend all work. (McGrane)
- Jan. 30, 1840 Philadelphia Common Council defeats a move by property owners to have the question of removing the City Railroad on Market Street placed as a referendum in the Mar. 1840 municipal election by a narrow margin. (Schwartz)
- Jan. 30, 1840 U.S. Senate committee of five Democrats and two Whigs reports against federal assumption of state debts as unconstitutional and unjust. (McGrane)
- Jan. 30?, 1840 Pa. House passes a bill calling for immediate resumption by the banks; even Improvement Democrats who are personally opposed, maintain party unity. (Snyder - check paper or Jrnl)
- Jan. 31, 1840 Illinois Legislature permits Bank of the State of Illinois to remain in suspension until the "next session." (PL, Dowrie)

- Early 1840 Express operator William F. Harnden extends his service from New York to Philadelphia with E. L. Stone as Philadelphia agent. (Stimson)
- Feb. 1, 1840 Philadelphia Court of Quarter Sessions appoints a jury of six persons to view and locate the Philadelphia & Trenton Railroad extension through the streets of Kensington and Northern Liberties to 3<sup>rd</sup> & Willow Streets. (6 Wharton 25)
- Feb. 1, 1840 Gov. David R. Porter reports to the Legislature that the Bank of Pennsylvania has agreed to take only \$100,000 of the \$600,000 loan need to meet interest due this day and calls for new legislation. (PaArch)
- Feb. 1?, 1840 In response to the House bill for resumption, Gov. David R. Porter issues a special message warning of interference with banks as imperiling state credit and debt payments and favoring resumption within a “reasonable time”; Porter draws censure from hard-money Democrats and ex-Pres. Jackson; two days later, banks offer to take loans, but later (see Ldgr 2/19) say they cannot resume specie payments until Feb. 1, 1841. (Snyder - check papers - may be 2/2)
- Feb. 1, 1840 Illinois Legislature passes a law reducing the number of Fund Commissioners from three to one and Board of Public Works from seven to three appointed by the Legislature; Board is to manage railroads already built, but all new construction stopped except Illinois & Michigan Canal; state debt exceeds \$11 million and only less than 30 miles of railroad completed; Governor Carlin, a Jackson-Benton Democrat also stages an investigation of state banks. (PL, Buley)
- Feb. 1, 1840 Commonwealth of Pennsylvania temporarily delays another interest payment; state debt now \$34.14 million, of which over \$20 million held in Great Britain. (McGrane)
- Feb. 1, 1840 Robert Garrett’s two sons, Henry Stouffer Garrett (1818-1867) and John Work Garrett (1820-1884) join the family firm, which becomes Robert Garrett & Sons; expands into merchant banking in Aug. 1843. (Williams)
- Feb. 3, 1840 Joint Companies inform New Jersey Railroad they will run a through line via South Amboy this year from June through Aug., leaving Philadelphia at 6:00 AM; will discontinue Trenton-New York line via South Amboy, providing NJRR splits all Trenton receipts equally; time by mixed train to be 6:00 not 9:00. (MB)
- Feb. 3, 1840 Witnesses report that Philadelphia & Columbia Railroad Superintendent of Motive Power threatens to move his two locomotives now at Dillerville to Columbia to harass the Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad unless they pay him for fencing a wood lot he bought for them. (McNair - from HseJrnl?)

- Feb. 3, 1840 Illinois act authorizes the sale of state bonds to pay contractors on the public works. (PL)
- Feb. 3, 1840 Springfield, Ill., incorporated as a town. (PL)
- Feb. 4, 1840 Philadelphia, Germantown & Northern Railroad offers to sell or grant use of its road on reasonable terms to state as part of route to bypass Belmont Plane in conjunction with Norristown & Valley Railroad. (HseJrnl)
- Feb. 5, 1840 Gov. David R. Porter notifies Pennsylvania legislature that the Bank of Pennsylvania has taken \$100,000 of the new loan and the Girard Bank \$100,000; under the terms of its charter, the United States Bank has been obliged to take \$450,000; \$40,861 is still needed to meet interest. (PaArch)
- Feb. 5, 1840 Bank meeting concludes that the Bank of the United States (Pa.) owes the other city banks \$3 million. (Wood)
- Feb.? 1840 Pennsylvania House passes bill requiring immediate resumption by banks on pain of forfeiting charters. (Snyder - see 1/30 - Wood has 1/30)
- Feb. 7, 1840 Jury to view and locate the Philadelphia & Trenton Railroad extension meets at Evans's Hotel in George Street west of 6<sup>th</sup>; the act of the Legislature is explained by William M. Kennedy representing Northern Liberties and James Goodman representing Kensington; the jurors view the route in an omnibus provided by the company, boarding at Front & Willow and leaving opponents milling around in the street. (6 Wharton 25)
- Feb. 7, 1840 Pres. A. J. Pleasonton of the Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad notes there are 60 to 70 eastbound cars backed up at Dillerville while Philadelphia & Columbia Railroad Superintendent of Motive Power James Cameron refuses to have them picked up. (McNair)
- Feb. 8, 1840 Charles Ellet, Jr., responds favorably to John A. Roebling's offer of becoming his assistant. (Schuyler)
- Feb. 8, 1840 Davis Hurd and Erastus Hurd report on surveys for the New York state canal between Buffalo and Warren, Pa.; follows the Lake Erie shore and then up Cattaraugus Creek and Thatchers Brook to the summit with Connewango Creek; cost estimated at \$3.156 million with stone locks; no further action is taken. (Ellis/Cattaraugus)
- Feb. 10, 1840 New Jersey Railroad Board rejects changes in through traffic contract proposed by Camden & Amboy Railroad; renews contract for one year at old rates. (MB)

- Feb. 10, 1840 Jury to view and locate the Philadelphia & Trenton Railroad extension reconvenes at Evans's Hotel at 7:00 PM; hears testimony from William M. Kennedy representing the opposition and from the company's counsel; they allegedly cut off debate, withdraw to another room, and on returning, say they have made up their minds. (6 Wharton 25)
- Feb. 10, 1840 Ice freshet washes out 200 yards of Long Bridge at Washington; not reopened until 1843; Chain Bridge above Georgetown also destroyed. (NatIntlgncr, Moore)
- Feb. 10, 1840 New York & Erie Railroad contracts for construction on 117 miles of the Susquehanna Division between Binghamton and Hornellsville, N.Y.; Pres. Eleazar Lord has chosen to build much of line on piles rather than conventional grading. ( , Mott, AR)
- Feb. 11, 1840 Jury to view the Philadelphia & Trenton Railroad extension reconvenes at Evans's Hotel at 1:30 PM and approves a location running from Kensington depot down Front Street to Willow Street and up Willow to 3<sup>rd</sup>, allegedly without giving opponents a public notice of the meeting. (6 Wharton 25)
- Feb. 11, 1840 Philadelphia banks inform the Legislature that they can resume specie payments on Feb. 1, 1841. (Wood)
- Feb. 14, 1840 Pa. House passes a resolution for a committee to investigate the activities of James Cameron, Superintendent of Motive Power of the Philadelphia & Columbia Railroad. (HseJrnl)
- Feb. 14, 1840 Charles Russell Lowell (1807-1870) of Boston fails; his father-in-law Patrick Tracy Jackson disowns him and holds him responsible for squandering the Lycoming Coal Company's investment in the works at Farrandsville through mismanagement; after another failure, he becomes an assistant librarian at the Boston Athenaeum, where he prepares its first card catalog, "an occupation for which he was well suited and could do no damage." (Knowles)
- Feb. 15, 1840 Indiana act passes without Gov. David Wallace (1806-1860) either signing or vetoing authorizing the Treasurer to issue \$1.5 million in notes, half in denominations of \$5 and half at \$50, unless the Fund Commissioners now at New York are able to borrow enough to pay the contractors on the public works; the notes to be receivable for taxes. (PL)
- Jan. 1840? Indiana authorizes issue of \$1.5 million in treasury notes in \$5 and \$10 denominations to pay contractors, except on the Wabash & Erie Canal, who are to be paid from land sales; Jesse L. Williams exceeds his authority and issues his own notes, called "white dog," to the W&E contractors; Indiana land scrip is printed on white paper when backed by land east of Lafayette and blue when backed by land west of Lafayette; the \$10 notes are referred to as

“white dog” and “blue dog”; “white pup” is \$5; “blue pup” is drawn like a check to any amount. (Fatout, Clark - check PL)

- Feb. 1840 Little Schuylkill & Susquehanna Railroad offers to lease its coal lands at Lindner Gap to coal operators who will ship over the Lehigh and Morris Canals; its Lehigh Branch is to open by July 1, 1840. (Heydinger/RRH 109)
- Feb. 17, 1840 In response to House query, Pennsylvania Auditor General notes that no separate accounts are kept for the Internal Improvement Fund and it is impossible to ascertain actual costs, expenditures and receipts short of working up figures from original vouchers; Auditor General's office is overworked and needs more clerks to keep accounts. (AudGen/HseJrnl)
- Feb. 18, 1840 Pa. House committee travels to Columbia to begin investigation into James Cameron's performance as Superintendent of Motive Power of Philadelphia & Columbia Railroad; employs J. Clements Stocker as engineer. (HseJrnl)
- Feb. 19, 1840 Ohio act authorizes Little Miami Railroad to contract for use of other railroads; may begin construction anywhere on line; rates to be no more than on Ohio Canal. (Church)
- Feb. 20, 1840 Committee reports to Maryland Legislature on the Eastern Shore Railroad. (Rept)
- Feb. 20, 1840 Philadelphia & Reading locomotive *Gowan & Marx* built by Eastwick & Harrison runs from Reading to the Columbia Bridge pulling 101 loaded coal cars with a dead weight of 423 tons and a live load of 268.5 tons, running 54 miles in 5:33. (HazReg)
- Feb. 22, 1840 PW&B writes to the Post Office Dept. offering to operate the Southern & Western Mail between Apr. 1, 1841 and Dec. 1, 1841, leaving Philadelphia at 12:00 M and Baltimore at 9:30 AM; the rest of the year to run one mail car on the regular morning trains. (HazReg)
- Feb. 22, 1840 Hudson County, N.J., created from the southeastern part of Bergen County with the county court house in Jersey City; it is moved to Five Corners on the Newark Turnpike on what is now Jersey City Heights in 1843. (McLean)
- Feb. 22, 1840 Morris Canal & Banking Company offers to lease the Tamanend coal lands of the Little Schuylkill & Susquehanna Railroad, providing the coal is shipped eastward on the Morris Canal. (MChCourier)
- Feb. 22, 1840 Fort Wayne, Ind., incorporated as a city. (wiki)
- Feb. 24, 1840 Indiana Legislature abolishes the present three-man Canal Fund Commission, the Board of Internal Improvement, and the Engineer Dept., effective Mar. 1,

and replaces it with a two-man board consisting of a Canal Commissioner and a State Agent; Samuel Lewis dropped; Gov. David Wallace appoints Lucius H. Scott and Milton Stapp (1793-1869); Stapp is particularly inexperienced and gullible, obtaining loans from wildcat banks; Jesse L. Williams is to be Acting Commissioner as well as Chief Engineer on the Wabash & Erie Canal; all assistant engineers are to be discharged. (PL, Fatout, Clark)

- Feb. 24, 1840 Indiana act bans the circulation of small notes. (PL)
- Feb. 1840 B&O begins issuing scrip to finance construction to Cumberland. (Dilts)
- Feb. 25, 1840 Future iron and steel pioneer Henry William Oliver (1840-1904) born at Dungannon, County Tyrone, Ire., son of Henry W. Oliver and Margaret Brown Oliver; the family emigrates to Allegheny, Pa., in 1842. (Paskoff ed)
- Feb. 28, 1840 New York & Harlem Railroad agrees to fund the surveys of the New York & Albany Railroad. (Grogan)
- Feb. 29, 1840 Joint resolution of New Jersey Legislature requires that all disputes between the State Treasurer and the Joint Companies and New Jersey Railroad be submitted to State Supreme Court. (PL, Digest)
- Feb. 29, 1840 Verdict of the Court of Quarter Sessions allowing the Philadelphia & Trenton Railroad to build down Front Street through Kensington and the Northern Liberties is appealed to the Pa. Supreme Court. (PubLdgr)
- Mar. 1, 1840 *William F. Packer*, experimental anthracite-burning locomotive built by Ross Winans of Baltimore, delivered to the Philadelphia & Columbia Railroad; at 18 tons is too heavy and is sold in 1843 (had vertical boiler). (CC)
- Mar. 1, 1840 Engineer Edward Miller makes final report of surveys made in 1838-39 for Sunbury & Erie Railroad; selects the most southern line; calls for an inclined plane at Erie instead of a line up Garrison Run; estimated cost \$8.88 million for a double-track railroad; no further activity until 1851. (Rept, Rosenberger)
- Mar. 2, 1840 Joint Companies execute a loan of \$367,000. (MB)
- Mar. 2, 1840 Workmen removing paving stones for new Philadelphia & Trenton Railroad track in Front Street, Kensington, are arrested. (PubLdgr)
- Mar. 2, 1840 William Boyd resigns as Pres. of the Union Canal Company of Pennsylvania and replaced by ex-Canal Commissioner James Clarke. (AR)
- Mar. 2, 1840 Fort Wayne incorporated as a city. (Poinsatte)
- Mar. 3, 1840 Philadelphia & Trenton workmen are discharged by Court of Common Pleas;

- company then asks for injunction to stop Districts of Kensington and Northern Liberties interfering with its work. (PubLdgr)
- Mar. 3, 1840 Colin G. Newcomb, teller of the Bank of the Manhattan Company, absconds after embezzling \$50,000. (Hone)
- Mar. 3, 1840 Summit County, Ohio, created from parts of Medina, Portage and Stark Counties; not fully organized. (Perrin, Long)
- Mar. 4, 1840 New 6.5 mile bypass line eliminating use of Columbia, Pa., inclined plane, opens for revenue service on the Philadelphia & Columbia Railroad. (CC)
- Mar. 4, 1840 Bank of the United States (Pa.) and Girard Bank refuse to pay on checks drawn on other Philadelphia banks. (Wood)
- May 4, 1840 B&O Board authorizes the issue of \$100,000 in \$2 and \$3 notes. (Munroe)
- Mar. 5, 1840 Maryland legislative resolution revokes resolution of 1839 calling for a state advance of \$200,000 to the Eastern Shore Railroad. (PL)
- Mar. 6, 1840 Ottawa County, Ohio, created from parts of Erie, Lucas and Sandusky Counties with county seat at Port Clinton. (Long)
- Mar. 7, 1840 Fire destroys New Jersey Railroad bridge over Hackensack River; rebuilt in six weeks; ferry *George Washington* sent from Jersey City as substitute. (MB, HC)
- Mar. 7, 1840 Northern Liberties & Penn Township Railroad threatens to cancel passenger car privileges granted to James M. Bolton and Jacob Peters unless they sign a contract by Mar. 17. (MB)
- Mar. 9, 1840 Norwich & Worcester Railroad formally opens between Foster Street, Worcester, and Market Street, Norwich, forming with the Boston & Worcester Railroad and New London & Norwich Steamboat Company's *Norwich* a second rail/steamer route between New York and Boston; however, the Thames River at Norwich is impassible between Dec. and Mar. (Farnham, Taber, NHCorp - check date)
- Mar. 9, 1840 Wilmington & Raleigh Railroad, the core of the future Atlantic Coast Line Railroad, opens between Wilmington and Weldon, N.C., after Raleigh refuses to extend financial aid; connects with railroads leading to Petersburg and Portsmouth, Va.; is renamed Wilmington & Weldon Railroad on Feb. 14, 1855; in combination with coastal steamships from Wilmington to Charleston, S.C., cuts the total New York-Charleston time to 66:00 and Baltimore-Charleston to 42:00, faster than the all-water route and avoiding the treacherous passage of Cape Hatteras; Walter Gwynn, Chief Engineer .

(Hoffman, Dozier, Brown)

- Mar. 10, 1840 Maryland & Virginia Steam Boat Company begins daily-except-Sunday service between Baltimore and Norfolk. (Brown)
- Mar. 11, 1840 Moncure Robinson elected Pres. of the Richmond, Fredericksburg & Potomac Railroad. (AR)
- Mar. 1840 John McFaden & Co. of Pittsburgh and James M. Davis & Co. of Philadelphia begin Relaince Portable Boat Company, aka Portable Iron Boat Line on Main Line. (is Reliance Line?! - see 6/1839 - Portable Boat Co. is separate from Reliance Transportation Co.)
- Mar. 1840 John Dougherty begins leasing his portable boat trucks to individuals; begins public campaign to make them available to all without royalty. (Hartman)
- Mar. 13, 1840 Schuylkill Canal reopens for the season. (PhlCmmrclLst)
- Mar. 13, 1840 Woodlands Cemetery Company of Philadelphia incorporated by Thomas Mitchell, who has purchased "Woodlands," the former estate of William Hamilton in West Philadelphia, located on present Woodlands Avenue south of the present University of Pennsylvania campus and bounded on the east by the Northeast Corridor tracks; it becomes the final resting place of many Philadelphia industrial and commercial families, including those of J. Edgar Thomson and Tom Scott. (PL, Scharf)
- Mar. 14, 1840 Maryland act authorizes state to substitute \$663,196 6% bonds in aid of Baltimore & Susquehanna Railroad for equal amount of 5% bonds authorized in 1839 and remaining unsold. (Digest)
- Mar. 14, 1840 Union Canal reopens for the season. (PhlCmmrclLst)
- Mar. 1840 Brooks, Heilman & Co. have taken the railroad depot on Willow Street near 3<sup>rd</sup> Street, Philadelphia, lately occupied by Bolton & Co. (Brks&SchJrnl)
- Mar. 1840 Camden & Philadelphia Steam Boat Ferry Company completes a canal through Windmill Island in the Delaware River between Philadelphia and Camden; because the canal was supposed to be open to use by other companies upon paying a toll set by the City of Philadelphia, the ferry company refuses to file a statement of completion with the city. (Val, Boyer)
- Mar. 1840 Dr. William Taylor (1826-1890), a native of Londonderry, Ire., and future PRR official, becomes receiving clerk for D. Leech & Co. at Philadelphia. (RyW obit)
- Mar.? 1840 New York Whigs push through a further appropriation of \$2.5 million for the

- Erie Canal enlargement and \$4 million for the lateral canals and railroad companies. (Shaw - verify PL)
- Mar. 1840 William Henry III and Edward Armstrong purchase 503 acres at Slocum Hollow (now Scranton) with the object of building an anthracite iron furnace. (Munsell)
- Mar. 16, 1840 Select Committee on the Eastern Shore Railroad presents the evidence collected on contractor M. Duval's claim against the company to the Maryland Legislature. (Rept)
- Mar. 16, 1840 Williamsburgh (Brooklyn), N.Y., incorporated as a town. (NYState)
- Mar. 17, 1840 Canal Commissioners cut tolls on westbound merchandise and eastbound flour on Main Line on word that contracts have been made to ship 10,000 bbls. of flour from the upper Ohio via New Orleans route; offer 20¢ per barrel rebate on flour shipped the entire distance from Pittsburgh to Philadelphia. (CC, PhlCmmrclLst, StdHistPitts)
- Mar. 17, 1840 Charter supplement to Philadelphia & Trenton Railroad grants one year extension for building the extension to Front & Willow Streets in Philadelphia. (Digest)
- Mar. 17, 1840 James O'Connor & Co. inaugurate "Fast Line" of Portable Car Body Line in addition to regular line; uses smaller boats and runs through in six days. (BaltAm)
- Mar. 17, 1840 Washington & Fredericksburg Steam Boat Company incorporated in Md. (Blandi)
- Mar. 17, 1840 Virginia suspends all state internal improvement activity except for six surveys and halts all further subscriptions to railroad, road and canal companies. (PL)
- Mar. 17, 1840 Ohio bars new commitments under the Loan Law of 1837 (later called the "Plunder Law" after things go bad); the state will honor its subscriptions to any companies that have been organized in good faith, have place 10 or more miles under contract, and paid out a quarter of the cost on work actually contracted; companies that have paid out \$10,000 or more on actual construction by Dec. 1, 1839, will still be eligible for aid under the act. (PL)
- Mar. 17, 1840 Summit County, Ohio, fully organized with county seat at Akron. (Long)
- Mar. 18, 1840 Investigation committee reveals more frauds and speculations at the Bank of the Manhattan Company. (Hone)

- Mar. 18, 1840 Baltimore Steam Packet Company incorporated in Md. as a successor to the failing Maryland & Virginia Steam Boat Company; operates as the “Old Bay Line” between Baltimore and Norfolk; becomes a preferred route for persons from Baltimore and points north to the South; Andrew F. Henderson ( -1842), Pres. (Blandi, Mordecai, Brown)
- Mar. 18, 1840 Shamokin Iron Company incorporated to build an anthracite blast furnace at Shamokin. (PaStDept, Prospectus)
- Mar. 20, 1840 New Jersey Railroad cuts ferry tolls to equal cuts made by Hoboken Ferry Company. (MB)
- Mar. 20, 1840 Ohio act calls for the Gov. to appoint two directors of the Pennsylvania & Ohio Canal Company and the Gov. of Pa. to appoint one director; Gov. of Ohio is to appoint three directors of all other companies in which the state owns stock. (PL)
- Mar. 20, 1840 Michigan Legislature passes the Currency Bill authorizing the sale of drafts for installments of the Internal Improvement Loan in exchange for currency to pay the contractors; banks are allowed to remain in suspension until Feb. 1, 1841, and increase their note issues to equal their paid-in capital. (Shade)
- Mar. 21, 1840 Ohio act amends the Loan Law of 1837; companies that have received state subscriptions may pay dividends out of bona fide surpluses of earnings over expenses; all companies must make financial reports to the State Auditor. (PL)
- Mar. 22, 1840 Isaac Reeves and John Knisell, tenants of Jacob Ridgway, cut fares on their Federal Street, Camden, to Market Street ferry to 2 cents for passengers and 12½ cents for vehicles in rate war with Camden & Philadelphia Steam Boat Ferry Company. (MB)
- Mar. 23, 1840 Ohio act authorizes the Commissioners of the Canal Fund to borrow \$150,000 for the Wabash & Erie Canal in 20-year, 6% bonds; \$20,000 to complete the Western Reserve & Maumee Road; \$80,000 for the Muskingum Improvement; \$50,000 for the Walhonding Canal; borrowing for the Miami & Erie Canal is to be restricted to \$200,000 in 1840; no new contract to be made before Apr. 1, 1841 except on the Maumee Road and the Miami Reservoir; the Board of Public Works is cut to four members, a Pres. and three Acting Commissioners, and a third of the engineer corps is to be discharged. (PL)
- Mar. 23, 1840 Ohio act passed by hard-money Democrats outlaws small bank notes and post notes under \$5; such notes had been issued by Ohio banks that had bought state canal bonds and then paid to contractors, where they circulate locally and depreciate. (PL, Scheiber)
- Mar. 1840? Ohio act requires the Commissioners of the Canal Fund, who get no salaries,

to post \$250,000 bonds to secure the state against losses from malfeasance; Commissioners Simon Perkins and Daniel Kilgore resign; Gov. William Shannon appoints conservative Democrats Gustavus Swan, a Columbus banker, and Noah H. Swayne, a director of the Ohio Life Insurance & Trust Company, as their successors. (Scheiber - verify PL)

- Mar. 1840 Ten of the leading Main Line transporters petition the Mayor of Pittsburgh to call a public meeting to press for a reduction of tolls on the canals; many people blame the transporters' freight rates for the high cost of Main Line shipments and its inability to compete with the Erie Canal. (Hunter/Ohio)
- Mar. 26, 1840 Moncure Robinson replaces his brother Conway Robinson (1805-1884) as Pres. of Richmond, Fredericksburg & Potomac Railroad. (Mordecai)
- Mar. 27, 1840 George Fisher Baker, Sr. (1840-1931), future founder of First National Bank of the City of New York and financial power in the NYC, Erie and anthracite roads, born at Troy, N.Y.; son of George Ellis Baker (1816-1887), proprietor of a retail shoe business, and Eveline Stevens Baker (1817-1903); the family soon moves to Williamsburg, Brooklyn, where George E. Baker enters Whig party politics; young George spends much of his boyhood with his grandmother and uncle Fisher Ames Baker (1837-1919) at Dedham, Mass. (Logan, NYC AR, WwasW)
- Mar. 27, 1840 Michigan Legislature passes a joint resolution against federal interference with its plans to build the St. Mary's Falls Canal. (Bowlus)
- Mar. 28, 1840 House committee reports on politically motivated censure of James Cameron's mismanagement of Philadelphia & Columbia Railroad; charges include holding wages in arrears for several months, lax operation of shops, insufficient locomotives because of frequent damages sustained on light track structure, irregularities in making contracts for fuel; engineer J. Clements Stocker notes unsuitability of Winans coal-burners; are too heavy and have no pilot truck for tight curves; freight takes average of three days to pass from Philadelphia to Columbia, two of which are consumed in waiting to use the planes. (HseJrnl)
- Mar. 30, 1840 House committee reports on condition of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; notes problem with light track and strap rail. (HseJrnl)
- Mar. 31, 1840 Baltimore & Susquehanna Railroad resumes horse-drawn service on Owings Mills Branch after winter suspension. (BaltAm)
- Mar. 31, 1840 Pres. Martin Van Buren issues an executive order establishing a 10-hour day for Federal employees on public works. (BurLabStats)
- Spring 1840 Dr. William A. Irvine has small portion of Sunbury & Erie near village of

- Irvine graded at own expense to prevent forfeiture of charter set for June 1, 1840. (Rosenberger)
- Spring 1840 New York & Erie Railroad instructs Silas Seymour (1817-1890), Resident Engineer for Cattaraugus and Chautauqua Counties, to change the location from a graded roadbed to a pile railroad; several miles of piles are driven west of Olean and in the Connewango swamp between Randolph and Rutledge, all of which is later abandoned. (Ellis/Cattaraugus)
- Apr. 1, 1840 PW&B signs new contract with Post Office Dept. and mail returned to route via Baltimore. (AR)
- Apr. 1, 1840 Charter supplement extends the time to complete the West Philadelphia Railroad by three years. (PL)
- Apr. 1, 1840 Morris Canal & Banking Company defaults on quarterly payment to Michigan and is unable to pay other obligations; the United State Bank of Pennsylvania refuses to honor its obligation to take up the Morris Canal Bank's share; Michigan loses \$1.09 million yet to be paid for bonds; Edward R. Biddle begins touring his coal, iron and railroad properties in remote parts of Pennsylvania; Biddle fails in his attempt to get Michigan to take a second mortgage on the Morris Canal and advance money for its enlargement. (McGrane, Parks)
- Apr. 3, 1840 Pennsylvania legislative resolution requires all banks remaining in suspension between Oct. 9, 1839 and Jan. 15, 1841 to collectively loan to state \$3 million as price of keeping their charters; i.e., the banks may remain in suspension until Jan. 15, 1841, providing they loan the state \$3 million; the Coalition-controlled Senate takes this step after failure to reconcile the House and Senate bills; 6 Improvement Democrats in the Senate and 20 in the House vote with the Coalition. (PL, Snyder)
- Apr. 1, 1840 Aischum, Cheboygan, Kautawaubet, Keskkauko, Leelanau, Manistee, Mecosta, Meegisee, Mikenauk, Missaukee, Okkuddo, Unwattin, Wabassee and other counties created from Mackinac County, Mich.; not fully organized. (Long)
- Apr. 3, 1840 Pennsylvania authorizes new permanent loan of \$870,077. (PL)
- Apr. 3, 1840 First boats clear summit level of the Pennsylvania & Ohio Canal at Ravenna, linking the Beaver Division Canal at New Castle Jct. with the Ohio state canal system at Akron; canal boats *Mohawk* and *Tippecanoe* arrive from the east with excursionists; the company has received \$400,000 under Ohio's so-called "Plunder Law"; opens the Brier Hill coal field near Youngstown to export via Cleveland and permits rapid growth of exports of Pittsburgh ironware and other manufacturers to northern and western Ohio at the expense of imports

from the East via Cleveland; it also greatly expands the market and production levels of wool and cheese in the Western Reserve; Clarke & Co. of Beaver are to put on a daily line of packets between Pittsburgh and Cleveland, connecting with service on the Pennsylvania Main Line. (PittsGaz, PhlCmmrcLst, HazReg, Mould, Scheiber - note opening celebration held Aug. 3-6!; all but 15 mi. filled and open in summer of 1839 [Haz])

- Apr. 4, 1840 Susquehanna & Tide Water Canal filled and open to Havre-de-Grace; capacity of 100-ton boats; John Dougherty, John W. Brown, A.B. Devine and Thomas McKiran begin operating the United States Portable Boat Line to Baltimore via the canal; Susquehanna Line of Lowry & Gill begins running between Baltimore and points on Pennsylvania Canals east of Allegheny Mountain. (BaltAm, HazReg)
- Apr. 6, 1840 Wrightsville, York & Gettysburg Railroad opens from York to deep cut a half mile west of Wrightsville; operated jointly with Baltimore & Susquehanna Railroad under contract of Jan. 26, 1839. (BaltAm, Val)
- Apr. 6, 1840 Isaac Reeves cuts ferry charge on Reeves & Knisell ferry at Camden to 2 cents. (PubLdgr)
- Apr. 8, 1840 LIRR Pres. Fisk announces New York has passed a law (signed Apr. 29) loaning it the credit of the state to the amount of \$100,000 in return for a first lien; LIRR has already given first lien to Morris Canal & Banking Company, which has now transferred the LIRR mortgage to its creditor, the Commissioners of Indiana. (MB)
- Apr. 9, 1840 Public meeting held at Philadelphia for further reduction of tolls on Public Works; representatives of transporting companies pledge to pass on cuts to shippers. (PhlCmmrcLst)
- Apr. 9, 1840 Camden & Philadelphia Steam Boat Ferry Company Board issues a statement noting that before this last winter, winter service was by an open rowboat; charges Jacob Ridgway with using his "overgrown wealth" to drive them out of business in a rate war. (MB)
- Apr. 10, 1840 Louisa Railroad opens to Gordonsville, Va.; this line soon becomes Richmond's entry in the race to build a railroad to the West. (Nelson)
- Apr. 10, 1840 Raleigh & Gaston Railroad opens over its entire length between Gaston on the Greensville & Roanoke Railroad and Raleigh, giving the North Carolina capital a direct outlet to Petersburg and Richmond, Va. (Taber, Brown)
- Apr. 11, 1840 Pa. act authorizes Camden & Philadelphia Steam Boat Ferry Company to hold property in Philadelphia; builds Bloodgood's Hotel and ferry house at Walnut Street and deeds rest to Camden & Amboy Railroad for use as freight station.

(Boyer)

- Apr. 12, 1840 Austrian engineer Franz Anton Ritter von Gerstner (1796-1840) dies in Philadelphia while engaged in a study of American internal improvements; his mammoth work, published in Vienna in 1842, is the most thorough study of the subject ever made in the Antebellum years; it is not, however, translated into English until the 1990s. (Gerstner/Gamst)
- Apr. 13, 1840 Canal Commissioners adopt system of "commuted" reduced fares for through passengers on Main Line; to be carried in freight boats on canals and separate cars on railroads; payment by transporting companies to be settled monthly; Pittsburgh-Philadelphia fare to be \$7.50 of which state to receive \$2.50. (CC)
- Apr. 13, 1840 Pa. act requires Sunbury Canal Company not to interfere with the basin the Danville & Pottsville Railroad is about to build at Sunbury. (Digest)
- Apr. 13, 1840 Allegheny, Pa., (Pittsburgh North Side) incorporated as a city. (PL, HistPitts)
- Apr. 13, 1840 New York act authorizes the Albany & West Stockbridge Railroad to build a depot in Albany but not bridge the Hudson River between Albany and Greenbush. (PL)
- Apr. 13, 1840 Woodlands Cemetery Company incorporated by Thomas Mitchell, who has purchased the Woodlands Estate in West Philadelphia; it will become the resting place for many Philadelphia industrial and commercial dynasties, including J. Edgar Thomson and Tom Scott. (PL, FisherDiary - see 3/13??)
- Apr. 14, 1840 Samuel R. Wood appointed Acting General Manager & Superintendent of the Danville & Pottsville Railroad at \$1,000 per year, payable in stock. (MB)
- Apr. 15, 1840 Elias Allen Ford (1840-1912), future General Passenger Agent of Lines West, born at Burton, Ohio. (MB, RyAgeGaz)
- Apr. 1840 The new Whig Michigan Legislature reorganizes the Board of Internal Improvements, discharging the old Democratic Board and appointing a Whig Board, but the new Board continues construction. (Parks)
- Apr. 1840 Danville Furnace of Biddle, Chambers & Co. is blown in with anthracite coal and the hot blast. (Yates)
- Apr. 1840 Enlarged sections of the Erie Canal open on the West Troy level and at Schenectady. (Shaw)
- Apr. 17, 1840 Special session of the Pennsylvania legislature convenes at call of Gov. David R. Porter; he informs them that there is no money on hand for meeting the ordinary expenses of state government as well as the Public Works. (PaArch)

- Apr. 17, 1840      Transporting companies operating over Main Line meet and agree to cut freights by 1.2 to 8.7 cents per cwt. on everything except dry goods, drugs and groceries to match recent cut in tolls; companies are: D. Leech & Co., James O'Connor & Co., E.G. Dutilh & Co., Bingham Bros., James M. Davis & Co., Joseph S. Lewis, Jr., & Co. and James Steele & Co. (HazReg)
- Apr. 20, 1840      Camden & Philadelphia Steam Boat Ferry Company orders one boat laid up at the end of the month. (MB)
- Apr. 20, 1840      James Canby resigns as PW&B director. (MB)
- Apr. 20, 1840      Maryland act calls for the Treasurer of the Western Shore to pay the stockholders of the Eastern Shore Railroad a total of up to \$13,000, to be paid in 5% certificates of debt. (PL)
- Apr. 20, 1840      Canal boat *Huron* arrives at Ravenna, Ohio, with the first freight from Pittsburgh via the Pennsylvania & Ohio Canal. (HistPrtgCo)
- Apr. 21, 1840      Susquehanna and Tide Water Canal Companies formally open a continuous canal between Columbia and Havre-de-Grace; operated jointly as Susquehanna & Tide Water Canal; provides first high-capacity water outlet for Pennsylvania Canals and enables operators of section boats to serve Baltimore, but high construction costs through the rugged Susquehanna Gorge leave the company hopelessly crippled by debt; the S&T instantly renders the narrow Union Canal obsolete for through traffic. (PhlCmmrcLst, )
- Apr. 22, 1840      Little Miami Railroad Board authorizes negotiation with Bank of Xenia for \$20,000 in state bonds; also call on City of Cincinnati for loan of \$60,000, which is refused. (MB)
- Apr. 23, 1840      Tripartite agreement between the Western Railroad Corporation, the Albany & West Stockbridge Railroad and the City of Albany; the city is to subscribe \$650,000 to the A&WS, and the A&WS consents to the Western Railroad locating and building its road. (Bliss)
- Apr. 24, 1840      Wrightsville, York & Gettysburg Railroad opens last half mile into Wrightsville; operated by Baltimore & Susquehanna, whose locomotives run through to Wrightsville under agreement of Jan. 26, 1839; links Baltimore with Main Line of Public Works; first train of O'Connor's Portable Car Bodies line leaves Baltimore for Pittsburgh. (BaltAm, Val)
- Apr. 24, 1840      Sloop *Cutter* arrives in Baltimore with first Pittsburgh freight from the Susquehanna & Tide Water Canal at Havre-de-Grace. (BaltAm)
- Apr. 25, 1840      D. Leech & Co. opens a depot at 114 North Howard Street and begins

- operating its own cars to and from Baltimore, Joseph Taylor & Son as Baltimore agent; later Bingham & Brother open a station nearby. (BaltAm)
- Apr. 27, 1840 Four days of argument of the case of local residents versus the Philadelphia & Trenton Railroad over laying track in Front Street through Kensington and Northern Liberties begins in Pa. Supreme Court; William M. Kennedy and J. R. Ingersoll for the residents; \_\_ Mallery and \_\_ Meredith for the company. (PubLdgr)
- Apr. 27, 1840 Formal celebration of opening of Susquehanna & Tide Water Canal held at Havre-de-Grace; guests include Nicholas Biddle; in a sign of the times, both Philadelphia and Baltimore parties arrive by train. (BaltAm)
- Apr. 27, 1840 Baltimore steam towboat *Patapsco* arrives in Baltimore with first four canal boats from Susquehanna & Tide Water Canal: *Judge Burnside* from Bald Eagle, *Judge Porter* from Lewistown, *Triumph* from Northumberland, and *Tidewater* from Harrisburg; however, the trade of the canal is at first evenly divided between Baltimore and Philadelphia. (HazReg, BaltAm)
- Apr. 27, 1840 Charles B. Penrose (1798-1857) of Carlisle elected Pres. of Cumberland Valley Railroad, replacing Thomas G. McCullough (1785-1848), resigned. (HstFrnklnCo, Wilson)
- Apr. 29, 1840 New steamboat *Hornet* owned by Jacob Ridgway, a Philadelphia banker with \_\_ Davisson as Captain, cuts fare between Philadelphia and Trenton to 25 cents; passengers can then buy way tickets on Camden & Amboy and travel to New York for \$2.00 instead of \$4.00. (Lane)
- Apr. 29, 1840 New York act authorizes a state loan of \$100,000 First Mortgage loan to the LIRR, providing the public subscribes \$400,000. (PL)
- Apr. 29, 1840 New York act authorizes a state loan of \$400,000 at 6% to the New York & Erie Railroad providing the public subscribes \$250,000; is to be considered part of the \$3 million loan authorized in 1836. (PL)
- Apr. 29, 1840 New York act grants a state loan of \$200,000 to the Auburn & Rochester Railroad. (Scanlon)
- May 1, 1840 New York grants state loan of \$100,000 to Tonawanda Railroad. (Stevens)
- May 1, 1840 Illinois Gov. Thomas Carlin (1789-1852) confirms contract with John Wright & Co. of London as state's fiscal agent after legislative investigation is split on party lines. (McGrane)
- May 2, 1840 Camden & Philadelphia Steam Boat Ferry Company charges Isaac Reeves with determination not to negotiate a just fare until the Ferry Company

withdraws from business. (PubLdgr)

- May 4, 1840 Burke & Company, consisting of P.B. Burke and Alvin Adams (1804-1877), a Boston produce merchant recently bankrupted by the depression, begin operating a rival express service between Boston and Norwich via Worcester and Norwich; the Norwich & Worcester Railroad has granted its regular express contract to Harnden & Co.; Adams begins carrying express packages on a season pass; within a year he buys out Burke's interest and the business becomes Adams & Co.; Adams eventually becomes the express carrier on the PRR system. (Stimson, Harlow, NYT, AdmsExpCo)
- May 5, 1840 Richard D. Wood records in his diary that business in Philadelphia is almost at a stop. (Wood)
- May 5, 1840 New York act authorizes the Cayuga Bridge Company to abandon the repair of its bridge across the Cayuga Outlet; to be assumed by the Auburn & Rochester Railroad. (PL)
- May 6, 1840 Meeting of transporting companies held at Philadelphia; agree to cut Main Line freights to maximum \$1.50/cwt., run through in eight days. (PhlCmmrclLst)
- May 6, 1840 Edward Coleman sells property of former Conestoga Navigation Company to Lancaster & Susquehanna Slack-water Navigation Company for \$200,000.
- May 6, 1840 Father Demitrius Augustine Gallitzin (1770-1840), the Russian aristocrat turned Catholic priest and missionary, dies at the Catholic colony he founded at Loretto, Pa., due west of the future site of Altoona; his name will be given to the town where the PRR crosses the summit of the Allegheny Mountain in 1854. (Sipes, Storey)
- May 7, 1840 Philadelphia & Trenton Railroad begins running horse cars for passengers over its track in Front Street from 3<sup>rd</sup> & Willow Streets to Kensington and points north, including locals to Frankford. (PubLdgr - this is the only proof this track was actually used)
- May 7, 1840 Charter supplement allows New York & Harlem Railroad to cross into Westchester County to connect with New York & Albany Railroad and to build a branch to the Connecticut state line. (PL)
- May 11, 1840 J. B. Macy elected Pres. of the Erie & Kalamazoo Railroad, replacing E. S. Dodd, resigned. (Waggoner)
- May 12, 1840 PW&B Board reports that Samuel Jaudon has negotiated a loan of £113,000 in London, for which he has given bonds of United States Bank of Pennsylvania; as collateral, Bank purchases £100,051 in PW&B sterling bills. (MB)

- May 13, 1840 Ceremony marks driving the first pile on the Susquehanna Division of New York & Erie Railroad at Owego, N.Y. (ARJ, Mott)
- May 13, 1840 Directors hold formal excursion to celebrate completion of Baltimore & Susquehanna Railroad between Baltimore and Wrightsville; train runs through in 4:15; guests include Thaddeus Stevens, J.H.B. Latrobe, John P. Kennedy, et al. (BaltAm)
- May 14, 1840 New York act loans the City of Troy \$100,000 to finance the Schenectady & Troy Railroad, providing the company has spent \$100,000. (PL, Pierce)
- May 15, 1840 Gov. David R. Porter vetoes bill incorporating the Harrisburg Insurance Company because it contains a rider authorizing repayment of \$321,000 loaned by the Harrisburg Bank and the Bank of the United States (Pa.) to repair the Huntingdon breach in 1838 and would preclude further investigation of alleged frauds. (PaArch)
- May? 1840 Schuylkill Bank of Philadelphia embezzler Hosea J. Levis is arrested in Paris. (Wood - verify)
- May 1840 Democrats nominate Pres. Martin Van Buren for a second term; he will be the last sitting president to be renominated until Abraham Lincoln. (DeRose)
- May 18, 1840 New Jersey Railroad Board authorizes considering taking up the Newark town track and negotiating with city to that end. (MB)
- May 18, 1840 Benjamin Perry blows in Roaring Creek Furnace in Montour County with anthracite coal and the hot blast. (Yates, Swank)
- May 18, 1840 Postmaster General Amos Kendall resigns for his health. (wiki)
- May 19, 1840 Melee erupts at Trenton when employees and partisans of steamer *Hornet* are confronted by Robert F. Stockton and Pres. John Naglee of the Philadelphia & Trenton Railroad and a crowd of hired goons; John Payne, Trenton agent of the *Hornet*, is knocked down by Stockton with a large stick; Stockton and Naglee are injured by brickbats; Camden & Amboy prevails by refusing to issue tickets to *Hornet* passengers. (Lane)
- May 19, 1840 Little Miami Railroad Board calls in 4th, 5th and 6th installments; authorizes placing next 10 miles in Hamilton County into Warren County under contract. (MB)
- May 19, 1840 Schuylkill Bank of Philadelphia receives stock worth \$100,000 from Hosea J. Levis after he is arrested in Paris. (Wood)

- May 20, 1840 William K. Huffnagle reports on yet another survey for bypassing the Belmont Plane by means of the West Philadelphia Railroad but on a different route via Indian Run and Cobbs Creek and Hestonville to Fairmount Bridge; cost estimated at \$700,000. (CC)
- May 25, 1840 Lock Haven, Pa., incorporated as a borough. (PL)
- May 27, 1840 PW&B runs excursion to Havre-de-Grace to inspect the Susquehanna & Tide Water Canal. (PubLdgr)
- Mar. 28, 1840 Philadelphia & Trenton Railroad begins running horse cars from 3<sup>rd</sup> & Willow Streets for two days to the racing meet. (PubLdgr)
- Spring 1840 Philadelphia partners in the Merchants-Swiftsure Line pool (C. King & C.? A. Patton?) purchase the quarter-interest held in New York City. (Thompson)
- June 1, 1840 Davic C. Branham & Co. lease of Madison & Indianapolis Railroad expires; new lease to John G. Sering and \_\_\_ Burt executed giving state 71% of gross instead of 60%. (Church, )
- June 1, 1840 Canal Commissioners order Principal Engineers of the Philadelphia & Columbia and Allegheny Portage Railroads to keep daily performance statistics of all locomotives and stationary engines. (CC)
- June 3, 1840 Isaac Reeves & John Knisell cut vehicle fares on their Federal Street-Market Street Camden Ferry from 12½ cents to 5 cents. (Boyer)
- June 3, 1840 *Unicorn*, the first steamship of the new transatlantic line of mail packets established by Samuel Cunard ( - ) arrives in Boston; express pioneer William F. Harnden (1812-1845) extends his service from New York and Philadelphia to Boston for England; also arranges to be first to board the arriving Cunarders to get foreign news first. (Hone, Stimson - see below)
- June 4, 1840 Canal Commissioners contract Western Reservoir on South Fork above Johnstown to James K. Moorhead and H.B. Packer. (CC)
- June? 1840 Canal boat *James Buchanan* arrives in Philadelphia from Bellefonte, Pa., in 8 days, having traveled by way of the Pennsylvania, Susquehanna & Tide Water, and Chesapeake & Delaware Canals. (HazReg)
- June 11, 1840 Pennsylvania Legislature in special session imposes emergency 5-year tax on real and certain personal property, bank stock, furniture, pleasure carriages, watches, and salaries of state employees; act is designed to raise the state's credit, not revenue; insufficient to eliminate state deficit, yielding only \$33,292 in 1841 vs. projected \$600,000 because of tax evasion. (or 6/14 or 6/15??) (PL, Worthington, McGrane)

- June 11, 1840 Pennsylvania improvement act authorizes \$1,946,216 permanent loan; provides \$100,000 for relaying the north track of the Philadelphia & Columbia Railroad with T-rail between White Hall (Bryn Mawr) and West Chester Intersection; north track between Belmont Plane and White Hall remains out of service for ten years, causing a bottleneck; act appropriates a total of \$2,405,626 to complete work in progress on all lines and interest due over next year; also \$100,000 state subscription to Monongahela Navigation Company; \$34,124 to pay debts outstanding on Sinnemahoning Extension; \$150,000 to settle debts on Gettysburg Extension; \$1,100 for debts on Allegheny Feeder; \$600,000 for new work on Erie Extension; \$600,000 for North Branch Extension; \$60,000 for Wiconisco Canal; \$15,000 for Harrisburg-Pittsburgh railroad surveys; state to take \$50,000 from Girard Bank's loan of \$380,000 under act of Feb. 9, 1839, to repay money borrowed by Gov. Ritner to repair breach above Huntingdon; also take \$280,000 from Girard Bank loan and deposit in United States Bank providing United States Bank stops paying interest on the \$280,000 loan made to Gov. Ritner to repair the breach. (PL, PaArch)
- June 11, 1840 Pa. act orders Baltimore & Susquehanna and York & Maryland Line railroads to equalize rates; B&S is allowed to charge 6 cents per passenger mile and 8 cents per ton-mile, while Y&ML is allowed 3 cents and 5 cents; Y&ML is to raise rate and B&S to lower rate so that mileage rates are equal while maintaining same total charge between Baltimore and York. (Digest)
- June 12, 1840 Seat of Lake County, Indiana, changed from Liverpool back to Lake Court House. (Long)
- June 13, 1840 Gov. David R. Porter makes demand on banks in suspension for mandatory loan of \$1.19 million; Girard Bank declines, and several others claim they are not in suspension. (PaArch)
- June 1840 Two Post Office agents ordered to accompany the mail between Boston and Springfield. (RyAge)
- June 16, 1840 British warships and ground forces begin to arrive in Chinese waters near Canton to prosecute the Opium War by making a selective blockade of the Chinese coast; opium smugglers begin operating under their protection. (Hanes)
- June 17, 1840 Pa. Chief Justice John B. Gibson (1780-1853) rules in favor of the Philadelphia & Trenton Railroad in its dispute with the District of Kensington; rules that public ownership in the streets is vested in the state, not the municipality or adjoining property owners, rejecting the older doctrine that adjoining property owners retain rights to the center line of the streets; without the universality of state sovereignty, the routes of regional roads, railroads and

canals might be blocked by any petty local government or landowner; the Kensington property owners will suffer only an “annoyance” which is not grounds for legal action. (PubLdgr, 6 Wharton 25, Schwartz)

- June 17, 1840 Ironmaster William Firmstone (1810-1877) blows in a hot blast anthracite furnace at the Phoenixville, Pa., iron works of Reeves, Buck & Co. (Swank, Yates)
- June 20, 1840 Joseph Cowperthwaite and John Andrews are forced to resign as Cashier and Assistant Cashier of the Bank of the United States (Pa.) for unauthorized borrowing and speculation; a core of directors led by Manuel Eyre (1777-1845) has become opposed to Nicholas Biddle, Samuel Jaudon and other officers on that account; Biddle claims Eyre, a major stockholder in the Schuylkill Navigation Company, is out for revenge for the Bank’s investing in and aiding the parallel Philadelphia & Reading Railroad; A. Lardner, formerly with the Morris Canal & Banking Company, becomes acting cashier. (Govan, WBSmith)
- June 22, 1840 Canal Commissioners authorize relaying of north track of Columbia Railroad between White Hall and West Chester Intersection. (CC)
- June 25, 1840 United States Bank of Pennsylvania agrees to loan Pennsylvania \$1.75 million at 5% for 25 years; most other banks agree to take a share totaling \$360,910. (PaArch, )
- June 27, 1840 Joint Companies accept Robert F. Stockton's offer to sell majority of stock of Philadelphia & Trenton Railroad, which he had bought on his own initiative; Stockton reminds Board he had urged buying the P&T before it was finished and again right after it was finished; Board authorizes guaranteeing Camden & Philadelphia Steam Boat Ferry Company's purchase of steamboat *Hornet* and property being run by Jacob Ridgway as an opposition line for price up to \$50,000. (MB)
- July 1, 1840 North Branch Division Canal between Nanticoke and Northumberland drained to permit replacement of original wooden locks with stone.
- July 2, 1840 Benjamin Perry blows in Columbia Furnace at Danville with anthracite coal and the hot blast. (Swank, Yates)
- July 2, 1840 New Bedford & Taunton Railroad opens; operated jointly with the Taunton Branch Railroad, New Bedford to Mansfield with through service to Boston over the Boston & Providence Railroad, under an agreement dated Nov. 1, 1839. (NHCorp)
- July 3, 1840 David Thomas (1794-1882) blows in the first anthracite hot blast furnace of the Lehigh Crane Iron Company at Craneville (Catasauqua), Pa., at 5:00 PM;

the ore is two-thirds local hematite and one-third New Jersey magnetite; the first iron is drawn on July 4; the largest and most successful of the early anthracite furnaces, it produces 50 tons a week; by 1846, there are about 40 anthracite furnaces in blast. (Mathews/Hngrfrd, Yates)

- July 4, 1840 Independent Treasury Act finally establishes Pres. Van Buren's "subtreasuries" in seven cities to act as depositories of federal specie funds to divorce federal government from banks; passed by combination of Southern States Rights advocates and Northern hard money advocates; all federal receipts and disbursements to be made in specie after June 30, 1843. (EAH)
- July 4, 1840 Cunard liner *Britannia* leaves Liverpool for Halifax and Boston, establishing first transatlantic steam mail packet line; express firm of Harnden & Co. secures many packages for forwarding from Cunard Line to and from New York and Philadelphia. (RRH)
- July 7, 1840 Front Street property owners petition the Board of Commissioners of Kensington to oppose the construction of the Philadelphia & Trenton Railroad on Front Street by any means necessary. (Schwartz)
- July 8, 1840 Little Miami Railroad places next 10 miles above Kuglers Mill under contract. (MB)
- July 9, 1840 *New York Post* announces that the Post Office Dept. has contracted for a steamboat and railroad mail line on the Norwich & Worcester Railroad between Boston and New York; a car is to be fitted for a mail clerk to sort mail en route. (NYPost/Stokes)
- July 11, 1840 Benjamin Smith, a bookkeeper at the Bank of Pennsylvania, who has disappeared, is discovered to have embezzled \$100,000. (Wood)
- July 15, 1840 Monongahela Navigation Company lets Dam No. 3 two miles above Elizabeth and No. 4 at Frey's Shoals; the work is under the supervision of George W. Cass. (Crumrine)
- July 1840 Railroad completed between the Chemung Canal at Corning, N.Y., and the coal mines in the Tioga Field at Blossburg, Pa.; the N.Y. portion is built by the Tioga Coal, Iron Mining & Manufacturing Company, and the Pa. portion by the Tioga Navigation Company; the companies are eventually divided, with the Pa. company becoming part of the Erie and the N.Y. company part of the NYC. (Cnls&RRs, McKnight)
- July 1840 First coal from the Blossburg Field of Pennsylvania arrives at Albany in the boat *Experiment* via the Chemung and Erie Canals. (Shaw)
- July 1840 Steam-powered canal boat *Isaphena*, built to a design of Dr. Joseph Pollock ( -

1856) of New Castle, Pa., launched at New Castle for through service between New Castle and Pittsburgh; it has two special wheels to eliminate damage to the canal banks; initially, its bow is too sharp and hull too deep for the Beaver River; the machinery is placed in a flat-bottomed hull in Oct. 1840; however, it is soon driven off the run by ordinary packets of Reed, Parks & Co. with superior accommodations, which connect with larger steamboats on the Ohio River. (Hazen)

- July 1840      Baring Brothers & Co. takes a \$400,000 “temporary” Ohio Canal loan at 95; during the year, an additional \$1,060,000 is raised from Ohio banks, including \$100,000 from R. H. Winslow of New York; however, most of this is paid for in Indiana bank notes and other depreciated paper with the connivance of the State Treasurer, but the state is able to keep working and avoid default. (Scheiber)
- July 18, 1840      The last of the Lycoming Coal Company’s assets at Farrandsville are sold at auction; the Boston investors have lost at least \$400,000; the failure serves as a warning that satisfactory coal and iron ore do not exist in close proximity in Pennsylvania as they do in Wales; Patrick Tracy Jackson never recovers his former degree of wealth. (Knowles)
- July 18, 1840      Steamboat *Britannia* arrives at Boston 14 days, 8 hours out of Liverpool, making the first crossing for the British & North America Royal Mail Steam Packet Company, founded in 1839 by Samuel Cunard and others. (Trager - see above)
- July 20, 1840      New Jersey Railroad Board appoints committee to negotiate with Elizabethtown & Somerville Railroad, which connects with it at Elizabethtown and competes with it through a steamboat connection to New York. (MB)
- July 22, 1840      At night, residents of Northern Liberties and Kensington tear up a section of the Philadelphia & Trenton Railroad track in Front Street and make a bonfire of the materials. (PubLdgr)
- July 22, 1840      Shenango Line of Beaver Division Canal completed between Pulaski and West Greenville, Pa.
- July 23, 1840      Shop workers stage first recorded strike on B&O. (Dilts)
- July 25, 1840      Grand Jury indicts the persons charged with ripping up the Philadelphia & Trenton Railroad track; the police are out in force to prevent a disturbance. (PubLdgr)
- July 27, 1840      Residents of Kensington riot against the Philadelphia & Trenton Railroad and the police; at 10:00 AM, local women intimidate the tracklayers into stopping

work and drive them into Emery's Tavern on Master Street, which is owned by P&T Pres. John Naglee; at 1:00 PM, Deputy Sheriff Eleazar Hand and a posse of about 120 march double-file to the site and order the workmen to resume restoring the track; Thomas Jackson, a grocer who is trying to whip up the crowd, is arrested; when arrests continue, the mob begins pelting the posse, who are armed only with truncheons, with paving stones and force them to take cover in Emery's Tavern; the mob then tears up that portion of track in Kensington; at dark, the mob attacks the tavern, sets fire to it, and drives off fire companies with showers of stones; the posse manages to escape out the back, making two arrests as they go. (PubLdgr, Scharf, Schwartz - doublecheck in Ldgr is not 7/26)

- July 28, 1840 10 Kensington rioters arrested the day before are brought before Judge Conrad of the Court of Criminal Sessions, and two who were caught setting the fires and interfering with firemen, Joseph Jennings and David Ortman are quickly tried and found guilty without having access to a lawyer; Jennings is sentenced to 7 years and Ortman 10 years at hard labor in Eastern Penitentiary, where prisoners are kept in solitary confinement; Gov. Porter pardons both after local pressure; the Philadelphia & Trenton Railroad makes no attempt to restore its track and remains isolated from the other railroads entering Philadelphia; Joint Companies route most through traffic via Camden, from which downtown Philadelphia is easily reached by ferry. (PubLdgr, Scharf)
- July 27, 1840 New Jersey Railroad reduces salaries of top officers. (MB)
- July 28, 1840 Norwich & Worcester Railroad runs its first train to the company wharf at the junction of the Thames & Shetucket (? or Yantic?) Rivers over a extension from Ferry Street, Norwich. (Farnham)
- Aug. 1, 1840 Michigan Board of Internal Improvements cuts service on the Central Railroad from two to one round trip, as revenues have fallen. (Parks)
- Aug. 3, 1840 Outdoor meeting of citizens and politicians from Northern Liberties, Southwark, Philadelphia and Moyamensing resolves that the State Legislature has no power to make grants of the public streets without the consent of local government. (Schwartz)
- Aug. 3, 1840 Indiana Whigs elect Samuel Bigger (1802-1846) Governor and sweep both houses of Legislature; Illinois Democrats take control of the Legislature from Whigs. (Buley, Esarey, Sobel)
- Aug. 4, 1840 Celebrations held opening Pennsylvania & Ohio Canal; official party passes through canal on inspection tour over three days, includes Gov. David R. Porter, directors, and Pres. of Sandy & Beaver Canal Company. (ARJ, PittsGaz)

- Aug. 5, 1840 Representative of the United States Bank tells a Philadelphia bank meeting that the other city banks cannot resume without them. (Wood)
- Aug. 6, 1840 Richard D. Wood, a director of the Philadelphia Bank, meets with representatives of the United States Bank on the approaching deadline to resume specie payments next year; the United States Bank assures him they can meet their responsibilities, if the other Philadelphia banks, which are creditors to the extent of \$6 million, will grant an extension; the \$6 million is to be borrowed for 13½ months from Philadelphia, New York and Boston banks. (Wood)
- Aug. 7, 1840 Mifflin County Commissioners subscribe for 100 shares of the Lewistown & Tuscarora Bridge Company. (HistJuniata/Susq)
- Aug. 15, 1840 Camden & Woodbury Railroad & Transportation Company sold at foreclosure to Amos Campbell subject to other judgments to William D. Lewis, Colket & Sterns, et al.; Coffin Colket buys four passenger and one freight car; William C. Hancock, operating the road under lease from Henry R. Campbell, is dispossessed; operating continues under John D. Campbell, brother of Henry R. Campbell. (Stewart)
- Aug. 17, 1840 Steamship *President* of the British & American Steam Navigation Company arrives in New York on its maiden voyage. (Stokes)
- Aug. 19, 1840 New Jersey Railroad Board authorizes new \$500,000 loan. (MB)
- Aug. 19, 1840 Camden & Philadelphia Steam Boat Ferry Company purchases Jacob Ridgway's ferry property, ferry houses, and taverns at Market Street, Philadelphia (\$140,000), Arch Street, Philadelphia (\$30,000) and Federal Street, Camden (\$100,000), plus the tavern at Bloomsbury (South Trenton) and the steamboat *Hornet*; also purchase ferries *William Wray* and *Philadelphia* and ferry slips from Ridgway's lessees Isaac Reeves and John Knisell for \$24,000 and \$12,000 for Knisell's half interest in the slips bought from Isaiah Toy; all payments made in ferry company bonds. (MB, Boyer)
- Aug. 20, 1840 After exploring the course of Roaring Creek and discovering kidney iron ore and two veins of anthracite coal, William Henry III complete the land purchase and forms a partnership with his son-in-law Selden T. Scranton of Oxford Furnace, George W. Scranton, and Sanford Grant forms the partnership of Scrantons, Grant & Co. (Munsell)
- Aug. 27, 1840 Pennsylvania advertises for permanent loan to make up balance of \$700,000 as yet unmet for Public Works appropriation; no bids received. (PaArch)
- Aug. 28, 1840 United States Bank appoints a committee to meet with a committee of the Philadelphia Bank on the resumption of specie payments. (Wood)

- Sep. 1, 1840 Little Miami Railroad authorizes contract for 15 miles of iron and a locomotive. (MB)
- Sep. 1, 1840 Genesee Valley Canal opens between Rochester and Mount Morris. (RochHist)
- Sep. 7, 1840 New Jersey Railroad Board authorizes employing only one conductor per train and establishing station agencies at Elizabethtown and Rahway. (MB)
- Sep. 10, 1840 Main Line transporting companies petition the Philadelphia City Councils that the existing track on Market, 3<sup>rd</sup> & Dock Streets not be removed but that no further tracks be built east of 8<sup>th</sup> Street; the Councils appoint a Special Joint Committee headed by Samuel Breck. (Schwartz - verify terms in Ldgr)
- Sep. 11, 1840 Samuel Jaudon deposits securities with a par value over £500,000 with English banker James Morrison in return for a loan, including £50,000 Reading, £120,000 American Life Insurance & Trust Company, £50,000 Farmers Loan & Trust Company, £112,500 Ohio Life Insurance & Trust Company, and £225,000 Commercial Bank of Natchez. (Dakers)
- Sep. 14, 1840 Auburn & Rochester Railroad opens for revenue service between Rochester and Canandaigua, closing during the winters when the Erie Canal is closed. (NYAssmbyDocs - Peck, citing it says 9/10)
- Sep. 14, 1840 Milton Stapp of Indiana Fund Commissioners makes proposition to LIRR for it to buy back its First Mortgage by paying \$60,000 in six installments through Jan. 1, 1843 and giving Indiana a Second Mortgage on the railroad and First Mortgage on all the moveables. (MB)
- Sep. 15, 1840 Edward Miller made Consulting Engineer of New York & Erie Railroad. (Rept)
- Sep. 1840 Hocking Valley Canal opens from Bowner's Lock to Nelsonville, opening the Hocking Valley Coal Field; first boat of coal sent to Columbus; the cost is \$975,100, versus an original estimate of \$347,000. (Mould, Meyer, Eavenson, Scheiber)
- Sep. 1840 City of Cincinnati pays 30% of its subscription to the Little Miami Railroad, or \$60,000.
- Sep.? 1840 J. Edgar Thomson, in report on Georgia Railroad & Banking Company, notes superiority of railroads and predicts failure of the Chesapeake & Ohio and Schuylkill Canals, etc. (ARJ of 10/1/40)
- Sep. 19, 1840 Steamboats *Columbus*, *Pocahontas*, *Jewess* and *Alabama* of the bankrupt

Maryland & Virginia Steam Boat Company sold at auction at Baltimore, closing its affairs; the *Pocahontas* is bought by the successor Baltimore Steam Packet Company. (Brown - Heyl says all four - verify BaltAm)

- Sep. 20, 1840 Lewis Teese, a major Philadelphia omnibus operator, runs pleasure cars from Broad & Chestnut Streets to Paoli via the Philadelphia & Columbia Railroad for a two day camp meeting. (PubLdgr)
- Sep. 20, 1840 Scrantons, Grant & Co. begins construction of Furnace No. 1 at Slocum Hollow, Pa., now Scranton. (Munsell)
- Sep. 24, 1840 Philadelphia ordinance sets tolls on City Railroad equal to those on the Philadelphia & Columbia Railroad; transporting companies may contract for the use of the road in lieu of regular toll collection. (Digest)
- Sep. 24, 1840 New York & Erie Railroad ratifies a contract for 5,000 tons of English iron negotiated during the summer by Henry L. Pierson and Thompson S. Brown, Chief Engineer of the Western Division, with the English bankers Palmer, Mackillop & Dent and Fletcher, Alexander & Co. (Rept)
- Sep. 26, 1840 Nathan B. Palmer, head of Indiana Fund Commissioners, rejects LIRR counter-proposal and demands payment in six \$20,000 installments. (MB)
- Sep. 30, 1840 Gov. David R. Porter makes further requisition of \$729,000 on banks to meet Public Works appropriation. (PaArch)
- Oct. 1, 1840 North Branch Division Canal reopens between Nanticoke and Northumberland.
- Oct. 1, 1840 *American Railroad Journal* reprints a report of J. Edgar Thomson to the Georgia Railroad & Banking Company, which includes a section on the superiority of railroads over canals and predicts the ultimate failure of the Chesapeake & Ohio Canal and Schuylkill Canal, which are to be paralleled by railroads. (ARJ)
- Oct. 1, 1840 Herman Haupt publishes an article and plan of his improved lattice truss bridge in the *American Railroad Journal*. (ARJ)
- 1840-41 Herman Haupt, now assistant engineer on the Wrightsville, York & Gettysburg Railroad, develops first mathematical formulae for calculating the distribution of forces in bridges; the company had ordered timbers for a number of lattice bridges that Haupt thought too weak. (Haupt)
- Oct. 6, 1840 Camden & Philadelphia Steam Boat Ferry Company Board reports that they have completed the purchase of the steamboat *Hornet* from Jacob Ridgway and have borrowed \$41,555 from the Camden & Amboy Railroad. (MB)

- Oct. 6, 1840 Morris Canal & Banking Company issues \$190,000 mortgage on section of canal between Newark and Jersey City to the State of Indiana. (NJEq 3 Green)
- Oct. 6, 1840 Morris Canal & Banking Company issues \$960,000 mortgage on entire canal to State of Indiana; section of canal between Newark and Phillipsburg is already mortgaged. (NJEq 3 Green)
- Oct 7, 1840 LIRR Board accepts Morris Canal & Banking Company proposal to pay off debt in iron by furnishing iron for 25 miles for \$60,000, 62.5% in State bonds and 37.5% in company bonds; appoints committee to renegotiate lease of Brooklyn & Jamaica Railroad; old lease was made on assumption of heavy through traffic, but current income of both roads is unable to meet rent, which constitutes the heaviest burden on LIRR; if can reduce the rent, it will negotiate with Morris Canal & Banking Company and State of Indiana to substitute a second lien for their mortgage. (MB)
- Oct. 8, 1840 Meeting of the Philadelphia banks votes 6 in favor of resumption, 3 against and 2 abstentions. (Wood)
- Oct. 12, 1840 United States Bank of Pennsylvania agrees to lend Pennsylvania \$60,000; other banks loan \$566,100. (PaArch)
- Oct. 13, 1840 Pa. act permits county courts of common pleas to charter corporations within their respective counties. (PaArch)
- Oct. 13, 1840 Whig-Anti-Mason Coalition retakes Pa. House from Democrats and retains control of Senate; Democrats split between Gov. David R. Porter and the pro-Van Buren, hard-money faction; Gov. Porter retains the veto power, so the Coalition is confined to passing resolutions and bills that irritate him. (Snyder)
- Oct. 13, 1840 Ohio Whigs elect Thomas Corwin (1794-1865) governor, defeating incumbent anti-bank Democrat Wilson Shannon (1802-1877), and take the House, but Democrats retain the Senate, where they succeed in blocking Corwin's plan for a new State Bank. (Sobel, Shade)
- Oct. 13, 1840 Future Baltimore, Chesapeake & Atlantic Railway Pres. John Ennis Searles (1840-1908) born at Bedford, Westchester County, N.Y., the son of a Methodist minister of the same name. (NYT)
- Oct. 15, 1840 Philadelphia & Trenton Railroad reroutes service from 3rd & Willow Street to a steamboat connection with the Camden & Amboy at Camden while Neshaminy Creek bridge is rebuilt. (PubLdgr)
- c. Oct. 1840 Camden & Philadelphia Steam Boat Ferry Company purchases Market Street landing in Philadelphia from Jacob Ridgway. (Val)

- Oct. 1840 Thomas Bakewell elected Pres. pro tem of the Monongahela Navigation Company, replacing former Canal Commissioner James Clarke, resigned to be Pres. of the Union Canal Company of Pennsylvania. (Crumrine)
- Oct. 1840 Whig-dominated Michigan Board of Internal Improvements orders 2.5 miles of rail held at Monroe sent to Detroit to complete the Central Railroad to Dexter, citizens resist and drive off officials, thinking it a plot to stop work on the Southern Railroad; sectional rivalry between the southern tier of counties and the central route is extreme. (Parks)
- Oct. 1840 The Daoguang Emperor sacks Commissioner Lin Zexu for failing to eradicate the opium trade in China and promising more than he can deliver. (Hanes)
- Oct. 27, 1840 Future Lines West VP Joshua Twing Brooks (1840-1901) born at Salem, Ohio; son of lawyer J. J. Brooks who had come to Salem from Vermont in 1838. (AR, RRGaz)
- Oct. 28, 1840 PW&B Board reports that company is indebted to United States Bank for \$232,000. of which \$120,000 is due on Dec. 20; authorizes issue of £60,000 Sterling bonds to Bank to settle this claim and another £131,625 to Matthew Newkirk and Nicholas Biddle, secured by 13,000 PW&B shares at 45 as collateral; deal removes all PW&B stock from hands of Bank. (MB)
- Oct. 29, 1840 Richard D. Wood meets with a committee of the Boston banks at Boston regarding terms for a loan to permit the Philadelphia banks to resume specie payments. (Wood)
- Oct. 31, 1840 John Snodgrass, Superintendent of the Allegheny Portage Railroad, recommends the use of John Dougherty's section boat trucks. (Hartman)
- Oct. 31, 1840 Indiana State Treasurer Nathan P. Palmer reports that state debt is now \$13,667,433. (Blank)
- Fall 1840 Reliance Portable Boat Company makes preparations to open a Baltimore office but fails to do so; O'Connor opens a depot in North Street; transporting companies now operate through cars between Baltimore and Chambersburg via Columbia, Lancaster and Harrisburg.
- Fall 1840 Wabash & Erie Canal opens to Lafayette. (Fatout)
- Fall 1840 George Weems ends service on the Wicomico River to Salisbury. (Holly)
- Nov. 1, 1840 James Clarke resigns as Pres. of the Union Canal Company of Pennsylvania; Francis Gurney Smith ( - ) elected Pres. pro-tem. (AR)

- Nov. 1, 1840 John Snodgrass, Superintendent of Motive Power on Portage Railroad recommends that the state buy and operate the "trucks" for carrying section boats so that all boat owners, not a single transporting company, can ship boats over the railroads without transshipment. (CC)
- Nov. 1, 1840 William E. Morris, Principal Engineer, recommends against use of locomotives on short levels of the Allegheny Portage Railroad, except between Planes 9 and 10, where they were put on in 1838. (CC)
- Nov. 1, 1840 Louisville, Cincinnati & Charleston Railroad opens from Branchville on the South Carolina Railroad to Columbia; no other part is built; Tennessee withdraws its subscription; a trans-Appalachian link from the Southeast to the Ohio Valley will not be completed until 1859. (Harrison)
- Nov. 3, 1840 Whig William H. Seward wins reelection as Gov. of New York by a slim margin; the Democrats have nominated former Canal Commissioner William C. Bouck and succeed in attracting many pro-canal voters, while promising to fund the Erie Canal enlargement entirely from canal revenues; the Whig majority in the Assembly is reduced to four seats. (Shaw)
- Nov. 4, 1840 Future PRR General Passenger Agent David M. Boyd (1840-1877) born at Indianapolis; son of David M. Boyd (1810-1896) and Elizabeth Brown Boyd. (MenoftheCentury)
- Nov. 4, 1840 Major flood in the Lehigh watershed. (BucksCoHS:6)
- Nov. 13, 1840 Cornelius Vanderbilt meets with New York, Providence & Boston Railroad (Stonington Line) Chief Engineer William Gibbs McNeill; McNeill attempts to sound out Vanderbilt's terms for an alliance or if he intends to run an opposition line to the Boston & New York Transportation Company; McNeill offers Vanderbilt stock in the railroad in return for his boats; Vanderbilt demands the resignation of Courtlandt Palmer as NYP&B Pres. and implies his desire to control both the boats and railroad. (Stiles)
- Nov. 1840 PW&B secures loan from United States Bank by hypothecating \$232,000 in stock, payable on Apr. 18, 1841. (AR)
- Nov. 1840 Morris Canal & Banking Company is now working the Tamanend coal mine of the Little Schuylkill & Susquehanna Railroad; only 27 tons are able to be sent to market before the Lehigh Canal closes for the winter. (MChCourier)
- Nov. 1840 Cashier John Rice succeeds the late John Eckert ( -1840) as Pres. of the Northampton Bank at Allentown, Pa.; he engages in speculative activity, advancing money to the lumber trade and stagecoach lines and making large loans to the Lehigh Coal & Navigation Company and other enterprises. (Mathews/Hngrfrd)

- Nov.? 1840 Michigan begins a chancery suit against the Morris Canal & Banking Company; the Morris Canal & Banking Company offers to settle its \$823,000 debt to Michigan by giving assets including coal and agricultural land in N.J. and Pa., railroad stocks, a judgment against the LIRR, and obligations to deliver iron, in return for postponing collection until Jan. 1, 1844. (Parks)
- Nov. 1840 Dexter Brigham, Jr., becomes a partner of express operator William F. Harnden and opens an English office; Harnden begins carrying remittances from Irish and German immigrants to their families back home; he then arranges with Enoch Train & Co., Boston packet owners, for the cheap transportation of emigrants from Liverpool and with packet lines on the Erie Canal for taking them west. (Stimson)
- Nov. 1840 John Wright & Co., Illinois's fiscal agent in London, fails. (McGrane)
- Nov. 17, 1840 First boat load of anthracite coal shipped from Rockport on the Lehigh Canal by the Buck Mountain Coal Company; a short gravity railroad is used between the mine at Buck Mountain and the river; it manages to ship only one boat load of 54 tons. (MChCourier, AR)
- Nov. 19, 1840 PW&B opens new freight depot at President & Fleet Streets on east side of Baltimore, replacing earlier facility on Hollingsworth Street. (BaltAm)
- Nov. 21, 1840 Canal Commissioners appoint Thomas Tustin Superintendent of Motive Power on the Philadelphia & Columbia Railroad, replacing James Cameron resigned effective Dec. 1. (CC)
- Nov. 21, 1840 Richard D. Wood meets with several New York banks and bankers in regards to borrowing \$1 million to permit the Philadelphia banks to resume. (Wood)
- Nov. 22, 1840 Executive Committee of Joint Companies has an interview with Asa Packer, who mines coal in the Lehigh Region and operates a fleet of coal boats between Pottsville and New York via the Delaware & Raritan Canal; accepts offer of James Buckalew to buy the entire stock of the "Towing Company." (MB)
- Nov. 23, 1840 Michigan's Southern Railroad opens between Monroe and Adrian, Mich. (Parks - MichRRs has Petersburg - verify)
- Nov. 24, 1840 Little Miami Railroad contracts with Thomas Rogers of Paterson, N.J., for a locomotive, the *Governor Morrow* (c/n 28) for \$7,000. (White)
- Nov. 25, 1840 Edward Miller appointed Chief Engineer of the New York & Erie Railroad at \$4,000 per year; George W. Leuffer, later on the PRR, is Assistant Engineer. (Rept, Mott - serve thru abnd in 1842?)

- Nov. 28, 1840 Philadelphia & Trenton Railroad appoints a committee to see if it can build through Kensington without resort to force and to take up the track now laid if advisable. (MB)
- Nov. 28, 1840 At the Treaty of the Wabash, the Miami surrender their last reservation in Indiana, a large square centered on present-day Kokomo and agree to move to Kansas; they are allowed to remain 5 years. (IndLndCessions, Poinsatte)
- Nov. 29, 1840 Philadelphia Board of Trade again supports the retention of the City Railroad tracks in Market Street. (Schwartz)
- Nov. 30, 1840 LIRR Board authorizes seeking a new loan in England with the \$100,000 state bonds as collateral; hears proposal of Davis, Brooks & Co. of New York, a merchant house that is one of the largest importers of British railroad iron, to take a loan to complete the road to Greenport with a ferry to Stonington; authorizes placing the first section east of Hicksville under contract; authorizes negotiations with New York, Providence & Boston Railroad or Norwich & Worcester Railroad for providing the Sound ferry. (MB)
- Late 1840 Pittsburgh Board of Trade appoints a committee to seek a reduction of tolls on the Main Line to meet the great falling off in traffic. (StdHistPitts)
- Dec. 1, 1840 New Jersey Railroad Board extends the same commutation rates as on the Jersey City ferry to all who commute on the railroad. (MB)
- Dec. 1, 1840 James River & Kanawha Company canal opens from Richmond to Lynchburg, Va. (Dunaway)
- Dec. 2, 1840 Whig William Henry Harrison defeats Pres. Martin Van Buren, 234 electoral votes to 60, after the boisterous "Tippecanoe and Tyler Too" campaign which successfully portrays the self-made Van Buren as an effete Eastern aristocrat and the transplanted Virginia patrician Harrison as a plain Man of the People; Van Buren, the master partisan organizer, is crushed by the very techniques he perfected; the Whigs take control of both houses of Congress, the only time they will control both Congress and the White House; the Whig victory is due entirely to the depression and the hope that a Whig program will restore prosperity; voter turnout is an unprecedented 80.2%. (EAH, Howe)
- Dec. 3, 1840 Richard D. Wood meets with Boston and New York bankers at New York regarding a loan to the Philadelphia banks; they raise \$800,000 in New York, mostly from individuals, as most of the largest banks decline; Boston later ups its amount to \$1.7 million. (Wood)
- Dec. 5, 1840 In returning to Philadelphia, Richard D. Wood and Robert Howell are stopped 3 miles north of Bordentown by heavy snow; the Camden & Amboy

locomotive is detached, and they are forced to spend the night in the cars, then walk to Bordentown the next morning. (Wood)

- Dec. 5, 1840 Special session of the Illinois Legislature adjourns without passing relief for the Bank of the State of Illinois; under provision of the act of the previous session, the bank is thus obliged to resume specie payments immediately, and it promptly fails; the bank retaliates by stopping further advances to the State, making it unable to cash the notes issued for salaries. (Dowrie)
- Dec. 8, 1840 Northern Liberties & Penn Township Railroad contracts passenger pleasure car operation for 1841 to P. Lucianna at \$1600 per year. (MB)
- Dec. 10, 1840 Columbia, Pa., ordinance limits speed of locomotives in the borough to 5 MPH; must be equipped with spark catchers and ash pans. (Digest)
- Dec. 11, 1840 With the Neshaminy Creek bridge rebuilt, the Philadelphia & Trenton Railroad resumes service on its main line from the locomotive depot at Kensington instead of former depot at 3rd & Willow Streets; passengers are to make own arrangements by omnibus lines. (PubLdgr)
- Dec. 11, 1840 John D. Hester begins running a twice-daily omnibus to connect with the Philadelphia & Trenton Railroad trains at Kensington; runs from the Red Lion on Market above 6<sup>th</sup>, the American House at 18 South 6<sup>th</sup>, the Indian Queen Hotel at 15 South 4<sup>th</sup>, the Madison House at 29 North 2<sup>nd</sup>, the Mount Vernon House at 2<sup>nd</sup> above Arch, and the Third Street Hall above Willow Street. (PubLdgr)
- Dec. 14, 1840 New Democratic Legislature in Illinois abolishes the Board of Public Works effective Dec. 15 and orders all records turned over to the State Treasurer. (PL)
- Dec. 15, 1840 LIRR Board appoints James J. Shipman Resident Engineer; authorizes making a Second Mortgage for \$40,000 to Morris Canal & Banking Company; contracts with Brooklyn & Jamaica Railroad to accept bonds for rent due and makes first such payment of \$21,500. (MB)
- Dec. 1840 New York & Erie Railroad Chief Engineer Edward Miller lets the remaining contracts on the Delaware Division. (Rept)
- Dec. 1840 Ross Winans builds first "Mud Digger" 0-8-0 with horizontal Bury boiler for the B&O. (Dilts)
- Dec. 1840 Samuel Jaudon arranges a new loan of \$3 million for the United States Bank of Pennsylvania in London. (Govan)
- Dec. 1840 State banks loan Virginia \$200,000 to enable it to meet its interest payments.

(Starnes)

- Dec. 1840 Bank of Sandusky drops its support of the Mad River & Lake Erie Railroad in favor of the Ohio Railroad. (Smiths)
- Dec. 1840 Indiana Gov. Samuel Bigger, in his annual message, notes that it will take \$14 million to complete all improvements; Legislature then divides them into two classes. (McGrane)
- Dec. 1840 Michigan State Treasurer Robert Stuart makes an agreement with the Morris Canal & Banking Company; the bank is to deliver securities valued at \$621,000 as collateral for the \$823,296 still due Michigan. (McGrane)
- Dec. 1840 Great Western Iron Company blows in the first blast furnace at Bradys Bend, Pa., using local coke as fuel; at first it makes only merchant bar iron. (Fell)
- Dec. 18, 1840 South Carolina act permits the Tennessee stockholders in the Louisville, Cincinnati & Charleston Railroad to get their money back and reduces the capital by one-fifth, confining it to a South Carolina company. (PL, ARJ)
- Dec. 21, 1840 Pres. Thomas Dunlap of the United States Bank of Pennsylvania calls a rump meeting of the Board at which Nicholas Biddle, Samuel Jaudon, Joseph Cowperthwaite and John Andrews are censured for making unauthorized loans and borrowing from the Bank, although no mention is made of the borrowings by others; the news causes a decline in the Bank's stock. (Govan)
- Dec. 23, 1840 Meeting held at Philadelphia Board of Trade for the purpose of establishing a towboat line from Havre-de-Grace to divert Susquehanna & Tide Water Canal traffic from Baltimore.
- Dec. 24, 1840 Albany & West Stockbridge Railroad opens between Greenbush, opposite Albany, and Chatham Four Corners. (Poor)
- Dec. 26, 1840 Annapolis & Elk Ridge Railroad opens from B&O's Washington Branch at a point about halfway between Baltimore and Washington to Annapolis. (BaltAm)
- Dec. 28, 1840 Thomas Pim Cope tells Richard D. Wood that the United States Bank of Pennsylvania has lost £400,000 on its cotton operations. (Wood)
- Dec. 30, 1840 New York & Erie Railroad Pres. Eleazar Lord petitions the N.Y. Legislature for an investigation of the company's railroad, and its affairs, including allegations of fraud in awarding contracts. (Rept)
- Dec. 31, 1840 Samuel Breck, Chairman of the Joint Committee of the Philadelphia City Councils submits a report unanimously advising against removing the City

- Railroad tracks from Market, 3<sup>rd</sup> and Dock Streets; notes that cities everywhere tolerate the unpleasant side effects of useful improvements. (Rept, Schwartz)
- 1840 Locomotives of the Philadelphia & Columbia Railroad begin successfully burning bituminous coal; burning of anthracite coal remains problematical.
- 1840 Camden & Amboy buys Reeves & Knissel ferry and transfers it to Camden & Philadelphia Steam Boat Ferry Company. (ETFrancis)
- 1840 New Brunswick Steam Boat & Canal Transportation Company sells the steamboat *Napoleon*. (C&PSBFCo MB)
- 1840 Stagecoach line established between Freehold, N.J., and the steamboat landing at Keyport. (Ellis)
- 1840 City of Philadelphia buys the Market Street Bridge from the Schuylkill Permanent Bridge Company and removes the toll. (Powers)
- 1840 Harnden & Co. begins carrying express matter in demountable crates that may be shifted from railroad running gear to steamboats. (Harlow)
- 1840 Anthony Groves, Jr. (1815-1891), who had begun working as a clerk in the New Castle & Frenchtown Railroad at 18, establishes the Ericsson Line of propeller steamboats running between Philadelphia and Baltimore through the Chesapeake & Delaware Canal. (RyW obit - check - Balt & Phila Steam Boat Co. inc. 1844)
- 1840 Allan A. Goodliff and James J. Shipman report on surveys for the New York & Harlem Railroad through Westchester County; includes a branch to a point opposite Piermont to link with the New York & Erie Railroad and a branch from the Croton River towards Danbury to intersect the Housatonic Railroad near Milford. (Rept)
- ca. 1840 Control of the Boston & Providence Railroad returns to Boston; Josiah Quincy becomes Pres. (Kirkland - verify NCAB?)
- 1840 Henry Hewlett purchases the remaining half-interest in the Rockway peninsula at sheriff's sale. (Munsell/Queens)
- 1840 S. Moylan Fox (1811-1858), Principal Assistant Engineer on the Harrisburg-Pittsburgh survey under Charles L. Schlatter, reports on the Middle Route, including a line crossing the summit at Burgoons Run Gap to Ebensburg at an elevation of 2,268 feet with a half-mile tunnel, and another via Sugar Run Gap to the foot of Plane No. 2 at an elevation of 2,128 feet; notes that a route exists between Huntingdon and Johnstown, crossing the Allegheny Mountain

at Sugar Run Gap, and without planes or grades steeper than 45 feet per mile. (CC - this was part of the 1/21/40 CC rept - Wilson - verify)

- ca. 1840 D. Leech & Co., largest shipper on Main Line, establishes agents at Cincinnati and other western points to solicit traffic. (Hunter has "1840s")
  
- 1840 John L. Butler (1796-1858), Lord Butler (1805-1861) and Judge Garrick Mallery (1784-1866) open a coal mine at Pittston, Pa., with a 1-mile railroad to the North Branch Canal. (Munsell)
  
- 1840 Engineer Hother Hage reports on surveys for the Williams Valley Railroad & Mining Company; plan is to bore a 2-mile tunnel through Big Lick Mountain from the Wiconsico Valley to Rausch Gap, cutting all the coal veins, the railroad is to run from the mouth of the tunnel down Clarks Creek Valley to the Susquehanna River; however, the coal dips in the other direction, and the tunnel advances 240 feet through red shale without striking coal; litigation over land titles prevents completing work. (Heydinger/RRH 105)
  
- 1840 The amount of West Branch bituminous coal shipped to Philadelphia via the Union Canal and Schuylkill Canal has fallen to only 3, 087 tons with the opening of the Susquehanna & Tide Water Canal, down from 9,564 tons in 1839. (AR)
  
- 1840 Thomas S. Clarke and brother-in-law William Thaw leave McKee, Clarke & Co. and establish Clarke & Thaw, proprietors of the Pennsylvania & Ohio Line on the Main Line and later of packets on the Ohio River. (Mem. - P&O Line may be earlier by others)
  
- 1840 Future PRR traffic officer Henry H. Houston (1820-1895) begins work as a clerk at James Buchanan's Lucinda Furnace in Clarion County, Pa. (Contosta)
  
- 1840 John Brandt (1791?-1880), formerly with the Philadelphia & Columbia Railroad and Georgia Railroad, appointed Master Mechanic of the New York & Erie Railroad. (Mott)
  
- 1840 Baltimore & Susquehanna Railroad completes relaying section between Baltimore and York with T-rail. (AR)
  
- 1840 Quakake Branch of Little Schuylkill & Susquehanna Railroad opens from the company's coal mines near \_\_ to a junction with Beaver Meadow Railroad & Coal Company; permits a small amount of coal to be sent to market in 1840; the road is then abandoned and rails removed after the flood of Jan. 1841; most of the line is restored in the 1850s by the Quakake Railroad.
  
- 1840 Beaver Meadow Railroad & Coal Company moves its shops from Beaver Meadow to Weatherly, Pa. (Mathews/Hngfrd)

- 1840 Matthew C. Ralston (1789-1840) dies, having dissipated most of this fortune in trying to develop the coal and iron at Ralston. (Knowles)
- 1840 Williamsport & Elmira Railroad purchases its first locomotives, *Williamsport* and *Robert Ralston*.
- 1840 Henry Clay casts the deciding vote in Congress against a \$150,000 appropriation to finish the National Road. (Daniels)
- 1840 New York & Harlem Railroad carries a total of 1,005,581 passengers, over half to and from points below 14<sup>th</sup> Street and about a third to and from Harlem; cars run every 5 minutes between City Hall and 27<sup>th</sup> Street at a 6-cent fare from 5:00 AM to 10:00 PM, which constitutes a single, 15-hour shift for the drivers. (AR)
- 1840 A group of Boston capitalists acquire control of the railroads west of Auburn, N.Y., by the purchase of forfeited stock, state aid bonds and other securities; their representative William F. Weld is elected a director of the Auburn & Rochester and Tonawanda Railroads. (Scanlon)
- 1840 Housatonic Railroad opens between Bridgeport and New Milford, Conn. (NHCorp)
- 1840 The more important Hudson River steamboat operators form the North River Association, operating as the Peoples Line, to eliminate cutthroat competition; an intense rivalry with smaller operators follows. (Heyl)
- 1840 Cornelius Vanderbilt shifts the *Cleopatra* to the New York-Norwich run. (Heyl)
- 1840 William Tiley opens a coal mine at Lilly on the Allegheny Portage Railroad, mostly to supply the engines of the inclined planes. (Gable)
- 1840 Population of Cincinnati is 46,338; Cleveland, 6,071; Zanesville, 4,766; Steubenville, 4,247; Chillicothe, 3,977; Akron, 2,314. (Allen)
- 1840 Ohio surpasses Pennsylvania as the leading wheat state; Illinois population has tripled since 1830 to 476,193. (FactsStates)
- 1840 Future Lines West official Hugh J. Jewett (1817-1898) moves from Maryland to St. Clairsville, Ohio, where he begins practicing law. (AppletonsCyc)
- 1840 Warren County Canal opens between Miami Canal at Middletown and Lebanon, Ohio, but turnpikes provide a more direct route to the Cincinnati market; the water of Shaker Run is turned into the canal as a feeder, and

during floods, chokes the canal with sediment; the canal is never usable by boats over 40 tons and is in a ruinous condition by 1850. (McClelland, Morrow/Warren)

- 1840 William A. Otis ( - ) establishes the first iron works in Cleveland. (Avery)
- 1840 Welland Canal Company fails and canal is taken over by government of Upper Canada. (verify)
- 1840 Mad River & Lake Erie Railroad opens for 30 miles, Sandusky to \_\_\_\_.
- 1840 Future Lines West official George W. Cass resigns from the Corps of Engineers and establishes a mercantile business at Brownsville, Pa., where he becomes involved with the Monongahela Navigation Company. (DAB)
- c. 1840 Asa & R.W. Packer begin operating decked boats from the Schuylkill Canal through to New York for Robert F. Stockton and the Stevens brothers; done through at least 1843. (McChDem obit - is actually 1839!)
- 1840 Ario Pardee (1810-1892), Engineer & Superintendent of the Hazleton Coal Company, forms the partnership of Pardee, Miner & Co. with Robert Miner and William Hunt, to work the company's mines, transport coal on the company's railroad, and load it into boats on the Lehigh Canal at Penn Haven. (Bradsby)
- 1840 Edward Miller has located the railroad of the Dauphin & Susquehanna Coal Company from Rattling Run to the Susquehanna River at Port Lyon (Dauphin), but nothing is done because of the depression. (Heydinger/RRH 105)
- c. 1840 Edward Miller locates the railroad of the Dauphin & Susquehanna Coal Company from Rattling Run to Dauphin and surveys another 19 miles to the Union Canal feeder. (Heydinger/RRH 105)
- 1840 Brothers George W. Scranton (1811-1861) and Selden T. Scranton (1814-1891) build their first anthracite blast furnace at Slocum's Hollow, Pa., later Scranton. (BethStl)
- 1840 Henry Clay Furnaces built at Reading, Pa., by brothers Isaac Eckert (1800-1873) and George N. Eckert (1802-1865), as Eckert & Bro. (Montgomery)
- 1840 Rafts of timber are first sent down the West Branch of the Susquehanna River from Clearfield on a regular basis. (Mitchell)
- 1840 William Pollock lays out Mount Union, Pa., for John Sharrer. (Jordan/Juniata)

- c. 1840 Stagecoach and railroad entrepreneur William Neil opens the Neil House, a 300-room hotel across from the State Capitol in Columbus that becomes a landmark in the Midwest. (Marvin)
- 1840 White Water Canal opens to Brookville, Ind. (ARJ)
- 1840 Contractors on Illinois public works agree to take \$1 million in state bonds to keep working; sold in London at 85. (McGrane)
- 1840 Erastus Corning becomes a stockholder in the Arbon Coal Company and Arbon Land Company, formed by the Pennsylvanians interested in working the Blossburg coal lands in Tioga County; Corning is able to market the coal to his Albany Iron Works and Utica & Schenectady Railroad. (Neu)
- c. 1840 Boston investment banking house of John E. Thayer & Brother formed by John Eliot Thayer ( -1857) and Nathaniel Thayer (1808-1883); it specializes in corporation finance, and will invest heavily in railroads, especially those leading across New York State and into the West, but also the PW&B; it becomes the U.S. agent for the London house of McCalmont Brothers & Co., which finances the Philadelphia & Reading and other Pennsylvania railroads. (Scanlon)
- 1840 Carpenter James F. Sharp (1815-1888) becomes a car-builder at the shop of Harlan & Hollingsworth in Wilmington, Del. (EvrEvng)
- 1840 Mount Savage Iron Company builds two coke blast furnaces at Mount Savage in the Cumberland, Md., coal field. (Swank - verify)
- 1840 Thomas Davis (1803- ), Welsh coal miner who had come from Pottsville, Pa., opens the first commercially successful coal mine at Youngstown, Ohio, shipping coal to Ravenna on the Pennsylvania & Ohio Canal. (Trumbull/Mahoning)
- 1840 The success of anthracite smelting is the death-knell for the old charcoal iron furnaces in the New Jersey Pine Barrens, which are abandoned over the next 14 years; bog iron is a slowly-renewing resource and cannot meet modern demands, lumber for charcoal is being cut off, and the Pine Barrens are prey to widespread, lightning-induced forest fires; elsewhere charcoal iron remains in high demand for its superior quality as wrought iron. (Swank)
- 1840 David C. Wood (1781-1859) abandons Millville Furnace in Millville, N.J., and switches from the manufacture of stove plates to the casting of water and gas pipe. (Cushing)
- 1840 Thomas Chambers, E. R. Biddle & Co. establish a large rolling mill at South Wilkes-Barre, Pa., costing \$300,000; it is later sold to pay a debt to the

Wyoming Bank; the machinery is bought by the Montour Iron Company and removed to Danville. (Munsell)

1840 Samuel Holland's Wyoming Coal Company builds a railroad from the mine on the mountain down to the canal basin in Hanover Township, southwest of Wilkes-Barre. (Bradsby)

1840 Iron ore discovered on the farm of John Seigh on Laurel Run in what is now West Taylor Township in Cambria County; leads to the development of iron-smelting in the Johnstown area. (Storey)