

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

By Christopher T. Baer

1841

June 2015 Edition

All data subject to correction and change

- 1840-41 Herman Haupt, assistant engineer on Wrightsville, York & Gettysburg, develops first mathematical formulae for calculating the distribution of forces in bridges. (Ward)
- c. Jan. 1, 1841 Name of the seat of Lake County, Indiana, changed from Lake Court House to Crown Point. (Long)
- Jan. 2, 1841 Franklin Bank of Baltimore suspends. (Scharf)
- Jan. 4, 1841 Nicholas Biddle secures the election of a Board of the United States Bank of Pennsylvania hostile to Pres. Thomas Dunlap and prepared to elect Samuel Jaudon Pres. as soon as he returns from Europe; the new directors include Jaudon, Richard Price, John Hemphill, and James Robertson; the plan is to write down the Bank's capital and debts and effect a reorganization; however, when Biddle leaves the meeting, Dunlap produces a list showing losses exceeding \$17 million, and Joshua Lippincott, Pres. of the Schuylkill Navigation Company, gets the appointment of a six-man investigating committee that includes Charles Massey, Jr., and other members of the Schuylkill Navigation Company; release of the news sets the Bank's creditors clamoring for payment. (Govan, WBSmith)
- Jan. 5, 1841 Joint Companies hear report on negotiations with New Jersey Railroad; Camden & Amboy proposes running a line via New Brunswick to Bordentown for boat connection this summer while Philadelphia & Trenton Railroad is being rebuilt, but in winter train is to run through to Camden; C&A will rebuild Trenton-Bordentown line with edge rails; New Jersey Railroad proposes to run two lines via New Brunswick, not one, for which NJRR is to get one quarter of receipts; NJRR is to run its own equipment through to Trenton or Bordentown at \$1.15, and C&A is to have option of running as many lines as it wants, providing it pays NJRR 75 cents on every passenger

carried via South Amboy; way fares north of Trenton to be collected by NJRR and south of Trenton by C&A. (MB)

- Jan. 5, 1841 Albany-New York stagecoach put on to bring New York newspapers; runs through in 12:40, a new record. (Reynolds)
- Jan. 6, 1841 In annual message, Gov. David R. Porter makes a small concession to the hard-money faction by urging legislation to make suspension automatically result in forfeiture of bank charters; also calls for a moratorium on increase of banking capital; he hopes to close the divisions in the party for his reelection bid. (PaArch, Snyder)
- Jan. 6, 1841 Heavy rains produce the worst flood on the Schuylkill River since 1786. (Montgomery)
- Jan. 7, 1841 British naval and land forces rout and slaughter the defenders of Chuanbai guarding the approach to Canton. (Hanes)
- Jan. 8-9, 1841 Heavy rains on top of a thaw cause severe flooding in eastern Pennsylvania; worst in the Lehigh Valley, where the Lehigh Canal is partially destroyed, particularly the high dams and locks of the Upper Grand Section; Beaver Meadow Railroad suffers major damage east of Weatherly and is destroyed between East Mauch Chunk and Parryville and not replaced; destruction of the Upper Grand Section of the Lehigh Canal cuts off shipments by the new Buck Mountain Coal Company for two years and also isolates the Lehigh & Susquehanna Railroad; Joint Companies suffer \$28,000 damage along the Delaware River; PW&B washed out in meadows below Grays Ferry; Schuylkill Canal damaged north of Blue Mountain, but not as bad as the Lehigh Canal. (Mathews/Hngfrd, Scharf, C&A MB, SN AR)
- Jan. 10, 1841 Passaic River road bridge owned by New Jersey Railroad carried away by freshet; had just been rebuilt last summer. (MB)
- Jan. 10, 1841 Future PRR official and entrepreneur John Pitcairn (1841-1916) born at Johnstone, Scotland; son of John Pitcairn (1803-1884) and Agnes McEwan Pitcairn and younger brother of future PRR Superintendent Robert Pitcairn (1836-1909); the family emigrates in 1846. (wiki)
- Jan. 11, 1841 New Jersey Railroad Board adopts new contract with Camden & Amboy Railroad. (MB)
- Jan. 11, 1841 Robert F. Stockton elected Pres. & Treasurer of Philadelphia & Trenton Railroad, replacing John Naglee, resigned. (MB)
- Jan. 12, 1841 State Sen. John Strohm of Lancaster County reports a bill calling for the election of the Canal Commissioner by the Legislature; aimed at depriving

Gov. David R. Porter of patronage. (SenJrnl)

- Jan. 12, 1841 William E. Morris writes to John A. Roebling (1806-1869) regarding his plans for substituting a 1¼-inch wire rope for hemp cables on the Allegheny Portage Railroad's inclined planes; wonders about stretching and stressing the ropes when they pass around the sheave wheels and whether this will erode the waterproof coating leaving them open to rust; also questions the means of attaching the wire rope to the cars. (Schuyler)
- Jan.12, 1841 Future Lines West civil engineer Thomas Humrickhouse Johnson (1841-1914) born at Coshocton, Ohio; son of William Kerr Johnson and Elizabeth Humrickhouse Johnson. (WwasW, MB)
- Jan. 15, 1841 Final contract between Joint Companies and New Jersey Railroad signed; are to run two lines via New Brunswick in 4:00 and one via South Amboy in 5:00; fare on morning line is to be \$4.00, of which NJRR is to get \$1.00, and on evening line each company will charge local fare; NJRR is to be guaranteed at least half of through passengers; service during the summer will be by boat on Delaware River; Camden & Amboy will install edge rails on Trenton-Bordentown line by July 1, 1841. (MB)
- Jan. 15, 1841 Pennsylvania banks resume under state law of 1840 that threatens forfeiture of charters; politically-motivated resumption is premature; a run on United States Bank of Pennsylvania ensues, partly orchestrated by the banks of New York and New England; the Bank is forced to pay out over \$6 million in specie over next 20 days; the Bank tries to raise money in London using its portfolio of \$2.75 million as collateral; less than half are Pennsylvania 5s, the rest being stock of the Camden & Amboy Railroad, Hazleton Coal Company and PW&B. (Snyder, Govan, WBSmith)
- Jan. 15, 1841 Second report of Charles L. Schlatter on the surveys for an all-rail route between Harrisburg and Pittsburgh presented to the House of Representatives. (Rept)
- Jan. 15, 1841 Deadline set for the resumption of specie payments by banks in the South and West passes without any action. (Dowrie)
- Jan. 1841 Daniel Drew's brokerage house of Drew, Robinson & Co. sells both old and cancelled Indiana state bonds in collusion with Commissioner Milton Stapp, realizing a profit of \$134,000. (Stiles)
- Jan. 16, 1841 Pennsylvania authorizes a new \$800,000 permanent loan. (PL)
- Jan. 19, 1841 Maryland act authorizes the Baltimore & Potomac Steam Packet Company to wind up its affairs. (PL)

- Jan. 20, 1841 Henderson County, Illinois, created from part of Warren County with county seat at Oquawka. (Long)
- Jan. 21, 1841 Pa. Senate debates the bill to reorganize the Canal Commissioners; it blocks attempts to have Canal Commissioners elected by popular vote. (SenJrnl)
- Jan. 21, 1841 Ohio orders suspension of work on Lewistown Reservoir on Miami Extension Canal. (PL)
- Jan. 22, 1841 Pa. Senate amends the bill on the Canal Commissioners to have one Commissioner appointed by each house (the first are to be Sen. John Strohm and Rep. William Patterson of Washington County), while the Gov. is to appoint a third, who is to be a civil engineer and Pres. of the Board. (SenJrnl)
- Jan. 23, 1841 Pa. Senate passes the bill for the election of the Canal Commissioners by the Legislature by vote of 15-13. (SenJrnl)
- Jan. 23, 1841 Diarist Sidney George Fisher notes that money troubles continue in Philadelphia; Bank of the United States stock has fallen from 125 to 50; Lehigh Coal & Navigation Company, once thought as safe as real estate rents, has fallen by half and stopped dividends because of the flood damage. (FisherDiary)
- Jan. 23, 1841 Morrison, Sons & Co. extends a credit of £700,000 to the Bank of the United States (Pa.) in return for securities held by the BUS and valued at £2,750,000 as collateral; Morrison then borrows the money from Brown, Shipley & Co. and Dennison & Co.; Morrison is then left holding the bag when the BUS fails; stocks used as collateral include the Reading, the Norristown & Valley, the PW&B, the Camden & Amboy, Philadelphia, Germantown & Norristown, New York, Providence & Boston. (Dakers)
- Jan. 25, 1841 Maryland authorizes banks to accept B&O stock orders (city scrip issued to pay Baltimore's subscription), i.e., allows them to circulate as money; \$1.45 million have been issued by the end of the year. (PL, AR)
- Jan. 25, 1841 Banks from Ohio, Indiana, Illinois and Kentucky meet at Louisville but are unable to fix a date for the resumption of specie payments. (Dowrie)
- Jan. 26, 1841 LIRR Board adopts Southern Route between Hicksville and Lake Ronkonkoma; Theodore Dehon is negotiating a loan in London. (MB)
- Jan. 26, 1841 British forces occupy sparsely-populated Hong Kong Island, which they have claimed as partial indemnity for the Opium War; it becomes the base for the British opium trade and remains a British colony until the end of the 20th century, when it is finally returned to China. (Hanes)

- Jan. 27, 1841 Union Canal Company of Pennsylvania Board authorizes a new steam pumping engine for supplying the summit level at Lebanon. (AR)
- Jan. 28, 1841 A.S. Barnum and James M. Sanderson request chartering steamboat *Carroll* from PW&B for excursion to Washington on Mar. 4, 1841, for inauguration of Pres. Harrison. (MB)
- Jan. 28, 1841 Danville & Pottsville Railroad Board accepts the offer of the Shamokin Coal Company to sell the D&P 30 coal cars at \$127 to be paid for out of the remission of tolls; reviews the proposal of the Sunbury Canal Company. (MB)
- Jan. 29, 1841 Pa. House debates the Senate bill for having the Legislature and Governor share in the appointment of Canal Commissioners; defeats an attempt to amend the bill to return appointment to the Governor, 43-50. (HseJrnl)
- Jan. 30, 1841 Pa. House passes the bill for having three Canal Commissioners, one each appointed by the Senate, House and Governor, by 47-44; passed by a coalition of Whigs and conservative Democrats; Senate refuses one of the House amendments, and the House finally consents to withdraw it. (HseJrnl)
- Winter 1841 William H. Lee sends the first two flatboats from Vandalia on the Kaskaskia River down to New Orleans. (HistFayetteCo)
- Feb. 1, 1841 Camden & Amboy reopens Trenton-Bordentown branch after damage in Jan. flood.
- Feb. 1, 1841 United States Bank of Pennsylvania is forced to loan the state \$800,000 to meet its interest payments; the state immediately demands the notes be paid in gold. (Govan)
- Feb. 1, 1841 Philadelphia & Havre-de-Grace Steam Tow Boat Company incorporated by Philadelphians to bring goods from Susquehanna & Tide Water Canal to Philadelphia through Chesapeake & Delaware Canal. (PL)
- Feb. 1, 1841 Virginia banks resume specie payments. (Starnes)
- Feb. 3, 1841 Pa. Senate instructs the Committee on Internal Improvements to inquire into the expediency of a law selling the state locomotives on the Philadelphia & Columbia Railroad to private operators; the state has lost money on their operation for the last five years. (SenJrnl)
- Feb. 3, 1841 Franklin Railroad opens between Greencastle and Hagerstown, Md. (BaltAm)
- Feb. 4, 1841 United States Bank of Pennsylvania suspends specie payments and closes permanently after paying out \$6 million in specie over 21 days; is unable to withstand continuing withdrawals; after an emergency meeting, other

Philadelphia banks agree to remain open; cripples many railroad projects that the Bank has been funding; the Bank has been caught in a liquidity crisis, but its assets still exceed its liabilities; by the slimmest margin, the Bank has missed holding out until the new, sympathetic Whig Administration replaces Van Buren in Washington; the Bank holds 9,961 shares of the Philadelphia & Reading Railroad, or nearly 25% of the total. (Snyder, Govan, Bogen)

- Feb. 4, 1841 Stock of the Bank of the United States falls 10% to 40-42; the loss of over \$21 million in value falls heavily on European investors. (Hone)
- Feb. 4, 1841 Pres.-elect William Henry Harrison becomes the first president to travel by train to his inauguration, changing from stagecoach to the B&O at Frederick, Md. (Withers)
- Feb. 4, 1841 New York Assembly appoints a committee to investigate the New York & Erie Railroad on December's petition of Pres. Eleazar Lord. (Rept)
- Feb. 5, 1841 Stock prices continue to tumble in New York; Bank of the United States falls to 25; Delaware & Hudson Canal Company falls from 95 to 88. (Hone)
- Feb. 5, 1841 Runs on other Philadelphia banks force them into suspension; soon spreads to banks of Maryland and Virginia, but New York banks remain open.
- Feb. 6, 1841 LIRR Board again approves construction of Williamsburg Branch if all land is donated and money is available. (MB)
- Feb. 6, 1841 Gov. David R. Porter reports that \$301,721 remains to be borrowed to cover appropriations and interest in 1840. (PaArch)
- Feb. 8, 1841 Baltimore banks suspend after heavy runs.
- Feb. 9, 1841 Gov. David R. Porter vetoes another bill authorizing repayment of 1838 loans for repairing Huntingdon breach. (PaArch)
- Feb. 9, 1841 Decline of stocks on the New York Exchange continues; Delaware & Hudson Canal Company has fallen to 82½, having lost 12½% of its value over four days. (Hone)
- Feb. 9, 1841 City of Baltimore makes B&O stock orders valid for payment of city taxes and debts. (Digest)
- Feb. 10, 1841 Gov. David R. Porter vetoes a bill calling for election of one Canal Commissioner by each House, with the third to be appointed by the Governor, saying that it will destroy stability and accountability in the management of the Public Works; Porter says he will consent to popular election of Canal Commissioners; the Senate is almost equally divided, and the vote to override

the veto is repeatedly delayed by postponements or adjournments. (SenJrnl, PaArch)

- Feb. 12, 1841 James Clarke ends his term as Canal Commisioner. (HistIndCo)
- Feb. 13, 1841 Indiana act appropriates \$100,000 for iron for Vernon-Edinburg section of Madison & Indianapolis Railroad; it and part of White Water Canal and the clearing of the Grand Rapids of the Wabash below Vincennes are designated first class; all other projects are designated second class, which are to be put up for completion by private corporations. (Blank, Fatout)
- Feb. 15, 1841 Nicholas Biddle and the other directors of the United States Bank of Pennsylvania address a memorial to the Legislature asking to be exempted from terms of resumption resolution on grounds have made forced loans to state totaling \$8.62 million, plus \$3 million loan to school fund, \$415,000 in forced subscriptions and \$978,800 in voluntary subscriptions to canals, railroads and turnpikes; blames the suspension on the operation of hostile interests (meaning in part Manuel Eyre and the Schuylkill Navigation Company faction), and distrust stirred up by the New York press, and warns that the failure of the Bank will have a negative impact on the state's finances, the ability to complete the various state and private improvement projects, and all owners of real estate. (Govan, Scharf)
- Feb. 15, 1841 Indiana act authorizes Bartholomew, Johnson and Marion Counties to levy a tax of 5 cents per \$100 for 5 years to aid Madison & Indianapolis Railroad; Jefferson and Jennings Counties decline to levy the tax. (Blank)
- Feb. 15, 1841 Hagerstown Canal Company incorporated in Indiana to extend the Whitewater Canal from Cambridge City to Hagerstown. (PL)
- Feb. 1841 Michigan Gov. William Woodbridge is elected to the U.S. Senate by a coalition of Democrats and conservative Whigs; the Democrats thus split the Whig Party and send their chief opponent to Washington. (Parks - verify Sobel, CongBio)
- Feb. 16, 1841 Pennsylvania act permits New York & Erie Railroad to cross Susquehanna County, following the Great Bend of the North Branch of the Susquehanna; relieves it from having to adopt an inland route in New York State. (PL)
- Feb. 17, 1841 Cumberland Coal & Iron Company incorporated in Maryland by Charles M. Thurston and Thomas J. McKaig of Allegany County to hold 5,000 acres in the Cumberland Coal Field; the corporators already own land on Jennings Run between Cumberland and Frostburg. (PL)
- Feb. 18, 1841 New Jersey Railroad Board establishes commutation rate of \$100 per year between New York and Newark, \$60 to be paid up front. (MB)

- Feb. 19, 1841 Because of the depression, New Jersey Railroad passes its semi-annual dividend for the first time since 1835. (MB)
- Feb. 21, 1841 Illinois act provides for a special tax of 10 cents per \$100 on property, to be valued at a minimum of \$3 an acre, in order to pay the interest on the state canal debt. (Putnam)
- Feb. 22, 1841 New Jersey Railroad agrees with Nevins & Townsend to receive 4,000 shares in settlement of \$200,000 of their debt. (MB)
- Feb. 23, 1841 Baltimore & Susquehanna Railroad requests making connection with PW&B in Baltimore. (MB)
- Feb. 25, 1841 Future PRR VP Charles Edmund Pugh (1841-1913) born at Unionville, Chester County, Pa.; son of Elijah Pugh of an old Quaker family. (Wilson - see 1842?)
- Feb. 26, 1841 Maryland act authorizes Washington County to subscribe \$3,000 to Franklin Railroad. (Digest)
- Feb. 27, 1841 Act of Congress confirms the federal land grant for the Wabash & Erie Canal between Tippecanoe Creek and Terre Haute. (StatutesatLarge)
- Feb. 27, 1841 Illinois passes a 10 cents per \$100 property tax to pay off its internal improvement debt. (PL)
- Feb. 27, 1841 Illinois act appropriates \$100,000 to finish the Northern Cross Railroad between Jacksonville and Springfield. (Ystrdy&Tdy)
- Feb. 27, 1841 Illinois act allows the banks to remain in suspension until other banks in the South and West resume; in return, they may issue notes in denominations under \$5 but must purchase \$50,000 in state bonds every 6 months for 2 years and pay dividends only on stock owned by the State; the directors of the State Bank of Illinois then borrow money to take over the Northern Cross Railroad and complete it in return for the stock of the Illinois & Michigan Canal. (Dowrie)
- Early 1841 George E. Pomeroy, a western freight and passenger forwarder on the Erie Canal at Albany begins a weekly express service between Albany and Buffalo using the existing railroads and stagecoach portages in the gaps between them; two of his first agents are Henry Wells (1805-1878) at Attica and William G. Fargo (1818-1881) at Auburn. (Harlow)
- Mar. 1, 1841 New York & Harlem Railroad opens from Harlem (135th Street) to Fordham (190th Street). (NYPost)

- Mar. 1, 1841 Pa. Senate finally calls up the bill for legislative appointment of two of the three Canal Commissioners, but fails to get the two-thirds majority needed to override Gov. Porter's veto. (SenJrnl)
- Mar. 4, 1841 William Henry Harrison inaugurated as Pres.; he gives the longest inaugural address ever, standing in the cold without an overcoat; the new 27th Congress meets in special session with Whig majorities in both houses. (Howe, wiki)
- Mar. 6, 1841 William K. Huffnagle reports re Legislative resolution to force Susquehanna & Tide Water Canal to raise tolls equal to the Philadelphia & Columbia Railroad on all but bulk goods; finds canal is in compliance; higher cost of railroad is caused by expenses of locomotives and particularly inclined plane; recommends reducing motive power tolls on the Philadelphia & Columbia Railroad to attract more traffic.
- Mar. 6, 1841 Pres. Harrison appoints Francis Granger (1792-1868) Postmaster General; the Whigs replace twice as many postmasters in 5 months as Pres. Jackson did in 4 years, especially in New England and the Middle Atlantic States, where there are lots of Whig party faithful eager to replace Democrats, but much less often in the Democratic South and Southwest. (wiki, John)
- Mar. 8, 1841 Canal Commissioners receive a proposal from John A. Roebling (1806-1869) to furnish wire rope to replace use of hemp rope on Plane No. 3 of Portage Railroad. (CC)
- Mar. 8, 1841 Dayton, Ohio, incorporated as a town. (Drury)
- Mar. 10, 1841 New Jersey Legislative committee condemns Joint Companies for not charging transit duty on traffic via Philadelphia & Trenton Railroad; authorizes Attorney-General to prosecute. (Lane)
- Mar. 10, 1841 Canal Commissioners authorize sale of bar iron salvaged from north track of Columbia Railroad east of Malvern. (CC)
- Mar. 10, 1841 Maryland legislative resolution appoints five state directors for the Baltimore & Susquehanna Railroad. (PL)
- Mar. 10, 1841 Maryland act releases B&O from having to build via Boonesboro and Hagerstown, allowing it to adopt a line through Virginia. (PL)
- Mar. 11, 1841 Steamship *President* leaves New York; next day it is seen struggling against a gale between Nantucket Shoals and Georges Bank; neither it nor anyone aboard is ever see again; those lost include ironmaster Benjamin B. Howell (- 1841); causes the bankruptcy of the British & American Steam Navigation Company. (Stokes, Baer/Coxey, wiki)

- Mar. 13, 1841 Having reduced the remaining forts below the city, the British fleet bombards the defenses of Canton; most of the Chinese residents flee into the interior. (Hanes)
- Mar. 15, 1841 Canal Commissioners authorize Thomas Young to connect his boat plane to Portage Railroad at Johnstown. (CC)
- Mar. 15, 1841 Clement Acton Griscom (1841-1912), who will develop shipping lines associated with the PRR, born; son of Dr. John D. Griscom and Margaret Acton Griscom. (PRRBio)
- Mar. 1841 Democratic opposition in the N.Y. Legislature tries to limit the enlargement of the Erie Canal to the portion east of Syracuse, enraging canal supporters in western New York. (Shaw)
- Mar.? 1841 Democratic Assemblyman Michael Hoffman of Herkimer County on the eastern end of the Erie Canal proposes merely doubling the locks of the Erie Canal (i.e. having two locks side by side at each location) rather than enlarging the prism, and that lateral canals that do not pay their way be abandoned. (Shaw)
- Mar. 1841? N.Y. Assembly defeats by a 53-53 vote “the people’s resolution” introduced by Arphaxad Loomis of Herkimer County which proposes amending the Constitution to require that any new debt be approved by the voters at a general election. (Shaw)
- Mar. 1841 Mad River & Lake Erie Railroad opens from Bellevue to Scipio. (Smiths - HistSenecaCo has open to Republic in 1839)
- Mar. 1841 George S. King of Johnstown, Pa., acquires the rights to mine iron ore and limestone on Ben’s Creek in return for building Ben’s Creek (Conemaugh) Furnace. (Storey)
- Mar. 16, 1841 Pa. Senate brings in a new bill for the election of the Canal Commissioners designed to replace the one vetoed by Gov. Porter. (SenJrnl)
- Mar. 18, 1841 New York & Harlem Railroad petitions the N.Y. Legislature to build a branch to a point opposite Piermont for a ferry connection with the New York & Erie Railroad, thus transforming itself into a part of a line to the West. (Mott)
- Mar. 19, 1841 Pennsylvania House defeats a bill allowing the banks to remain in suspension and issue small notes, 47-46. (WBFrmr&Jrnl)
- Mar. 19, 1841 British land forces occupy Canton as the defenders flee, and the opium trade is revived there. (Hanes)

- Mar. 23, 1841 Shamokin Coal & Iron Company formed by merger of Shamokin Coal Company and Shamokin Iron Company. (SC&I)
- Mar. 24, 1841 A third bill introduced in the Pa. Senate for the election of Canal Commissioners; sent to the Committee on Internal Improvements, where it is killed for the session. (SenJrnl)
- Mar. 24, 1841 PW&B closes its agency at Newark, Del. (MB)
- Mar. 25, 1841 Special Pa. House committee reports a bill calling for the popular election of Canal Commissioners; no action this session. (HseJrnl)
- Mar. 26, 1841 Western Railroad Corporation (Mass.) agrees with the Hudson & Berkshire Railroad to build a track on its right-of-way between Chatham Four Corners and the Massachusetts state line. (Bliss)
- Mar. 27, 1841 Gov. Porter vetoes a resolution calling for repayment of the loans made to repair the 1838 Huntingdon breach. (PaArch)
- Mar. 27, 1841 Charles Ellet, Jr., writes to John A. Roebling regarding his plan for wire ropes for the Allegheny Portage Railroad planes; Ellet concludes from study that Roebling's plan of wrapping the individual wires to form a cable (which does prove faulty) won't work and suggests twisting or plaiting them (which will work); within a short time, they will become bitter rivals in promoting and seeking contracts to build wire suspension bridges. (Schuyler)
- Mar. 29, 1841 Samuel Harris elected Pres. pro-tem of the Camden & Philadelphia Steam Boat Ferry Company, replacing Joseph Kaighn, resigned. (MB)
- Mar. 29, 1841 Pa. Senate Committee on Internal Improvements reports the second bill to elect the Canal Commissioners with amendments. (SenJrnl)
- Mar. 29, 1841 Ohio authorizes the Canal Fund Commissioners to issue up to \$2.3 million in 3-year loans at any rate or interest or discount in order to obtain funds to keep construction going; Whig leader Alfred Kelley is named one of the Commissioners, replacing Democrat Gustavus Swan. (PL, Scheiber)
- Mar. 29, 1841 Ohio reduces number of state canal engineers and sets the maximum salary at \$1,000 and \$1,200 for an acting commissioner; salaries remain low after prosperity returns in the late 1840s; no new contracts are to be let without monies being available through the Board of Fund Commissioners. (PL, Woods,)
- Mar. 29, 1841 Ohio Legislature resolution urges completion of Wabash & Erie Canal. (PL)

- Spring 1841 Michigan Legislature authorizes settlement with the Morris Canal & Banking Company; only about \$20,000 is realized on the collaterals put up by the bank. (Parks - is resolution)
- Apr. 1, 1841 State of Michigan's drafts against the United States Bank of Pennsylvania go to protest; the Bank defaults for a total of \$1,306,312. (Parks)
- Apr. 1, 1841 William Rochester resigns as PW&B agent at Baltimore. (MB)
- Apr. 3, 1841 Stockholders' committee, dominated by stockholders and officers of the Schuylkill Navigation Company and headed by Joshua Lippincott (1772-1856), reports on the status of Bank of the United States (Pa.); notes irregular loans and guarantees granted to Pres. Thomas Dunlap and Cashiers Samuel Jaudon, John Andrews and Joseph Cowperthwaite; they have made investments using irregular bank loans, including to the Camden & Woodbury Railroad, PW&B Railroad, and coal lands in Dauphin and Lycoming counties; popular indignation in Pennsylvania over the financial crisis is thus focused on specific acts of the United States Bank and not on banks in general; Nicholas Biddle, in particular, becomes a scapegoat; the directors begin closing the branches and out-of-state agencies. (HazReg, Govan, Snyder - FisherDiary has delivered 4/5!!!)
- Apr. 4, 1841 Pres. William Henry Harrison (1773-1841) dies of pneumonia as a result of exposure during his long inaugural speech in bad weather a month earlier. (EAH)
- Apr. 5, 1841 Trenton Delaware Bridge Company appoints a committee to ascertain the number of passengers carried by railroad over the bridge since May 1, 1839. (MB)
- Apr. 5, 1841 Stanhope Iron Company furnace blown in with anthracite coal at Stanhope, N.J., on the line of the Morris Canal; first anthracite furnace outside of Pennsylvania. (Swank)
- Apr. 6, 1841 VP John Tyler (1790-1862) of Virginia succeeds to the presidency; Tyler is a dissident Southern Democrat with no sympathy for the program Harrison was elected to enact; in Pennsylvania patronage, Tyler favors former Antimasons and defecting Improvement Democrats over the regular Whigs. (DeRose, EAH, Snyder)
- Apr. 6, 1841 Pa. Senate passes the bill for election of the Canal Commissioners, 18-7, after defeating amendments to make the first appointed Commissioners Sen. John Strohm and Rep. William Patterson and compel Gov. Porter to appoint civil engineer Edward F. Gay as the third Commissioner; bill goes to the House. (SenJrnl)

- Apr. 6, 1841 Danville & Pottsville Railroad Board reviews the draft of the proposed canal and basin of the Sunbury Canal Company; decline making a joint arrangement with the canal company as not in their interest; Superintendent Samuel R. Wood reports that there is no prospect of a further state appropriation. (MB)
- Apr. 6, 1841 Virginia banks again suspend specie payments. (Starnes)
- Apr. 8, 1841 Philadelphia & Havre-de-Grace Steam Tow Boat Company begins operation with *John Jay* on Delaware River and *Linnaeus* and *Salem* on Chesapeake Bay. (PhlCmmrclLst)
- Apr. 8, 1841 In the wake of the United States Bank of Pennsylvania's stockholder investigation, Gov. Porter vetoes a Whig bank bill that would repeal the Bank Act of 1840, let banks remain in suspension but pay dividends up to 5%, allow United States Bank to reduce its capital from \$35 million to \$14 million and relieve it of obligation to make further state loans; Whigs fail to override veto. (PaArch, Snyder)
- Apr. 10, 1841 Wabash & Erie Transportation Company, owned by Samuel Mahon, Lewis G. Thompson and Francis Comporet, advertises freight and passenger canal packets running on the Wabash & Erie Canal from Lafayette to 6 miles into Ohio. (Poinsatte)
- Apr. 12, 1841 Joint Companies approve request of Philadelphia & Trenton Railroad to use Camden & Amboy facilities between Philadelphia and Trenton while its track is rebuilt, similar to when bridges rebuilt in fall of 1840; Camden & Amboy agrees to carry P&T passengers in boats to Bordentown; Joint Board authorizes sale of coal lands at 75 cents an acre. (MB)
- Apr. 12, 1841 Woodford County, Illinois, created from parts of McLean and Tazewell Counties with county seat at Versailles.(Long)
- Apr. 13, 1841 PW&B Board authorizes Southwark Railroad to make connection at Broad & Prime Street on south side of track west of Broad Street. (MB)
- Apr. 1841 John A. Roebling accepts an invitation from bridge engineer Andrew Young to provide wire ropes; Young has received the contract to build a suspension bridge over the Schuylkill River at Callowhill Street. (Schuyler)
- Apr. 16, 1841 House committee reports on investigation of expenditures on Public Works, particularly irregularities in letting contracts and purchasing materials and supplies; committee is divided politically with majority censuring the management of James Cameron and the minority defending him; the majority is opposed to the Canal Commissioners and wants to make the engineers independent of them; the minority favors the Commissioners. (, Calhoun)

- Apr. 18, 1841 PW&B loan to United States Bank funded into Sterling bonds; saves PW&B from loss when bank fails later in year. (AR)
- Apr. 19, 1841 Philadelphia & Trenton Railroad suspends all service for about one month to permit relaying with T-rail; all traffic is routed via Camden & Amboy; the evening Mail Line runs via Camden; the morning Pilot Line uses the *New Philadelphia* to Bordentown and then by rail via Trenton and New Brunswick. (PubLdgr)
- Apr. 19, 1841 Whig William F. Johnston from the House Committee reports a revised version of the Senate bill for the election of the Canal Commissioners. (HseJrnl)
- Apr. 20, 1841 Pa. House debates the new bill for the election of the Canal Commissioners, now retitled “An Act to Decrease Expenses in the Management of the Railroad and Canals of the Commonwealth and to Establish a Board of Internal Improvement”; calls for dividing the state into five election districts: Philadelphia, Bucks & Montgomery; southeast; northeast; south central; and west of Westmoreland & Fayette Counties; each district elects one Commissioner who will serve for five years to form a Board of Internal Improvement; the Pres. of the Board is to remain at Harrisburg, while the other four rotate through one-year terms in charge of a section of the Public Works; the Commissioners are to assume all the duties of the Superintendents and Supervisors, who are to be fired; names as interim Commissioners, George N. Baker, Bank Democrat of Philadelphia, John Strohm of Lancaster, William M. Watts of Erie, George M. Hollenback of Wilkes-Barre and Samuel L. Carpenter of Westmoreland; Democrats fail to substitute George N. Baker, Edward B. Hubley, William F. Packer, Hugh Keys and William Patterson; Johnston’s idea is apparently to create a political stalemate in the hope that it will reduce costs and reduce the lure of patronage and favoritism; Democrats believe it is designed to insure a permanent Whig presence on the Public Works. (HseJrnl, PubLdgr)
- Apr. 21, 1841 Pa. House passes the new bill for election of the Canal Commissioners by a vote of 52-40; differs from the Senate version. (HseJrnl)
- Apr. 21, 1841 William E. Morris writes to John A. Roebling noting that he has just made a favorable report on his plan for wire ropes to the Canal Commissioners and that Roebling has overcome his earlier criticisms. (Schuyler)
- Apr. 21, 1841 Gaysport, Pa., near Hollidaysburg, incorporated as a borough. (PL)
- Apr. 24, 1841 Good Intent Line begins operating over the Wabash & Erie Canal. (Poinsatte)
- Apr. 26, 1841 Judge Frederick Watts (1801-1889) elected Pres. of Cumberland Valley Railroad, replacing Charles B. Penrose, resigned to become Solicitor of the

Treasury in Pres. Harrison's administration. (HstFrnklnCo, Wilson)

- Apr. 27, 1841 Pa. Senate introduces its version of the bill for the appointment of the Canal Commissioners; names John Buckman, John Strohm, William M. Watts, George M. Hollenback and John Snodgrass as interim Commissioners instead of the House candidates; retains Superintendents and Supervisors, but abolishes the Board of Appraisers; calls for two Principal Engineers. (SenJrnl)
- Apr. 29, 1841 Pa. Senate passes its version of the bill for the appointment of Canal Commissioners; House fails to concur, including the change of title. (SenJrnl, HseJrnl)
- Apr. 29, 1841 Little Miami Railroad reports it has received an additional \$4,000 from Greene County; has contracted with Cincinnati, Columbus & Wooster Turnpike Company to occupy part of its roadbed near Cincinnati; appoints committee to locate line within limits of Cincinnati. (MB)
- Apr. 30, 1841 Pennsylvania Whigs pass second Revenue Bill or Relief Bill crafted by future Gov. William F. Johnston tying relief for banks with state's need for revenue; banks are invited to participate in \$3.1 million loan to state, for which they may issue notes of \$5 or less, which are redeemable only in state bonds; bill also imposes taxes on real estate and luxuries. (Snyder, Klein, PubLdgr)
- Apr. 30, 1841 Gov. David R. Porter vetoes bill for relief of unpaid contractors on the Gettysburg Extension Railroad with interest. (PaArch, SenJrnl)
- Apr. 30, 1841 Little Miami Railroad Board authorizes negotiations with Cincinnati banks for a loan on its Cincinnati City bonds; names George P. Torrance Pres. pro-tem, as Jeremiah Morrow is leaving the state. (MB)
- Spring 1841 Future PRR Chief Engineer William Hasell Wilson, unemployed for two years because of the depression, begins farming at Haverford, Pa.; he remains there for eight years, doing some land surveying on the side. (Wilson, EncycBioPa)
- May 1, 1841 Gov. David R. Porter vetoes the second Relief Bill to permit the banks to remain in suspension and allow the United States Bank to reorganize by reducing its capital from \$35 million to \$14 million in return for raising loan of \$3.1 million to meet expenses of state government on grounds that it uses state emergency to extort favors for the United States Bank; the banks subscribing to the loan were to be allowed to issue small notes to an equal amount; the bill also increases taxes on storekeepers and certain occupations; to sweeten the deal, the following amounts are earmarked for public works: \$400,000 for repairs, \$70,000 for the Monongahela Navigation, \$10,000 for the Bald Eagle Navigation guarantee, \$15,000 for the Danville & Pottsville Railroad guarantee, \$250,000 for debts due on the Shenango Line, \$261,386 for the Conneaut Line, \$513,715 for the North Branch Canal, \$94,837 for the

Wiconisco Canal, \$50,000 for the Allegheny Mountain reservoirs, and \$52,130 for repairing the north track of the Philadelphia & Columbia Railroad; the Senate then passes it over the veto, 17-8, a constitutional majority, after 5 Improvement Democrats absent themselves to avoid voting on the record. (SenJrnl, PaArch, Snyder, WBFrmr&Jrnl)

- May 1, 1841 Pa. Senate-House conference committee presents a revised bill for the appointment of the Canal Commissioners; John Buckman, John Strohm, William M. Watts, George M. Hollenback and John Snodgrass (the Senate candidates) as interim Commissioners effective June 1 until election on Oct. 12, 1841, when five districts are each to elect a Commissioner to serve staggered five-year terms; four Commissioners are each to be in charge of a portion of the Public Works, and Superintendents and the Board of Appraisers are to be abolished, but not Supervisors; Commissioners are to rotate to a different line each year; are to be no more than two Principal Engineers at \$2,000 per year, five Principal Assistant Engineers, and 15 Subassistant Engineers; the House passes this bill, 49-39. (HseJrnl)
- May 1, 1841 Pa. Senate passes the compromise bill for the appointment of Canal Commissioners, 17-11; the bill goes to Gov. David R. Porter who holds it and does not return it with his veto until the next session, when, as he probably had hoped, the Democrats will have taken control of both houses. (SenJrnl)
- May 1, 1841 Pennsylvania House fails to override Gov. David R. Porter's veto of the bill for the relief of contractors on the Gettysburg Extension Railroad. (HseJrnl)
- May 1, 1841 Bank of the United States (Pa.) sets up the Dundas Trust for the benefit of Philadelphia banks that have received its post notes; it receives assets valued at \$7.772 million; it is not completely liquidated until 1866. (WBSmith)
- May 3, 1841 Pennsylvania House fails to override Gov. David R. Porter's veto of the Relief Bill; vote of 49-43 in favor does not meet a two-thirds majority; the House then creates a substitute bill, 48-41, that allows the banks to remain in suspension for only three years instead of five and does not apply to the United States Bank of Pennsylvania. (HseJrnl, PubLdgr, Snyder, WBFrmr&Jrnl)
- May 3, 1841 Pa. act authorizes Philadelphia & Trenton Railroad to use extension as built along Frankford Road and Maiden Street for three years on payment of damages until a permanent route can be built on another alignment. (Digest)
- May 4, 1841 Commonwealth of Pennsylvania passes act barring Canal Commissioners from making any new contracts; means that if any contractor suspends, it is impossible to relet the work; failure of one contractor prevents completion of the Shenango Line.

- May 4, 1841 Pa. Senate passes an amended version of the Relief Bill, 18-12 restoring the provisions relating to the United States Bank of Pennsylvania; twelve Improvement Democrats in the House, including Hendrick B. Wright of Wilkes-Barre and John A. Gamble of Lycoming, defect to the Whigs to reconsider the vote on the original Relief Act and then pass it, 62-28, over the Gov. Porter's veto; the act extorts \$3.1 million loan from banks in return for allowing them to remain in suspension without revoking charters; banks taking state loan are allowed to issue equal amount of 5% relief notes, which are to be issued to domestic creditors; the notes circulate as credit certificates in technical violation of U.S. Constitution and rapidly depreciate and are selling at 10-20% discount by 1842; act also imposes a 2-mill tax on property, allows circulation of notes under \$5, removes 6% cap on legal interest rate, and allows United States Bank to make assignment and go into reorganization. (check bill to see if all provisions survived veto) (according to Bishop act of 5/4 creates \$2.22 million relief loan; of 5/5 extorts \$569,503 from banks and of 5/6 \$874,077 from banks; no new construction loans created until 1849); idea was to limit issue to Bank of Pennsylvania; Wright and Gamble are two of only 3 defectors to be reelected. (PubLdgr, Scharf, Snyder, WBFrmr&Jrnl - Worthington - Leg adjourned 5/4 - check laws)
- May 4, 1841 Western Railroad (Mass.) opens from Pittsfield to the New York state line. (Poor)
- May 5, 1841 U.S. Navy steam frigate *U.S.S. Mississippi* launched at the Philadelphia Navy Yard; Southwark Railroad runs special cars from Broad & Vine Street to the foot of Washington Avenue for spectators; New Castle & Frenchtown steamboats *Ohio* and *Robert Morris* run from Dock Street to allow passengers to view the launching from the river. (PubLdgr)
- May 5, 1841 Pa. act authorizes the Bank of the United States (Pa.) to make an assignment of assets, providing all corporate powers cease and the Bank go into liquidation. (WBSmith)
- May 7, 1841 Canal Commissioners reduce number of Principal Engineers to five and reduce salaries to \$2,000 a year effective June 1. (CC)
- May 7, 1841 Pennsylvania act changes the name of the Marietta, Bainbridge, Falmouth & Portsmouth Turnpike Road Company to the Columbia, Marietta & Portsmouth Railroad and authorizes it to build a railroad from Marietta to Columbia. (PL)
- May 8, 1841 M.M. Luciana (sp?) advertises pleasure cars on the Northern Liberties & Penn Township Railroad every half hour from 3rd & Willow Streets to Fairmount and the Columbia Bridge. (PubLdgr)
- May 8, 1841 New York legislative committee exonerates the New York & Erie Railroad management from charges of malfeasance and finds it deserving of state

support. (Mott, Rept)

- May 11, 1841 New York City extends the lease of the Cortlandt Street ferry to the New Jersey Railroad & Transportation Company for an additional 7 years. (Valentine)
- May 11, 1841 PW&B Board denies request of Baltimore & Susquehanna Railroad for connection at Baltimore; authorizes discontinuing meals at Wilmington station. (MB)
- May 12, 1841 John Pendleton King (1799-1888) elected Pres. of the Georgia Railroad & Banking Company, replacing William E. Dearing; serves until 1878; the main banking house is moved from Athens to Augusta, which has been a branch bank until now; J. Edgar Thomson threatens to resign after his salary is cut to \$3,000; as a compromise, he is allowed several months to travel to the North. (Cumming)
- May 14, 1841 Wyoming County, N.Y., created from part of Genesee County. (French)
- May 1841 Schuylkill Navigation Company reopens after flood damage. (AR)
- May 1841 Curtis Peck, with the secret backing of Menemon Sanford, who operates the New York-Norwich steamboats, begins running the *Belle* on the outside route to Providence and begins a rate war on the Sound. (Stiles)
- May 1841 Monongahela Navigation Company suspends construction for two years. (Crumrine)
- May 1841 Contract let for macadamizing the portion of the Western Reserve & Maumee Road between the Portage River (Woodville) and Lower Sandusky. (Waggoner)
- May 17, 1841 New Jersey Railroad Board authorizes new boiler for steamboat *Bergen*. (MB)
- May 17, 1841 Danville & Pottsville Railroad authorizes the Shamokin Coal & Iron Company to use 200 feet of the river front at Sunbury at a rent of \$5 a year from Apr. 1, 1841; last meeting of which any record survives. (MB)
- May 19, 1841 New York Assembly defeats a series of constitutional amendments proposed by Radical Democrats that would require any new bond issue to be approved by a popular referendum by a tie vote of 53-53; the bill fails again in 1842. (Pencak)
- May 1841 New north track placed in service on Columbia Railroad between White Hall and West Chester Intersection (Malvern); north track remains out of service between White Hall and Belmont Plane for nine years, causing a bottleneck.

(CC)

- May 21, 1841 British and American residents evacuate Canton in the face of an impending Chinese counter-attack; the Chinese are repulsed in an overnight naval battle, and the Westerners withdraw to nearby Tsingpu and regroup. (Hanes)
- May 24, 1841 Western Railroad (Mass.) opens between Springfield and Chester Factories. (Poor)
- May 24, 1841 New York Assembly appoints a new Select Committee of Democratic members to investigate the New York & Erie Railroad. (Rept)
- May 27, 1841 Cincinnati ordinance authorizes Little Miami Railroad to lay track in south side of Front Street as far as Deer Creek, providing they macadamize the street from the city line to Springhill Avenue and not operate locomotives on it. (Church)
- May 28, 1841 Eleazar Lord resigns the presidency of the New York & Erie Railroad for the second time and is replaced by Gen. James Bowen (1808-1886). (Mott)
- May 29, 1841 British defeat a second Chinese counterattack at Canton; the Chinese then agree to a \$6 million ransom and evacuating their soldiers to spare the city. (Hanes)
- May 31, 1841 Special session of Congress convenes at the call of the late Pres. Harrison to deal with the depression; the Whig majority is anxious to enact its program, including a new version of a national bank and a tariff increase; Pres. John Tyler and Henry Clay have already split on the bank issue, and Clay intends to ram a new bank charter through Congress. (Howe, DeRose)
- June 1, 1841 Madison & Indianapolis Railroad opens between Vernon and Griffiths (Queensville), Ind., 27.8 miles from Madison; lease to Sering & Burt expires and state assumes direct operation through William McClure, agent; total cost to state is \$1,624,292. (Church, Anderson)
- June 1, 1841 William Cameron (1795-1877), brother of Simon Cameron, comes into possession of an anthracite colliery near Shamokin that becomes known as the Cameron Colliery; it is later operated by the PRR's Mineral Railroad & Mining Company. (McNair, BurMines)
- June 5, 1841 Camden & Philadelphia Steam Boat Ferry Company appoints John Benson Superintendent. (MB)
- June 7, 1841 Bank of the United States (Pa.) establishes the Bacon Trust for the benefit of other post note holders and depositors; it receives assets valued at \$12.473 million to settle claims of \$7 million; settlement is prolonged; stock of the

New York, Providence & Boston Railroad, valued at \$500,000, brings only \$113,603; BUS claims against the Morris Canal & Banking Company prove worthless. (WBSmith)

- June 7, 1841 Henry Clay introduces a series of Senate resolutions embodying the Whig program: repeal of the Independent Treasury Act, a new national bank, and a tariff to close the new national debt. (EAH)
- June 12, 1841 Andrew Young writes to John A. Roebling informing him that the new County Board has rescinded his contract to build the suspension bridge over the Schuylkill River at Callowhill Street and awarded it instead to Charles Ellet, apparently the result of back-room dealing; Young promises to think of Roebling in any future bridge contracts. (Schuyler)
- June 15, 1841 New York & Harlem Railroad orders first freight cars. (Grogan)
- June 15, 1841 Future Erie Railroad VP George Roberts Blanchard (1841-1900) born at Rochester, N.Y. (NYT)
- June 1841 West Chester Railroad contracts its passenger business to J.H. Jones and James Brooke. (Moore - verify)
- June 1841 Severe drought in Juniata and Ohio watersheds; low water in Ohio at Pittsburgh prevents traffic from taking the Main Line; upper Juniata Division only has enough water to float half-loads between Water Street and Hollidaysburg.
- June 1841 Stagecoach line established between the steamboat landing at Red Bank, N.J., and the Manasquan River. (Ellis)
- June 20, 1841 Future PRR Superintendent Thomas Albright Roberts (1841-1907) born. (ATO)
- June 21, 1841 New Jersey Railroad Board creates Executive Committee and requires all officers to make monthly reports to it; George L. Schuyler promoted to VP, and Robert O. Robinson promoted to Superintendent, replacing Schuyler. (MB)
- June 26, 1841 Body of late Pres. William Henry Harrison is exhumed from a temporary crypt in Washington for reburial at his home in North Bend, Ind., near Cincinnati; coffin is carried via B&O to Baltimore, where it lies in state. (BaltAm)
- June 28, 1841 Body of Pres. Harrison carried from Baltimore to Columbia in special train of Baltimore & Susquehanna Railroad, to be forwarded to Pittsburgh by canal packet and Portage Railroad. (BaltAm)

- June 29, 1841 New ferryboat *Arresseoh* placed on Cortlandt Street run; first with passenger passageways around the paddle-boxes. (HC)
- June 30, 1841 First passenger train runs from Piermont to Ramapo on the New York & Erie Railroad; George E. Hoffman (1808-1884) is Superintendent of the Eastern Division. (Mott, Rept)
- July 1, 1841 Failure of Morris Canal & Banking Company of New Jersey, fiscal agent for Indiana, destroys the state's ability to continue interest payments.
- July 1, 1841 Indiana defaults on interest payments and remains in default for five years. (Fatout)
- July 1, 1841 Illinois hypothecates \$804,000 in state bonds with Macallister & Stebbins of New York as collateral for a loan of \$321,600 to make this day's interest payment; it is the last interest payment on the improvement debt until 1845; work on the Illinois & Michigan Canal is suspended. (Putnam)
- July 1, 1841 J. Edgar Thomson resigns as Chief Engineer of Georgia Railroad & Banking Company when his salary is cut; spends three months on business in the North, then returns to his old post at a salary of \$3,000 a year, to be increased when the road is finished. (Cumming)
- July 2, 1841 Body of Pres. William Henry Harrison arrives at Pittsburgh via Main Line packet *John Hancock* (probably Leech's Line), it is marched through the streets in a solemn funeral procession to the river and placed aboard the packet *Raritan* for Cincinnati. (Withers, PittsGaz, BaltAm)
- July 2, 1841 M. M. Luciana cuts fares on his pleasure cars on the Northern Liberties & Penn Township Railroad to 6¼ cents to Fairmount and 12½ cents to the Columbia Bridge. (PubLdgr)
- July 3, 1841 Joint Companies report that Trenton-Bordentown line has been relaid with edge rail; steamboat *Trenton* has been rebuilt and reboilered to burn anthracite coal at a cost of \$5,000; burns 2.25 tons per day at \$10 vs. 7 cords of wood at \$27.50. (MB)
- July 4, 1841 Western Railroad (Mass.) completes its bridge across the Connecticut River at Springfield. (Poor)
- July 4, 1841 Michigan Central Railroad opens between Ann Arbor and Dexter. (Marsh - Durant has 6/30)
- July 5, 1841 Frank Thomson (1841-1899), sixth PRR president, born at Chambersburg, Pa. son of Alexander Thomson (1788-1848), a noted local lawyer, judge, former Congressman, and professor of law at Marshall College, and Jane Graham

Thomson. (RyW, WwasW, CongBio)

- July 5, 1841 Upper Canada passes an act buying out the New York investors in the Welland Canal Company and converting it into a state project; the canal is then enlarged with locks measuring 200 x 55 feet. (Aitken)
- July 6, 1841 Auburn & Rochester Railroad extended from Canandaigua to Seneca Falls. (NYAssmblyDocs)
- July 1841 Hackensack River road bridge owned by New Jersey Railroad burns. (MB)
- July 9, 1841 New Jersey Railroad resumes dividend payments.
- July 9, 1841 James River & Kanawha Company purchase the derelict Richmond Dock Company at auction; the Richmond Dock is an artificial harbor along the north side of the James River between 26th and 14th Streets and will serve as the tidewater terminus of the canal, which hitherto dead-ended in a basin on Shockoe Hill. (Dunaway)
- July 10, 1841 Lower Grand Section of the Lehigh Canal reopens between Easton and Mauch Chunk. (AR)
- July 13, 1841 PW&B Board reports that Capt. Wilmon Whilldin, who had operated his own boats in summer between Philadelphia and Wilmington at same fare as PW&B has now put on a line of boats between Philadelphia and Bristol in opposition to the Camden & Amboy; the Camden & Amboy has retaliated by running a line between Philadelphia and Wilmington at 25 cent fare; PW&B then cuts train fare to 12.5 cents, which forces Capt. Whilldin to withdraw his boat; PW&B then charters boat used by Camden & Amboy line and operates own Philadelphia-Wilmington steamboat line at 25 cents. (MB)
- July 14, 1841 Cincinnati revises ordinance authorizing Little Miami Railroad to lay track in Front Street to simply require railroad to pave the street with stone. (Church)
- July 1841 Faced with the competition of Curtis Peck's opposition line to Providence, the New York, Providence & Boston Railroad and New Jersey Steam Navigation Company and the Norwich & Worcester Railroad and Menemon Sanford agree to pool all revenue on New York-Boston travel; this gives the N&W a bigger share than it could command in the market; within a few days, Peck discontinues running the *Belle* to Providence and runs to New Haven in opposition to Cornelius Vanderbilt; Vanderbilt retaliates by running a small steamboat, the *Gladiator*, to Providence, with a \$3.50 fare to Boston to attack the N&W. (Stiles)
- July? 1841 Delaware Division Canal reopens after flood damage. (LC&N AR)

- July 1841 New York merchant Lewis Tappan (-), whose firm had been forced to suspend in 1837, establishes the Mercantile Agency, the first credit-rating agency, that uses a network of local informants to amass a single data base on the credit-worthiness of individuals and partnerships, allowing businessmen to purchase credit reports on those they intend to do business with at a distance. (Lepler)
- July 17, 1841 Valley Furnace of Taylor & Co. east of Pottsville, Pa., formerly operated by Frederick W. Geissenhainer, is blown in by ___ Ralston. (ARJ)
- July 17, 1841 Future coal and iron operator Calvin Pardee (1841-1923) born at Hazleton, Pa.; son of coal operator Ario Pardee (1810-1892) and Elizabeth Jacobs Pardee (1812-1847), the daughter of the owner of the hotel where Pardee has boarded since coming to Hazleton in 1837. (Foulke&Foulke)
- July 29, 1841 New York Legislative committee begins its examinations at the New York & Erie Railroad office. (Rept)
- Summer 1841 Three miles of Shenango Line of Beaver Division Canal open between West Greenville and Crooked Creek.
- Summer 1841? Little Miami Railroad sells \$20,000 of Ohio bonds through Baring Brothers for British rails.
- Summer 1841 Provance McCormick, William Turner and James Campbell contract with John Taylor to build two bee-hive coke ovens on his farm on the Youghioghney River a few miles below Connellsville, where they experiment with coke manufacture; start of the Connellsville coke industry. (Albert, Swank)
- Aug. 1, 1841 Future PRR Pres. Tom Scott begins working as a clerk to Maj. James Patton, collector at the Columbia, Pa., transfer between the Philadelphia & Columbia Railroad and the Eastern Division Canal; Scott's father had died in 1835, when Scott was 12, since which time he has been living with siblings and clerking in country stores; Scott obtains his position through influence of Patton, the husband of his older sister, who has been appointed Collector of Tolls at Columbia; Scott supposedly gets the position when he takes over during Patton's absence and the regular clerk's illness. (Watkins, Wilson, PubLdgr)
- Aug. 2, 1841 Democrats take the Indiana Legislature by a slim margin in a backlash against the Whig sponsorship of internal improvements and the tax bill. (Esarey)
- Aug. 1841 PW&B pays last dividend until 1848. (MB)
- Aug. 9, 1841 Western Railroad (Mass.) opens between Pittsfield and the summit. (Poor)

- Aug. 10, 1841 Camden & Philadelphia Steam Boat Ferry Company Board authorizes the sale of the steamboat *Hornet*. (MB)
- Aug. 13, 1841 Whigs secure repeal of the Independent Treasury Act; Whig majorities in Congress prevent the Democrats from reestablishing the Independent Treasury for five years. (EAH)
- Aug. 1841 Beaver Division Canal drained for most of month for repairs; had previously suffered from low water that interfered with movement of traffic to Pennsylvania & Ohio Canal and gave route a bad reputation with shippers. (ARJ)
- Aug. 1841 Beaver Meadow Railroad reopens after flood repairs; it is restored only as far as East Mauch Chunk, where new coal wharves are built on the Lehigh Canal; the portion between East Mauch Chunk and Parryville will be relaid by the Lehigh Valley Railroad in 1855. (Mathews/Hngrfrd, Heydinger/RRH 109)
- Aug. 1841 George E. Pomeroy expands his Albany-Buffalo express service to semiweekly, employing his brother Thaddeus Pomeroy and Henry Wells, formerly agent of Harnden & Co. at Albany, as messengers; Wells and Crawford Livingston (?-1847) soon become partners as Pomeroy & Co. (Harlow)
- Aug. 16, 1841 Pres. John Tyler vetoes the Whig bill to establish a Fiscal Bank of the United States with capital of \$30 million, to be located in Washington with branches in the states; Senate fails to override veto on Aug. 19; Tyler's actions end his passing as a Whig, and he becomes an apostate Democrat without a party. (EAH)
- Aug. 17, 1841 Johnstown weigh lock closed to avoid wasting scarce water through Sep. 25. (CC)
- Aug. 17, 1841 New York & Harlem Railroad Pres. Samuel R. Brooks offers to pay a third of the cost of a branch to a point on the Hudson River opposite Piermont for a ferry connection with the New York & Erie Railroad if the NY&E will pay the rest. (Mott)
- Aug. 18, 1841 Baldwin Locomotive Works delivers a 4-2-0 geared locomotive (c/n 154) *Sugar Loaf* to the Sugar Loaf Coal Company. (Heydinger/RRH 109 - verify RRH 87)
- Aug. 19, 1841 Pres. Tyler signs the Bankruptcy Act of 1841, taking effect Jan. 1, 1842, the first modern bankruptcy law; it allows individuals as well as merchants to seek bankruptcy protection and for voluntary as well as involuntary bankruptcy; 41,000 take advantage of the law during the one year it is in force, erasing \$450 million in debts; the act has been supported by conservatives from the

Northeast as essential to a commercial society, and opposed by debtors in the South and West who fear it will facilitate the foreclosure of their farms by Eastern creditors; the Whig leadership secures votes to pass the act by promising to also support the Distribution-Preemption bill.
(attorneybankruptcy.net, enotes.com, Howe, Burrows/Wallace,)

- Aug. 20, 1841 James Seymour makes a report to the New York & Erie Railroad on relocating its Eastern Division from Sullivan County southward to strike the Delaware River lower down and thus pass close to the Pennsylvania coal fields. (Mott)
- Aug. 20, 1841 State of Indiana files suit against Drew, Robinson & Co., Milton Stapp, William S. Dunham and David Leavitt in the New York Court of Chancery after a new commissioner arrives in New York and discovers the fraudulent sales of cancelled bonds. (Stiles)
- Aug. 23, 1841 New Jersey Railroad Board orders notifying Elizabethtown & Somerville Railroad that it will file for a receiver unless they pay money due NJRR. (MB)
- Aug. 27, 1841 Stock of United States Bank of Pennsylvania collapses; shares at \$10 that were selling for \$123 on Aug. 14.
- Aug.. 28, 1841 The Wilmington car-building firm of Betts, Pusey & Harlan is reconstituted as Betts, Harlan & Hollingsworth, as Samuel Harlan buys out Samuel N. Pusey's interest, and Elijah Hollingsworth (1806-1866), a machinist from the Baldwin Locomotive Works, joins. (H&H)
- Aug. 30, 1841 New Jersey Railroad Board holds joint meeting with Camden & Amboy; NJRR proposes a road of uniform gauge from either Broad Street, Philadelphia, or Camden, to Jersey City, with a first rate ferry at Camden; all passenger trains to be run via New Brunswick in 5:00 with receipts from through passengers to be divided based on capital or cost of road, not distance, and only earnings on way passengers to be divided by distance; Camden-South Amboy route to have only a mixed train taking 9:00; should adopt spark arresters, checked system for baggage and upgrade Camden & Amboy passenger cars. (MB)
- Aug. 30, 1841 Board of Joint Companies authorizes purchase from Abraham Brown, trustee, of all land needed to restore Phoenix Park coal tract to its original boundaries. (MB)
- Aug. 30, 1841 Erie Bank agrees to subscribe an additional \$300,000 towards the \$1,343,349 of the state loan that has not yet been taken by the banks; of this \$25,000 is accepted by the State Treasurer; the Towanda Bank offers \$100,000 but will not accept a partial payment as demanded by the Treasurer. (PaArch)
- Sep. 1, 1841 The Pittsburgh *Advocate & Emporium* prints a report from the Pittsburgh

Board of Trade noting that the city and the Main Line are rapidly losing ground to the Erie Canal and Ohio Canals; even merchandise from Philadelphia is being sent west via New York; the cause is the high rate of tolls on the Main Line and the fact that the Ohio River offers reliable navigation to Pittsburgh only four months of the year. (StdHistPitts)

- Sep. 2, 1841 Excursion covers route of LIRR to Hicksville, the end of track. (ARJ)
- Sep. 4, 1841 United States Bank of Pennsylvania makes an assignment to five trustees, the so-called Robertson Trust, of property, except certain stocks, valued at \$14.93 million, and goes into liquidation; noteholders and depositors are eventually paid in full, but stockholders receive nothing; assets include 5,203 shares of Sunbury & Erie, 4,020 shares of Cumberland Valley, 2,020 shares of Franklin Railroad, 2,000 shares of Wrightsville, York & Gettysburg Railroad, 1,000 shares of Monongahela Navigation Company, and 30 shares of West Philadelphia Railroad. (Wood, Scharf, Govan, WBSmith)
- Sep. 4, 1841 Distribution-Preemption Act authorizes actual settlers to purchase up to 160 acres at \$1.25 per acre; represents final shift of policy from revenue to promoting settlement and encourages settlement prior to purchase; the Democrats oppose it because the revenue from the sales is to be distributed to the states, but, by Tyler's demand, not if the tariff rates exceed the 20% ceiling of the Tariff of 1833; the act awards Michigan 10% of the proceeds of all public land sales and a land grant of 500,000 acres in support of internal improvements; Michigan continues to work while other Midwestern states abandon programs, but it receives very little revenue from the sale of public lands. (EAH, Howe, Parks)
- Sep. 6, 1841 United States Bank of Pennsylvania makes supplementary assignment of all rights to hypothecated stocks and loans. (Scharf)
- Sep. 9, 1841 Pres. Tyler vetoes second bill for establishing a fiscal corporation (a substitute for a national bank, to be administered by nine politicians at Washington) capitalized at \$21 million after a clause requiring states' permission to establish branches is not included; again, the Senate fails to override. (EAH, Govan)
- Sep. 10, 1841 Future Cumberland Valley Railroad officer Chauncey Ives (1841-1915) born at Lansingburgh, N.Y. (ancestry.com)
- Sep. 11, 1841 In protest of Tyler's actions, the entire cabinet, with the exception of Secretary of State Daniel Webster, resigns in protest; Tyler drifts back toward the Democratic Party, but is treated as an apostate with a small following; in New Jersey, Robert F. Stockton and the Joint Companies support Tyler. (EAH, Lane)

- Sep. 13, 1841 Western Railroad Corporation opens between Chester Factories and the Berkshire summit, completing the line from Worcester to the N.Y. state line. (Poor, GrnBk - see 10/3)
- Sep. 13, 1841 Whig members of Congress formally expel Pres. Tyler from the Whig Party. (DeRose)
- Sep. 1841 Ross Winans sells 0-8-0 "Mud Digger" to Western Railroad of Massachusetts, where the design proves unsuccessful on the Berkshire summit. (Dilts)
- Sep. 1841 New York & Albany Railroad begins grading between Greenbush, opposite Albany, and Troy. (NYSenDoc no. 86 1845)
- Sep. 16, 1841 Canal Commissioners rule that no passenger car shall be operated over Philadelphia & Columbia Railroad after Oct. 15 unless fitted with Kite's safety beam. (CC)
- Sep. 18, 1841 Auburn & Rochester Railroad extended from Seneca Falls to Cayuga Lake. (NYAssmbyDocs)
- Sep. 18, 1841 Steamboat *Tuscarawas* is the first to ascend the slackwater improvement on the Muskingum River to Zanesville; it is connected to the Ohio & Erie Canal at Dresden via the Dresden Side-Cut; the size of the locks has been increased to take larger steamboats, and the final cost is \$1,662,100, versus an original estimate of \$400,000. (Andrews, Trevorrow, Scheiber)
- Sep. 23, 1841 LIRR Board authorizes contracting 12 miles of third division and also 16 miles west of Riverhead and four miles east of Riverhead. (MB)
- Sep. 23, 1841 First section of the New York & Erie Railroad opens for revenue service between Piermont on the Hudson River and Goshen, N.Y., about 46 miles; excursion held Sep. 22. (Minor, ARJ)
- Sep. 23, 1841 William Neil spreads rumors across Ohio that John Hough James's Urbana Banking Company is about to fail. (Smiths)
- Sep. 27, 1841 LIRR Board authorizes repurchasing 2,270 shares. (MB)
- Sep. 27, 1841 New Jersey Railroad Board hears report on debt to Nevins & Townsend; had advanced \$595,000 in 1837-39, less \$175,000 converted to stock in July 1839; Nevins & Townsend still hold \$400,000 debt; has advanced a further \$330,000 since Jan. 1, 1839. (MB)
- Oct. 1, 1841 Joint Companies write to Gov. William Pennington (1796-1862) responding to anti-Monopoly charges; say the revenue of the Delaware & Raritan Canal has never exceeded 1½% return on capital; will submit any questions of

deficiencies to the Legislature and courts; says idea of the transit duty was to tax non-residents crossing New Jersey, not state residents; the State Treasurer has called for levying the transit duty on state residents going to either New York or Philadelphia. (MB)

- Oct. 1, 1841 Maryland defaults on interest payments; total internal improvement debt \$15 million; total investments: \$7.2 million in C&O Canal, \$4.2 million in B&O, \$2.23 million in Baltimore & Susquehanna, \$1 million in Tidewater Canal, \$219,378 in Annapolis & Elk Ridge Railroad, and \$151,744 in Eastern Shore Railroad. (also owns 50,000 sh. of C&D Canal)
- Oct. 1, 1841 United States Bank of Pennsylvania fails to pay its installment to Michigan, making it unable to pay for rail needed for the Southern Railroad. (Parks)
- Oct. 4, 1841 First train operates over the whole length of the Western Railroad of Mass., using the Hudson & Berkshire Railroad between State Line and Chatham, N.Y. (Bliss, NHCorp)
- Oct. 5, 1841 Alfred Morrison (1821-1897), son of merchant banker James Morrison, leaves Liverpool on the *Columbia* for Boston in company with William S. Wetmore to see what can be salvaged from the securities given as collateral by the Bank of the United States (Pa.) and what can be sold to pay Morrison, Sons & Company's £700,000 debt. (Dakers)
- Oct. 6, 1841 Sharon, Pa., incorporated as a borough. (McKnight - verify PL)
- Oct. 8, 1841 LIRR Board authorizes contracting 16 miles west of Jamesport. (MB)
- Oct. 12, 1841 Joint Companies fail to have much influence in New Jersey elections, and Whig Gov. William Pennington is reelected. (Lane)
- Oct. 12, 1841 Pa. Democrats reelect Gov. David R. Porter and take both houses of the Legislature from the Whigs with a one-vote margin in the Senate and 44 in the House. (Snyder)
- Oct. 12, 1841 Democrats regain control of Ohio Legislature. (Shade, Scheiber)
- Oct. 15, 1841 LIRR opens between Hicksville and Hardscrabble (Farmingdale), N.Y. (Poor, Val, Smith)
- Oct. 1841 Pres. Edward R. Biddle and VP Edwin Lord are forced to resign from Morris Canal & Banking Company; expansion plans involving Little Schuylkill & Susquehanna Railroad and Sunbury & Erie Railroad collapse. (Lane)
- Oct. 1841 Postmaster General Charles A. Wickliffe (1788-1869) writes to the presidents of the Camden & Amboy, PW&B and B&O in the hopes of persuading them

to alter the times of their trains to prevent a delay of 13 hours to the northbound mail at Baltimore and of 24 hours to the southbound mail at Charleston; they refuse because of the night running involved; the Camden & Amboy and the PW&B are the main stumbling blocks because their trains would operate when there were no passengers. (HistRyMail)

- Oct. 1841 Mad River & Lake Erie Railroad opens to Tiffin, Ohio, 38 miles from Sandusky. (RRH - late Oct)
- Oct. 1841 Augustinian friars Thomas Kyle and Patrick Moriarty of St. Augustine's Church in Philadelphia agree to purchase the 200-acre Radnor Township estate "Belle Air" of the late John Rudolph (-1838) for the purpose of establishing what will become Villanova University; the deal is closed in 1843. (villanova.edu)
- Oct. 20, 1841 Dutch banker Willem Willink, Jr. (1750-1841), files to foreclose the First Mortgage on the Morris Canal & Banking Company. (NJEquity 3 Green)
- Oct. 21, 1841 PW&B Board orders major reductions in all salaries and cuts jobs to save money; directs agents not to accept B&O notes because of their depreciation. (MB)
- Oct. 25, 1841 Monongahela Navigation Company opens locks and dams No. 1 & 2 creating 24 miles of slackwater navigation between Pittsburgh and Elizabeth, although neither dam is entirely completed; prior to this, the river was only navigable for less than 6 months. (Poor, Hunter - Crumrine has 10/18)
- Fall 1841 Welsh miner Thomas Davis (1803-) discovers bituminous block coal on the land of David Tod (1805-1868) at Brier Hill near Youngstown. (Trumbull/Mahoning, Swank)
- Nov. 1, 1841 Northern Liberties & Penn Township Railroad leases passenger pleasure car operation for 1842 to Archibald Towers and John Morgan for \$1200, replacing P. Lucianna; no mention of a lessee for 1843. (MB)
- Nov. 1, 1841 Democrats retake the New York State Legislature from the Whigs in reaction to the \$18 million increase in the state debt to fund the construction of the Erie Canal enlargement, Genesee Valley and Black River Canals. (Pencak, Shaw)
- Nov. 1, 1841 Anti-bank Democrat John S. Barry (1802-1870) elected Gov. of Michigan, defeating Whig candidate Philo C. Fuller; the Democrats also recapture the Legislature and retain control for 12 years. (Shade, Sobel, Parks)
- Nov. 2, 1841 Little Miami Railroad Board authorizes seeking further loan from state; reports has purchased 500 feet of ground in Cincinnati for a depot and wharf; report that Greene County will subscribe \$15,000 and appoint committee to

- solicit in Clark County. (MB)
- Nov. 3, 1841 Little Miami Railroad Board authorizes Clark Williams or other agent to go to New York or Europe to buy 70 miles of iron; appoints committee to issue invitations to opening. (MB)
- Nov. 3, 1841 Madison incline on Madison & Lafayette Railroad completed by Thomas A. Morris, CE; plane is 7,102 feet long and rises 413 feet or a 5.89% average grade; first test of a locomotive descending and ascending the plane; cars hauled up by teams of eight horses hitched in tandem and let down by gravity; the incline has two deep cuts blasted out of solid rock with black powder. (Sulzer, rivertorail)
- Nov. 4, 1841 Auburn & Rochester Railroad opens between Cayuga Lake and Auburn, with a two-mile trestle over the shallow mouth of Cayuga Lake, completing the line from Rochester via Canandaigua; no physical connection with Tonawanda Railroad at Rochester. (NYAssmbyDocs, Harlow, Stevens)
- Nov. 5, 1841 John Dougherty issues public statement to Pennsylvania Legislature urging state ownership of trucks for portable boats to permit any individual to use them; also suggests that state lease each of its locomotives to an individual who will run it himself; in general, Dougherty advocates a return to pre-industrial modes of doing business, on the questionable assumption that railroads and canals can be run in a decentralized fashion like horse-drawn wagons; completely overlooks the need for permanent warehouses and freight solicitors such as are maintained by the transporting companies to assemble and dispatch freight expeditiously so that expensive equipment is not idle and unproductive. (Hartman)
- Nov. 1841 A proposal is floated that the state save money by leasing each of the Philadelphia & Columbia Railroad's locomotives to a different individual operator. (Schwartz)
- Nov. 6, 1841 Madison & Indianapolis Railroad holds its first documented excursion between Madison and Griffith's Tavern with a 50-cent round trip fare. (RyRegister)
- Nov. 8, 1841 Little Miami Railroad's first locomotive *Governor Morrow* (Rogers c/n 28) arrives at Cincinnati via New Orleans. (JHWhite)
- Nov. 8, 1841 Little Miami Railroad's first locomotive *Governor Morrow* (Rogers c/n 28) makes first trial run near Cincinnati. (JHWhite)
- Nov. 9, 1841 Executive Committee of Joint Companies authorizes Robert F. Stockton to build four barges to carry coal to Albany and Long Island Sound to be allowed to pass Delaware & Raritan Canal free of toll for three years and half tolls for

- three years; grants same terms to Robert L. Stevens for line of four cattle boats. (MB)
- Nov. 9, 1841 PW&B Board informs B&O of refusal to accept its notes at less than 95. (MB)
- Nov. 10, 1841 John L. McKnight, Pres. pro-tem of the Camden & Philadelphia Steam Boat Ferry Company, reports that they have sold the steamboat *Hornet* to the New Brunswick Steam Boat & Canal Transportation Company for \$17,000. (MB)
- Nov. 11, 1841 Western Railroad Corporation of Massachusetts leases the Albany & West Stockbridge Railroad. (Poor)
- Nov. 12, 1841 Pres. Matthew Newkirk of the PW&B writes to Postmaster General C. A. Wickliffe. suggesting that the federal government issue to his hard-pressed road \$1 million in 5% scrip for 30 years in return for perpetual rights to operate one daily mail at whatever hour is convenient; Newkirk also throws in carrying all troops, munitions, etc, at half-price in case of war, "if we should be so unfortunate as to have one"; Newkirk says this will be cheaper in the long run, as the government will soon be paying them \$50,000 a year for mail at the regular rates; the government indeed ends up paying that much, not to mention the large sums for military traffic during the Civil War. (HistRyMail)
- Nov. 15, 1841 New York & Erie Railroad Board votes to discontinue all construction on 270 miles after its bid for more state aid fails; investment in pile roadbed is entirely lost. (AR, Mott)
- Nov. 1841 New York *American* notes that Bank of the United States stock has fallen from 122½ to 4 over the last 4 years; Illinois State Bank from 80 to 35; Farmers Trust from 113 to 30, New York, Providence & Boston Railroad from 70 to 23, New York & Harlem Railroad from 74 to 18, and Morris Canal & Banking Company from 75 to 0. (Hone)
- Nov. 1841 *Vandalia*, the first propeller steamboat on the Great Lakes, makes its maiden voyage from Oswego to the head of Lake Ontario; owned by Capt. James Van Cleve, who has secured the exclusive use of the Ericsson propeller on the Great Lakes; in the spring of 1842, it passes through the Welland Canal for service on the upper lakes. (Mills, Heyl)
- Nov. 16, 1841 LIRR Board authorizes establishing station at crossing of "Straight Path" in the Town of Huntington; authorizes grading 18 miles east of second division; authorizes sale to public of New York state stock to amount needed to complete second division. (MB)
- Nov. 17, 1841 Rotunda of the new Merchants Exchange opens on Wall Street in New York; it later becomes the main banking hall of the National City Bank and is now part of a luxury hotel. (Stokes)

- Nov. 17, 1841 Cincinnati ordinance permits Little Miami Railroad to operate locomotives on Front Street provided keep under 6 MPH. (Church)
- Nov. 23, 1841 Dansville Branch of Genesee Valley Canal opens between Shakers (Sonyea) and Dansville, N.Y. (Cnls&RRs)
- Nov. 25, 1841 Gov. David R. Porter notifies all banks whose charters require them to make loans to the state to be ready to advance money at his call.
- Nov. 27, 1841 Maryland defaults on bond interest; not resumed until Jan. 1848. (Dilts)
- Dec. 1, 1841 New Jersey Railroad delivers 6,000 shares of stock to Nevins & Townsend, to be credited at \$300,000; includes 4,000 shares covered by Feb. 1841 agreement. (MB)
- Dec. 1, 1841 Thomas Tustin, Superintendent of the Philadelphia & Columbia Railroad, recommends the adoption of John Dougherty's boat trucks. (Hartman)
- Dec. 2, 1841 PW&B Board appoints committee to negotiate government mail contract. (MB)
- Dec. 6, 1841 LIRR Board authorizes purchase of 1,400 tons of iron from Davis, Brooks & Co. (MB)
- Dec. 6, 1841 PW&B moves Philadelphia freight office from No. 1 Dock Street Wharf to northwest corner of Broad & Arch Streets. (USGaz)
- Dec. 7, 1841 Indiana Legislature appoints committee to investigate charges of fraud on Madison & Indianapolis Railroad. (Blank)
- Dec. 8, 1841 Thomas Robert Bard (1841-1915), who will later manage Tom Scott's interests in California and play a major role in the development of Ventura County, born at Chambersburg, Pa., the son of Robert McFarland Bard (1803-1850) and Elizabeth Parker Little Bard; he will be a close boyhood friend of future PRR Pres. Frank Thomson, and future Cumberland Valley Railroad Pres. Thomas B. Kennedy, although he finds the Kennedys a bit stuck up; the elder Bard will lose much of his money by sinking it in the Franklin Railroad. (Hutchinson, CongBio)
- Dec. 8, 1841 Charles B. Stuart, Engineer of Susquehanna Division of New York & Erie Railroad, reports that 6 miles have been graded and 35 miles built on piles; 8 pile drivers have been used to build pilings. (ARJ)
- Dec. 11, 1841 Eleven men representing nine of the principal Main Line transporters sign a Constitution establishing a board to set schedules and fix rates on eastbound

traffic from Pittsburgh so as to secure fair remuneration to the transporters; transporters are to pay 7% of its revenue into a general fund, which is to be divided equally 9 ways regardless of the amounts paid in by individual firms, but the ninth part may be forfeited by violating the association's code; lines are not to divert freight from one another or employ solicitors on commission or pay bonuses for traffic. (Hunter/Ohio)

- Dec. 13?, 1841 Nicholas Biddle, Samuel Jaudon, John Andrews, et al., are indicted by a Philadelphia grand jury. (Hone)
- Dec. 14, 1841 Griswold & Company opens agency of Adams's New York & Boston Express Line in Philadelphia.
- Dec. 14, 1841 PW&B Board reiterates its refusal to accept B&O notes at less than 95 after Dec. 25. (MB)
- Dec. 14, 1841 Little Miami Railroad contracts with R. Buchanan for 600 tons of iron for \$40,000 in Ohio bonds. (MB)
- Dec. 14, 1841 Little Miami Railroad holds opening excursion from Cincinnati (Fulton) to Milford; locomotive *Governor Morrow*, coach *James Madison*, seating 16 inside and 14 on top, coach *Little Miami*, seating 20, and several freight cars; the locomotive has to strain up a section with a grade of 125 feet per mile, when earth falls on the track. (PRRSecVertFile, Shell, CinGaz)
- Dec. 15, 1841 After months of internal divisions, the Kensington Board of Commissioners finally votes to accept a \$7,000 indemnity from the Philadelphia & Trenton Railroad to permit its construction in Front Street, but the people remain hostile and nothing is done. (Schwartz)
- Dec. 1841 Cornelius Vanderbilt establishes "Vanderbilt's Independent Line" between New York and Providence with the *New Haven* and steps up his rate war with the Stonington and Norwich Lines. (Stiles)
- Dec. 16, 1841 Future PRR General Counsel Robert Valentine Massey (1841-1924) born at West Whiteland Township, Chester County, Pa. (PR)
- Dec. 16, 1841 Last of the 18 columns placed on the front of the New York Merchants Exchange on the sixth anniversary of the Great Fire; the Exchange is completed in 1842. (Stokes)
- Dec. 20, 1841 Executive Committee of Joint Companies reports that Abraham Brown refuses to sell the residue of the Phoenix Park coal tract in Schuylkill County. (MB)
- Dec. 20, 1841 First section of Little Miami Railroad opens for revenue service between Cincinnati (Deer Creek) and Milford, Ohio (14 mi.); public aid includes

\$115,000 from state, \$200,000 from City of Cincinnati, and \$50,000 from Greene County; four miles closest to Cincinnati suffers from frequent landslides in subsequent months; first Cincinnati station is frame building on river bank east of Deer Creek; runs on turnpike west to Fulton; company owns one 60-passenger car, one 30-passenger car, one 20-passenger car and 8 freight cars; track is oak ties and stringers with strap rail $\frac{3}{4}$ " x $2\frac{1}{2}$ ". (MB, C&C, Black, AR)

- Dec. 21, 1841 Albany & West Stockbridge Railroad opens between Greenbush (Rensselaer) and Chatham, N.Y.; built with money provided by the Western Railroad Corporation of Massachusetts; the track of the Hudson & Berkshire Railroad is used between the state line and Chatham Four Corners. (Bliss, Poor, GrnBk)
- Dec. 21, 1841 Warren Granger and Daniel Ball first advertise the completion of their plaster mill on Plaster Creek two miles south of Grand Rapids, Mich.; beginning of the plaster industry there. (Baxter)
- Dec. 22, 1841 LIRR Board approves contract for 14 miles west of Riverhead. (MB)
- Dec. 27, 1841 Four-day celebration begins marking the completion of a continuous railroad by the Boston & Worcester, Western Railroad, and Albany & West Stockbridge between Boston and Greenbush, opposite Albany; special excursion train departs Boston, returning on Dec. 29 and back to Albany on Dec. 31; the first American transmontaine railroad linking two major watersheds across a high dividing range; it becomes the first test bed for many operating problems not encountered on shorter lines or those with easy grades. (Bliss, Harlow)
- Dec. 29, 1841 Michigan's Central Railroad opens between Dexter and Jackson. (Marsh)
- Dec. 30, 1841 Democratic public meeting at Philadelphia calls for speedy resumption of specie payments; after adjournment, a group of dissidents proclaims that the state debt is unconstitutional and that the state should sell the improvements and let the creditors take the loss. (Snyder)
- Dec. 30, 1841 Camden & Philadelphia Steam Boat Ferry Company Board authorizes Edwin A. Stevens to alter the passenger accommodations on the ferry *State Rights*; order repairs to the ferry *Philadelphia*. (MB)
- Dec. 31, 1841 New Jersey Railroad Board authorizes continuing contract with Camden & Amboy at old rates. (MB)
- Dec. 31, 1841 New York Assembly Committee of Democrats reports on the New York & Erie Railroad; urge that it go ahead as a private company rather than being foreclosed or taken over by the state; suggest at least some public directors. (Rept)

- Late 1841 Slackwater improvement opens on Muskingum River between Dresden and Marietta, Ohio.
- 1841 New Jersey Railroad leases Cortlandt Street ferry franchise from Associates of the Jersey Company and acquires the four boats. (Watkins - may be wrong, check MBs)
- 1841 New Jersey Railroad and Philadelphia & Trenton Railroad carry 90,000 through passengers between New York and Philadelphia, vs. 72,800 on the Camden-South Amboy route. (ARJ)
- 1841 Depression has cut the number of southern families traveling north in the summer to escape the heat and sick season. (C&A MB)
- 1841 Camden & Amboy replaces the last 7/8 mile of strap rail near Pensauken Creek with "X-rail"; last strap rail on the main line; also replaces the last strap rail between Bordentown and Trenton. (MB, AR)
- 1841 Joint Companies plan to establish a coal depot at South Amboy for transshipping to New England to avoid wharfage charges in New York City. (MB)
- 1841 Joint Companies advance \$117,000 to build boats for the Schuylkill coal trade; during the year, 1,420 boatloads of Schuylkill coal are carried on the Delaware & Raritan Canal; are building four iron canal boats with a capacity of 240 tons. (MB)
- 1841 Joint Companies offer to surrender their monopoly, but public meetings and a legislative resolution uphold the validity of the contract. (MB - check)
- 1841 Camden & Amboy steamboat *Swan* sunk on Bergen (Robbins?) Reef. (Stanton)
- 1841 New Brunswick Steam Boat & Canal Transportation Company acquires rival steamboat *Hornet* on Delaware River. (Lane)
- 1841? New Brunswick Steam Boat & Canal Transportation Company acquires A. Patton's quarter interest in Merchants Line-Swiftsure Line-Albany Line of freight barges, attaining full control; business is then conducted by agent in New York and Philadelphia. (Thompson)
- 1841 William Sharples(s) resigns as Superintendent of West Chester Railroad and directors perform all administrative functions without extra pay. (CCHS)
- 1841 Schuylkill Canal coal tonnage peaks at 584,692 tons, then falls under cutthroat

- competition from the Philadelphia & Reading Railroad. (AR)
- 1841 Work suspended on the Little Schuylkill & Susquehanna Railroad after the failure of the United States Bank of Pennsylvania, which had loaned the company \$800,000; LS&S had spent \$1.4 million in grading as far as Catawissa without bringing any part into use except the Lehigh Branch; property is assigned to Joseph Paxton. (1856 Rept, Poor)
- 1841 Herman Haupt publishes a pamphlet, *Hints on Bridge Construction*, based on his researches. (Haupt)
- 1841 Herman Haupt appointed Professor of Higher Mathematics & Civil Engineering at Pennsylvania College, Gettysburg. (Wilson)
- 1841 Work on North Branch Extension Canal, Allegheny Feeder and Wiconisco Division Canal is suspended without any portion being completed; \$2.5 million spent on North Branch Extension. (actually, work on Wiconisco continued slowly without appropriation into 1842; work of North Branch and Erie Extension killed by act of 6/24/1842!)
- 1841 Observers note that the New York canals are better managed and charge lower tolls than Pennsylvania's Main Line; goods are delivered from New York to Beaver, Pa., via the Main Line at \$1.50 per cwt., while they are delivered by canal from New York via Cleveland and Warren, Ohio, for \$1.15 and three days sooner, despite the roundabout route. (ARJ)
- 1841 Atlantic Coast Line founder William T. Walters (1820-1894) arrives in Baltimore and establishes a commission business dealing in Pennsylvania produce. (Scharf)
- 1841 Private banking house of Cook & Cassat founded in Pittsburgh. (Vexler)
- 1841 New dam completed at Bemus's Mill; French Creek Feeder Canal reopens through Meadville after being out of service since July 1837.
- 1841 James J. Shipman, Chief Engineer of the New York & Harlem Railroad surveys a branch from Eastchester to the Connecticut state line at Port Chester, where it meets Roswell B. Mason's 1838 Bridgeport-Port Chester survey for the Housatonic Railroad. (Rept)
- 1841 James River & Kanawha Canal has captured most of the traffic from the southern part of the Great Valley of Virginia and Tennessee from the Winchester & Potomac Railroad and B&O. (VaBPW)
- 1841 Walhonding Canal opens between Ohio & Erie Canal and Mount Vernon; no other portion completed. (- NNHill says 1842 - engineers include Jacob

Blickensderfer and Sylvester Medbery)

- 1841 Hocking Valley Canal extended from Nelsonville to Monday Creek. (Mould)
- 1841 Completion of the Hocking Valley, Pennsylvania & Ohio Canal and Walhonding Canals causes the coal receipts on the Ohio & Erie Canal at Cleveland to increase from 172,206 bu. in 1840 to 478,370 bu. in 1841. (Scheiber)
- 1841 Ohio Board of Public Works cuts the toll on merchandise from Cleveland to Portsmouth from \$9.16 per ton to \$6.88 per ton, in part because farm prices have fallen substantially during the post-1839 depression. (Scheiber)
- 1841 Michigan issues warrants secured by 500,000-acre land grant to continue improvement projects.
- 1841 Michigan appropriations act allots \$450,000 to finish the Central Railroad to Jackson and Kalamazoo and \$200,000 to finish the Southern Railroad to Hillsdale; ends the policy of equal appropriations for both roads. (Parks - verify PL)
- 1841 Michigan Legislative committee finds ex-Gov. Stevens T. Mason guilty of corruption and misconduct in negotiating the state's \$5 million loan. (Parks)
- 1841 Bank of Michigan, the last solvent bank in Michigan, closes its doors. (Parks)
- 1841 Wabash & Erie Canal completed from Ohio state line to Fort Wayne (???) and from Peru to Tippecanoe River (original terminus) (Benton -ARJ has ext to Lafayette? - Fatout says fall 1840!! to Tippecanoe, which is just north of Lafayette)
- 1841 Indiana receives second federal land grant of 260,000 acres to support the extension of the Wabash & Erie Canal to Terre Haute. (Fatout, Poinsette - prob. in preemption act in Sep - verify StatutesatLarge)
- 1841 Jesse L. Williams returns to Fort Wayne as Chief Engineer of the Wabash & Erie Canal. (Poinsette)
- 1841 Alvin Adams extends his express service by steamboat to New York, where he opens a tiny office on William Street near Wall Street; William B. Dinsmore (1810-1888) joins Adams & Co. as its New York agent; Dinsmore's only other asset is a wheelbarrow, pushed by delivery boy John Hoey (1828-1892). (Harlow, RyW obit, AdamsExpCo)
- 1841 William Harnden secures an express franchise on the New York-Albany steamboats through the offices of an Albany man, Henry Wells (1805-1878),

who is a friend of steamboat owner Daniel Drew and becomes Harnden's Albany Agent; Harnden & Co. now has three routes forming a triangle between Boston, New York and Albany. (Harlow)

- ca. 1841 Robert Mahaffey (1815-) buys land at the mouth of Chest Creek in Clearfield County, Pa., for a lumbering business. (Aldrich)
- 1841 Ship of war *U.S.S. Princeton* is built under the sponsorship of Robert F. Stockton; is the first to be equipped with the Ericsson screw propeller, which cannot be disabled by enemy shot like paddle-wheel steamships. (Stokes)
- 1841 North American Coal Company near Pottsville, Pa., is bankrupt and makes a deed of trust to the Pennsylvania Company for Assurances on Lives & Granting Annuities. (GrdTrst)
- 1841 Cambria Furnace, the first in present Cambria County, Pa., built on Laurel Run by George S. King, David Stewart, John K. Shryock and William L. Shryock. (Swank)
- 1841 Provance McCormick, James Campbell and William Turner build the first documented coke ovens in the Connellsville Coke Field near later Sedgwick Station on the Youghiogheny River; the coke is sent down to Cincinnati by arks, where it is used in foundries; by 1845, there are 3 works and 14 ovens in operation. (Warren)
- 1841 Great Western Iron Company opens the first bituminous coal-powered rolling mill in Pa. at Bradys Bend; develops vertically-integrated iron works powered by bituminous coal because Pittsburgh manufacturers find coke pig iron inferior for working into bar iron for traditional agricultural uses. (Paskoff)
- 1841 Michigan State Geologist Dr. Douglas Houghton (-1845) issues a report noting large copper deposits on the Keweenaw Peninsula on the south shore of Lake Superior; it sparks a "copper rush" in the years 1843-1846. (Dunbar)
- Early 1841 Whigs in the Indiana Legislature pass a new tax act imposing a tax of 40 cents per \$100 to pay the interest on the state debt; the total state debt is over \$12 million with little to show for it in the way of internal improvements, the interest is \$34,152; the regular income has fallen to \$192,786 compared to ordinary expenses of \$136,749. (Esarey - verify PL)
- 1841 National Charter Association, popularly known as the Chartists, formed in England to seek a "People's Charter" granting universal male suffrage and other reforms by peaceful means.