

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

By Christopher T. Baer

1843

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1843 Wilson & Cameron contract goes into effect on the Philadelphia & Columbia Railroad; Philadelphia-Pittsburgh fare cut from \$12-14 to \$9 and state gets bigger cut. (CC)
- Jan. 1, 1843 H. Devine joins Charles A. McAnulty as proprietor of the United States Portable Boat Line under the style of Devine & McAnulty; fleet expanded to 20 section boats. (PittsPost)
- Jan. 1, 1843 Local tolls on passengers on Philadelphia & Columbia Railroad raised from one cent per mile to two; severe impact on West Chester Railroad. (Moore)
- Jan. 1, 1843 Jay Cooke, at 21, becomes a partner in the Philadelphia banking house of E.W. Clark & Co. (Oberholtzer)
- Jan. 1, 1843 Ohio Board of Public Works seizes the Monroeville & Sandusky City Railroad for default on a \$33,333 loan. (ICC, ARJ)
- Jan. 1, 1843 Gen. Otho Hinton sells his interest in Neil, Moore & Co.; the company operates about 1,500 route-miles of stage coach lines throughout Ohio and in neighboring states. (Lee/Columbus)
- Jan. 1, 1843 Raleigh & Gaston Railroad defaults on its bonds, and the state is obliged to pay the interest under its guarantee. (Brown)
- Jan. 1, 1843 Democrat James McDowell (1795-1851) inaugurated as Gov. of Virginia; the Democrats control the governor's office to 1860 and are antagonistic to the James River & Kanawha Company, which traverses Whig territory in the James and Kanawha Valleys. (NCAB, Dunaway)
- Jan. 1, 1843 Charters of 13 Ohio banks expire. (Huntington)

- Jan. 2, 1843 Solomon White Roberts elected Pres. of Schuylkill Navigation Company, replacing Joshua Lippincott (1772-1856), with the mission to enlarge the canal in order to compete with the Philadelphia & Reading Railroad. (Hare)
- Jan. 3, 1843 Dayton Bank goes into liquidation after its charter expired, leaving no bank in Dayton for two years; a new Dayton Bank is chartered in 1845. (Drury)
- Jan. 4, 1843 In his annual message, Gov. David R. Porter blames the entire financial embarrassment of the state on the Legislature of 1836 for chartering the United States Bank of Pennsylvania and other corporations; urges a tax on coal and iron which can be passed on to consumers outside of Pennsylvania and the sale of state bank, canal and turnpike stocks; state debt is now \$37,937,788, exclusive of the amounts owed to domestic creditors. (PaArch)
- Jan. 4, 1843 Gov. David R. Porter reports to the Legislature that he has received no credible bids for any part of the Public Works. (PaArch)
- Jan. 5, 1843 Gov. David R. Porter vetoes a House resolution of last session regarding state trucks on the Philadelphia & Columbia and Allegheny Portage Railroads as unnecessary. (PaArch)
- Jan. 5, 1843 Philip E. Thomas resigns as director of PW&B; Board authorizes application to Delaware Legislature to extend \$80,000 loan falling due in 1843. (MB)
- Jan. 6, 1843 Joint Board considers a letter from Chief Engineer William Cook recommending a new iron towboat for the Raritan River to complement the *Philadelphia*, now used as a towboat on the Delaware River; also building a new iron hull for the towboat *Independence*. (MB)
- Jan. 7, 1843 William H. Thompson elected Secretary of Camden & Amboy Railroad, replacing Benjamin Fish, resigned. (MB)
- Jan. 8, 1843 Tonawanda Railroad opens between Batavia and Attica, N.Y., last link in rail line between Albany/Troy and Buffalo with a short break in Rochester. (C&RR - Stevens has 11/24/42? - HPSmith has this date for open Buffalo & Attica RR)
- Jan. 9, 1843 Brooklyn residents petition City Council against the operation of LIRR steam locomotives in Atlantic Avenue. (BrklnEgle)
- Jan. 9, 1843 John Cryder (1796-1868) is elected Pres. of the Reading, replacing William Fishbourn Emlen (1787-1866); Cryder is elected at the insistence of his former banking partner James Morrison (1789-1857) of London, and of McCalmont Brothers & Co. to stabilize the company's finances; during the early months, Cryder and Manager John Tucker travel through the coal region trying to

- secure traffic. (Hare)
- Jan. 11, 1843 PW&B Board authorizes construction of depot at Newark, Del. (MB)
- Jan. 11, 1843 Housatonic Railroad leases the Berkshire Railroad, its extension into Massachusetts. (NHCorp)
- Jan. 12, 1843 Under the act of July 27, 1842, the Philadelphia Bank offers to buy back its state-owned stock at par; offer declined pending next legislature.
- Jan. 12, 1843 Canal Commissioners rule that no one but owners or conductors may ride freight cars on Columbia and Portage Railroads. (CC)
- Jan. 13, 1843 Gov. David R. Porter reports on failure to obtain suitable price for any state bank, turnpike, bridge, railroad and canal stocks. (PaArch)
- Jan. 1843 Elisha Peck (1798-1863) is elected a director of the New York, Providence & Boston Railroad (Stonington Line) with a plan to reduce the company's debt and end control by the trustees for the bondholders, led by William D. Lewis of the Girard Bank. (Stiles)
- Jan. 21, 1843 Great Western Iron Company at Bradys Bend, Pa., negotiates a new \$125,000 mortgage loan to three Boston capitalists, Isaac C. Pray, Matthias P. Sawyer and Samuel May; however, the company is bankrupt and shut down by the end of the year. (Fell)
- Jan. 23, 1843 PW&B Board authorizes new \$140,000 loan to be placed in England. (MB)
- Jan. 24, 1843 Illinois act calls for diminishing the state debt and placing the State Bank of Illinois into liquidation and paying out its specie to creditors; the State is to return its \$2.1 million of bank stock at par in return for the cancellation of its \$2.15 million debt to the bank; the liquidation of the bank is drawn out until 1857. (PL, Dowrie)
- Jan. 28, 1843 New Jersey Railroad Board orders ferry operations at Liberty Street to move to Cortlandt Street and put Liberty Street dock up for rent. (MB)
- Jan. 30, 1843 County seat of Hillsdale County, Mich., moved from Jonesville to Hillsdale. (Long)
- Jan. 31, 1843 Representatives of lines between Albany and Buffalo meet at Albany and agree to run two daily round trips between the Hudson River and Buffalo, effective Mar. 15, in 25:00 at \$11.50 first class fare with baggage masters running through; also a third train for poorer people at 2.5 cents per mile and with emigrant cars at 1.5 cents once the canal opens; during the winter, a single round-trip is to be operated running through in two days with overnight

stops at Syracuse eastbound and Auburn westbound; unified operation is opposed by cities of Troy, Utica and Oswego, and by the operators of canal boats and steamboats on Lake Ontario; the lines also declare they will not employ anyone who ever used intoxicating liquors. (ARJ, Stevens, Harlow)

- Jan. 31, 1843 Indiana passes act covering sale of Madison & Indianapolis Railroad; new company must complete to Indianapolis by 1846; must pay annual rent of \$1.152, equal to 1841 net earnings of completed portion; profits are to be divided pro-rata with state based on percentage of line each has completed until July 1, 1868. (Church - get text from Church for completion date)
- Feb. 1, 1843 Pennsylvania pays a second interest payment in 6% scrip. (Worthington)
- Feb. 3, 1843 Camden & Philadelphia Steam Boat Ferry Company Board rules that Jacob Ridgway may run the boat *New Jersey* between New York and Albany or on Long Island Sound without violating his Aug. 19, 1840 agreement not to compete with the Camden & Amboy interests. (MB)
- Feb. 6, 1843 One train begins running through between Albany and Buffalo (with gap at Rochester) in two days with an overnight stop at Syracuse eastbound and Auburn westbound to avoid night running in winter. (ARJ, Stevens)
- Feb. 7, 1843 Canal Commissioners extend 20¢ per barrel rebate on flour to pickled pork to divert traffic from New Orleans; waive car toll on cars carrying emigrants on Main Line. (CC)
- Feb. 8, 1843 Investigating committee reports on the New York & Erie Railroad. (ARJ)
- Feb. 9, 1843 Madison & Indianapolis Railroad Company formally accepts conditions for receiving transfer of state's Madison & Indianapolis Railroad between Madison and Queensville. (Church)
- Feb. 11, 1843 Northern Indiana Railroad (of La Porte County) incorporated in Indiana to be part of a through route to Chicago; articles not filed until June 11, 1850. (GrnBk)
- Feb. 13, 1843 PW&B Board reports having rented a depot at Newark, Del., from J.S. Martin for one year with an option to buy. (MB)
- Feb. 15, 1843 Madison & Indianapolis Railroad adopts by-laws; Secretary is also to be Clerk of Transportation; is to be one conductor and a Superintendent of Machinery, who supervises the engineman. (MB)
- Feb. 1843 Committee of Pa. Legislature reports on state trucks and section boats; if the system is fully implemented, anyone with \$800 can build a section boat and become an individual carrier; the Public Works will then become "the

property of the whole people” instead of a “few monopolies”; hundreds of section boats have been built by individuals on the Juniata and Western Divisions and want only state trucks. (Hunter/Ohio - PittsMrngPost of 2/23)

- Feb. 1843 John Dougherty resigns as weighmaster at Hollidaysburg. (Hartman - check Journal)
- Feb. 1843 Ohio State Auditor John Brough submits a report that railroad companies are swindling the state. (Smiths)
- Feb. 16, 1843 Madison & Indianapolis Railroad reports they have obtained a loan of \$3,000 from the Indianapolis Branch of the State Bank of Indiana and \$3,000 from the Madison Branch, although the latter is not yet received; John Roberts appointed Clerk of Transportation; William J. McClure conductor; Samuel Thomas Superintendent of Machinery and Frederick Lunger engineman. (MB)
- Feb. 17, 1843 Madison & Indianapolis Railroad authorizes building a depot at Madison. (MB)
- Feb. 18, 1843 Madison & Indianapolis Railroad adopts its first tariff between Madison and Columbus; \$1.25 fare for passengers. (MB)
- Feb. 20, 1843 State of Indiana transfers Madison & Indianapolis Railroad to Madison & Indianapolis Railroad Company with proviso that it must be completed to Indianapolis by July 1, 1848; state retains a stock interests and final deed not signed until 1856; company pays total of \$65,832 for property on which state expended \$1.62 million; road extends 27.8 miles from Madison to Griffiths with grading nearly to Edinburg; operation by William McClure as state agent ends. (Church, C&C - Blank, Anderson has 2/18!)
- Feb. 21, 1843 LIRR Board authorizes remonstrance to Legislature to counteract petition that company burn only coal in Suffolk County to reduce danger of setting fires in Pines from sparks. (MB)
- Feb. 21, 1843 Delaware act authorizes PW&B to control NC&F. (MB)
- Feb. 21, 1843 Western Railroad Corporation of Massachusetts begins two days of comparative tests of Winans, Norris and Lowell locomotives. (Bliss)
- Feb. 21, 1843 Ohio Soft Money Democrats led by Thomas W. Bartley pass an amendment (the “Bartley Act”) to the Latham Law of 1842, repealing its most draconian, anti-bank features; establishes the Franklin Bank of Cincinnati, the Franklin Bank of Columbus, the Western Reserve Bank at Warren, the Bank of Muskingum at Zanesville, and the Bank of Mount Pleasant. (PL, Shade)
- Feb. 21, 1843 Michigan authorizes extension of Central and Southern Railroads and Clinton

& Kalamazoo Canal in anticipation of funds from sales from 1841 land grant.

- Feb. 21, 1843 Illinois act authorizes \$1.6 million loan to complete the Illinois & Michigan Canal; canal is to be vested in three trustees for benefit of the creditors; a plan has been agreed to since the summer of 1842 between Chicago lawyer Justin Butterfield and Arthur Bronson, a New York financier who owns canal bonds and land in northern Illinois; the canal is to be finished as a shallow-level cut rather than a deep cut, reducing the cost from \$4 million to \$1.6 million, which is to be advanced by the bondholders with the canal property as collateral; however, this means that water must be pumped from the Chicago River to fill the summit level. (PL, Putnam, Smith, CHTaylor)
- Feb. 22, 1843 Delaware act places its state loan to PW&B under terms of mortgage of May 21, 1842. (AR)
- Feb. 23, 1843 Illinois act rules that the depreciated notes of the State Bank of Illinois and the Bank of Illinois at Shawneetown are not receivable for the payments of public debts and taxes. (PL)
- Feb. 24, 1843 John Dougherty, Hollidaysburg agent of the Reliance Transportation Line, receives a patent on section boats. (PtntIdx, Hartman)
- Feb. 25, 1843 Illinois act orders the state debt reduced by \$1 million and placing the Bank of Illinois at Shawneetown into liquidation; the Gov. is to sell the state's stock in the bank; liquidation is not completed until 1853. (PL, Dowrie)
- Feb. 28, 1843 PW&B reports having sold all horses at Baltimore for \$1,000 to Wentz & Murray and contracted with them to transport passengers from President Street to Pratt Street. (MB)
- Feb. 28, 1843 Ohio act authorizes the completion of the Northern Division of the Miami & Erie Canal and the Loramie Reservoir for the original estimated price, \$367,000 in state bonds in lieu of cash; the entire 33 miles is then contracted to P.W. Taylor & Co. of Granville on those terms. (PL, Scheiber)
- Feb. 28, 1843 Ohio repeals the charter of the Columbus & Sandusky Turnpike Company and bans further toll collections after an investigation that reveals fraud; by now, residents have already torn down the toll gates because it is usually impassible in wet weather; a public state road is then laid out on the same right of way. (PL, Taylor, HistMarionCo)
- Mar. 1, 1843 New Jersey Railroad leases Liberty Street ferry slip to George L. Schuyler for one year for steamboat to points on Long Island Sound east of New Haven. (MB)
- Mar. 1, 1843 U.S. House passes a bill granting \$30,000 to the Treasury Dept. for

experiments in electro-magnetic telegraphy by a slim margin of 89-83.
(HistRyMail)

- Mar. 2, 1843 The notes of David C. Wood, proprietor of Millville Furnace have gone to protest; his half-brothers Richard D. Wood and Dr. Horatio C. Wood (1803-1879) (or George??), who are his sureties, meet to consider the state of his affairs. (Wood)
- Mar. 3, 1843 New Jersey Railroad Board agrees to notify Elizabethtown & Somerville Railroad it will annul the annual contract in three months for non-performance. (MB)
- Mar. 3, 1843 Congress finally appropriates \$30,000 for building an experimental line to test the electromagnetic telegraph developed by Samuel F. B. Morse (1791-1872). (Stokes, Thompson)
- Mar. 3, 1843 Congress repeals the Bankruptcy Act of 1841 after a small number of Southern and Midwestern Whigs withdraw their support and join the Democrats; there will be no further federal bankruptcy legislation until 1867 and no lasting law until 1898. (attorneybankruptcy.net, enotes.com)
- Mar. 3, 1843 The Whig-dominated 27th Congress adjourns; the fall 1842 elections have cost the Whigs the House, although they will retain the Senate in the 28th Congress. (wiki)
- Mar. 3, 1843 Illinois act orders the Bank of Illinois at Shawneetown into liquidation. (PL)
- Mar. 4, 1843 Illinois repeals the charter of the Bank of Cairo; this leaves the state without any banks until 1851. (PL, Garnett)
- Mar. 6, 1843 Great Western Railway incorporated in Ill. by owners and officers of Cairo City & Canal Company led by Darius B. Holbrook; is to build from Cairo to the Illinois & Michigan Canal at the Illinois River via Vandalia, Shelbyville, Decatur and Bloomington and take over work begun by state. (PL, Ackerman, Smith)
- Mar. 6, 1843 Northern Cross Railroad & Transportation Company incorporated in Illinois to purchase the portion of the state-owned Northern Cross Railroad from Springfield to the Indiana state line. (PL, ICC)
- Mar. 7, 1843 Erie Canal Company incorporated in Pa. to take over and complete the Conneaut Line of the Erie Extension; upon completion to receive the entire Beaver & Erie Division; Rufus S. Reed (1775-1846) of Erie is Pres. (PL, HistErieCo)
- Mar. 7, 1843 Pennsylvania authorizes \$1.748 million in 6% notes to meet interest due Feb.

1 and Aug. 1, 1843. (PL)

- Mar. 8, 1843 Michigan passes the "Butler Act" negotiated by Charles Butler (1802-1897), a New York banker representing the state's creditors; provides for refunding part of the debt incurred before Nov. 10, 1838; bonds issued to Morris Canal and United States Bank of Pennsylvania and hypothecated abroad and partially paid for are to be credited with payments received after Nov. 10, 1838 after a deduction of 25% for damages; both banks are to surrender the bonds for cancellation of their face values. (Parks,)
- Mar. 8, 1843 Michigan law for liquidation of state debt and payment of interest authorizes construction of Central Railroad only as far as Marshall and the Southern Railroad only as far as Hillsdale; other projects to be sold. (PL)
- Mar. 8, 1843 Aischum County, Mich., renamed Lake County; Kautawaubet County renamed Wexford County, Keskkauko County renamed Charlevoix County, Meegisee County renamed Antrim County, Mikenauk County renamed Roscommon County, Okkudo County renamed Otsego County, Tonedagana County renamed Emmet County, Unwattin County renamed Osceola County; Wabasse County renamed Kalkasca County. (Long)
- Mar. 8, 1843 Pres. Tyler appoints James Madison Porter (1793-1862) of Easton, the brother of Gov. David R. Porter as Secretary of War; Gov. Porter puts his hopes for the vice presidency on Tyler, a man without a party, sealing his political doom; James M. Porter's appointment is rejected by the Senate on Jan. 30, 1844. (EAH, ExecBio)
- Mar. 10, 1843 Maryland passes act ordering the sale of state stock holdings in Chesapeake & Ohio Canal (\$5 million), B&O (\$4.2 million), Baltimore & Susquehanna (\$1.5 million), and Tide Water Canal (\$1 million); no acceptable bids; also extends the time for the completion of the B&O in Maryland to July 5, 1863. (PL)
- Mar. 11, 1843 Ohio act provides for sale of state's interest in Monroeville & Sandusky Railroad and cancelling state's liabilities for other railroads that received money under the "Plunder Law"; state is to receive stock of Mad River & Lake Erie and Little Miami railroads equal to the amount of state loans and unpaid interest (LM MB, Smiths)
- Mar. 11, 1843 Ohio act calls for interest on state bonds loaned to Little Miami Railroad under 1837 Loan Law ("Plunder Law") to be paid in company stock; Little Miami Railroad then issues 138 shares of stock to state for its claims. (Church, LM MB)
- Mar. 13, 1843 Ohio Legislature passes an act for the payment of domestic creditors; the Canal Fund may borrow \$1.5 million and can pay existing companies in which the state owns stock for actual work done; proceeds are not to be loaned to

private parties, which has the effect of repealing the 1837 Loan ("Plunder") Law; the State Auditor is to investigate all companies in which the state owns stock; companies are to pay debts to the state in stock; stock issued by Mad River & Lake Erie Railroad to pay \$270,000 state loan is later worth 10 cents on the dollar and is sold by the state for \$36,075 in 1866; \$33,333 loan to Monroeville & Sandusky City Railroad repaid at 1 cent on the dollar, and its stock is sold by the state for \$583; nevertheless, despite the waste, the Loan Law has provided Ohio with greatly improved transportation facilities, while at the same time creating a revulsion against state-funded and operated internal improvements. (PL, Marvin, Scheiber)

- Mar. 13, 1843 Ohio Legislature authorizes completion of Northern Division of Miami Extension Canal, providing the cost is under \$367,000 and the contractors willing to accept payment in state bonds. (see above - this is probably date of contract - verify CC)
- Mar. 13, 1843 Ohio act authorizes tolls for repairs of the National Road. (PL)
- Mar. 13, 1843 Ohio act orders the Board of Public Works to place the Western Reserve & Maumee Road under the Resident Engineer of the Wabash & Erie Canal, who is to keep it in repair. (PL)
- Mar. 13, 1843 Carbon County, Pa., created from parts of Northampton and Monroe Counties with county seat at Mauch Chunk. (Long)
- Mar. 14, 1843 Madison & Indianapolis Railroad Board rules that any striking for higher wages will be ground for dismissal; authorizes a survey between Edinburg and Indianapolis. (MB)
- Mar. 15, 1843 Lines between Albany and Buffalo begin running two round trips through in 25:00 without overnight stop. (Stevens)
- Mar. 1843 Prices of securities in Philadelphia begin increasing, signaling an end to the downturn. (Wood)
- Mar. 1843 Joshua Hollingshead assumes operation of Abraham Browning's ferry between Market Street, Camden, and Market and Callowhill Streets, Philadelphia; *William Penn* (1839) runs to Callowhill Street, and *Southwark* and *Farmer* (b. 1843) to Market Street; all boats have end loading. (Boyer)
- Mar. 16, 1843 New York act appropriates \$320,000 for paying the arrearages to canal contractors. (Sweet)
- Mar. 16, 1843 Virginia Legislative resolution orders state directors in internal improvement companies to press for salary reductions. (Goodrich)

- Mar. 18, 1843 Future Lines West traffic officer John Thaw Denniston (1843-1909) born at Pittsburgh. (MB obit)
- Mar. 23, 1843 Northampton Bank at Allentown, Pa., closes; its credit is failing because of large advances and speculations by its Pres. John Rice, including to the Lehigh Coal & Navigation Company and other enterprises. (Mathews/Hngrfrd)
- Mar. 24, 1843 New Jersey Railroad & Transportation Company signs a contract with John Cox Stevens, Edwin A. Stevens, Robert L. Stevens and the Hoboken Land & Improvement Company to maintain uniform fares on the Jersey City and Hoboken ferries and to make annual payments to the Hoboken Land & Improvement Company for the loss of income caused by railroad passengers using only the Jersey City ferry; the contract renews automatically every five years; the New Jersey Railroad is still relatively weak, but by the 1850s it is prosperous and comes to view this contract as another of E.A. Stevens's extortions. (MB)
- Mar. 27, 1843 In an economy move, Virginia terminates the position of Principal Engineer of the Board of Public Works, a post held by Claudius Crozet, effective immediately. (Hunter/Dooley)
- Mar. 28, 1843 Merritt Canby (1787-1866) elected director of PW&B, replacing James Canby, resigned. (MB)
- Mar. 29, 1843 Joint Board debates the new through traffic agreement with the New Jersey Railroad; votes (with the Stevens brothers leaving the room) to grant the NJRR two-thirds of the through passenger traffic; in response to a petition from Princeton for a Trenton-New Brunswick freight train, agrees that when the canal is closed, will ship freight to New York via Trenton, Bordentown and New Brunswick; declines request of Pottsville coal shippers for a small towboat at New York and to drop charges for carrying their horses between Philadelphia and Bordentown, but will provide free stables at Bordentown and New Brunswick. (MB)
- Spring 1843 Pennsylvania Canal Commissioners reduce through rates on eastbound flour, pork, tobacco, etc. below those via Ohio and Erie Canals; B&O follows, making a 25% cut in passenger fares and 30% in freight rates; the Main Line and B&O capture most of the trade of southeastern Ohio south of Mahoning River. (, B&O AR)
- Spring 1843 Capt. Thomas Campbell of Bridgewater begins fast packet service on the Beaver Division Canal between Bridgewater and New Castle, Pa., with the *General Mercer*. (Hazen)
- Apr. 1, 1843 New Jersey Railroad cuts commutation fare to \$50 a year. (MB)

- Apr. 1, 1843 Gov. David R. Porter vetoes a bill for the election of Canal Commissioners passed by the Legislature because it allows the Legislature to appoint an interim Board to serve until the fall election. (PaArch)
- Apr. 1, 1843 Joint Companies and New Jersey Railroad sign revised through traffic agreement changing the division of earnings and calling for a maximum of two lines via New Brunswick at \$4 for first class, split \$1/\$3; \$3 for second class, split \$0.75/\$2.25; maximum running time to be 6:30; existing rate of \$3 for first class and \$2.25 for second class via South Amboy is retained; excursions may be run on either route at reduced fares; Camden & Amboy will discontinue its New York-Trenton line via South Amboy and Bordentown; will guarantee to the NJRR two-thirds of the total through passengers or the cash equivalent (MB)
- Apr. 1, 1843 Doubling of the flight of five combined locks on the Erie Canal at Lockport placed in service. (Sweet)
- Apr. 3, 1843 Select House Committee reports on conduct of Canal Commissioners; charges Commissioner William Overfield with offering to make a friend of Rep. Jacob Hill of Armstrong County collector at Freeport if Hill would vote to sustain Gov. Porter's veto of the bill to elect the Canal Commissioners. (HseJrnl)
- Apr. 3, 1843 Northern Liberties & Penn Township Railroad reports sale of all company horses, harness, etc., to Steman, Snyder & Co. (MB)
- Apr. 3, 1843 Moultrie County, Illinois, created from parts of Macon and Shelby Counties with county seat at the house of James Canfield. (Long)
- Apr. 4, 1843 Select House Committee approves suggestion of Ellwood Morris (1813?-1872) to have state railroads repaired with cast iron rails of local manufacture; Whig tariff of 1842 had dropped longstanding exemption on imported rails; suggestion not embodied in legislation.
- Apr. 4, 1843 NC&F stockholders accept Delaware act permitting PW&B to control NC&F; 31,372 shares of NC&F are held in trust for PW&B by Thomas Smith. (MB)
- Apr. 7, 1843 Pennsylvania House receives report on reduction of tolls on Public Works; finds tolls cut on average of 40% since 1841; suggests further rebate on salt pork as well as flour to win trade from New Orleans; Canal Commissioners oppose any further cuts in locomotive and truck tolls account of debts incurred to buy equipment.
- Apr. 8, 1843 PW&B leases railroad and steamboat line of New Castle & Frenchtown Railroad & Turnpike Company (NC&F) retroactive to Jan. 1, 1843. (Val, MB)
- Apr. 8, 1843 Pa. act requires that the notes issued to domestic creditors are to be retired at

the rate of \$100,000 per month. (PaArch)

- Apr. 8, 1843 Pennsylvania act authorizes sale of state's holdings of bank, turnpike, bridge, canal and railroad stocks with a par value of \$4.2 million (out of total of \$6.2 million); sale at depression prices brings \$1.4 million; par value of bank stock sold is \$2.1 million, which brings \$1.2 million; bank stock had paid average of 5.7% annual dividends vs. only 0.8% on non-bank stock. (Worthington)
- Apr. 1843 Boston & Worcester begins its first commuter service between Boston and West Newton. (Humphrey)
- Apr. 11, 1843 PW&B Board reports it has failed to make agreement with Ericsson Line for maintaining rates; authorizes making traffic arrangement with NC&F and bringing NC&F stock under terms of mortgage of May 21, 1842; reports have discontinued through tickets with B&O to Wheeling as a result of B&O's demand for larger share. (MB)
- Apr. 13, 1843 LIRR Board authorizes negotiations for purchase of "Austrian" locomotive for less than \$6,500; does not appear to have been carried out. (MB)
- Apr. 13, 1843 Delaware Canal Company incorporated in Pa. to take over the Delaware Division Canal; nothing done. (PaArch)
- Apr. 14, 1843 North Branch Canal Company incorporated to take over completion of North Branch Extension; plans not carried out, and work remains suspended. (PL)
- Apr. 14, 1843 Pennsylvania act authorizes that state canal tolls collected at Williamsport from traffic coming from Williamsport & Elmira Railroad be given to company to defray cost of construction for a period of 15 years after completion to Elmira. (Digest)
- Apr. 15, 1843 Pennsylvania Canals open for season; workers had been set to building boat trucks over winter at expense of other work, so only one Allegheny Portage Railroad locomotive serviceable with resulting delays; Hollidaysburg boat plane not ready either nor any boat trucks sent to the Philadelphia & Columbia Railroad. (CC)
- Apr. 1843 Roebling wire rope reinstalled on Plane No. 3 of Allegheny Portage Railroad; works well all season after installing a double instead of single groove on the receiving sheave for increased traction. (Wilson)
- Apr. 1843 Reading settles its large debt to the trustees of the United States Bank of Pennsylvania, at a gain of \$75,000. (AR)
- Apr. 16, 1843 Meeting held at Indianapolis in support of extending Madison & Indianapolis Railroad; agree to offer produce and other articles to contractors at lowest

prices and take railroad stock in payment. (Daniels)

- Apr. 18, 1843 Pennsylvania Legislature passes an act to reduce state expenses calling for popular election of the Canal Commissioners, one each year for 3-year terms, depriving lame-duck Gov. David R. Porter of patronage; became law after it was delivered to Porter on Apr. 5, and he refused to sign it within 10 days; Democrats have joined with the Whigs because they no longer have any desire to protect Gov. Porter's patronage; the act also limits salaries, superintendents, supervisors and locomotive engineers to make no more than \$2 per day of actual work. (PL, Snyder, Wilson)
- Apr. 18, 1843 Pittsburgh & Connellsville Railroad reincorporated through clause hidden in bill for relief of the poor in Erie County and permitted to extend east of Connellsville to meet the B&O. (PL)
- Apr. 18, 1843 New York act postpones the foreclosure sale of the New York & Erie Railroad until July 4, 1850; must resume construction within two years and complete in seven years; this act is repealed and new terms imposed in 1845. (PL)
- Apr. 18, 1843 New York act prohibits members of the Canal Board or engineers from becoming interested in canal contracts; appropriates another \$300,000 to pay arrearages to contractors. (Sweet)
- Apr. 18, 1843 Elk County created from parts of Clearfield, Jefferson and McKean Counties with county seat at Ridgway. (Long - get when Ridgway platted by John Ridgway)
- Apr. 19, 1843 Pennsylvania act repeals the portion of the law passed the previous day that allows the Pittsburgh & Connellsville Railroad to extend east of Connellsville. (PL)
- Apr. 20, 1843 Trustees of the United States Bank sell the stocks held in its treasury; most are bought by a committee acting for the other Philadelphia banks. (Wood)
- Apr. 1843 Joint Companies and New Jersey Railroad sign new 5-year through traffic contract; two-thirds or more of all passengers are to be carried via New Brunswick, with Joint Companies to pay New Jersey Railroad for any deficiency. (C&A)
- Apr. 25, 1843 New Jersey Railroad Board approves amended contract with Camden & Amboy Railroad. (MB)
- Apr. 26, 1843 First 18 sets of state-owned trucks for section boats placed on Philadelphia & Columbia (8) and Allegheny Portage Railroads (10) in an attempt to curb monopoly of major transportation lines; state purchases boat plane at Johnstown and builds one of its own at Hollidaysburg (and Columbia??);

Hollidaysburg boat plane was first installation of Roebling wire rope on the Allegheny Portage Railroad; operators of section boats pay additional toll of \$0.25 per 1,000 lbs. on Portage Railroad and \$0.375 per 1,000 lbs. on Columbia Railroad to recoup cost of trucks but no wheel-toll like railroad cars or Dougherty's boat trucks. (Holl. paper shows first trips of state truck on Portage 4/21 empty west and 4/25 loaded east - Hollidaysburg boat plane was purchased from Dougherty); Canal Commissioner Butler then bars Dougherty's trucks from use on the railroads. (Hartman)

- Apr. 30, 1843 Merchant Jacob Ridgway (1768-1843), the richest man in Philadelphia, dies a few weeks after being knocked down by a horse and carriage; his fortune is estimated at \$3-5 million. (Berks&SchJrnl, FisherDiary)
- May 1, 1843 New Jersey Railroad moves business office from New York to Jersey City depot. (MB)
- May 1, 1843 LIRR Board discusses choice of locomotives of Rogers, Ketchum & Grosvenor or those of Stephen Vail/Baldwin. (MB)
- May 1, 1843 Charles L. Schlatter resigns as Principal Engineer of Pennsylvania and becomes U.S. Superintendent of the Harbor of Chicago; replaced by Anthony B. Warford, the brother-in-law of Simon Cameron; Schlatter becomes federal Superintendent of Public Works at Chicago; in 1847 he moves to the Northern Railroad Company of New York, running between Rouses Point and Ogdensburgh; in 1855, he settles in Brunswick, Ga. (CC, Le Roy Barnett, Schuyler)
- May 1, 1843 Wyoming County, Pa., created from the northwestern part of Luzerne County with county seat at Tunkhannock. (Long)
- May 1, 1843 Cumberland County, Illinois, created from part of Coles County with county seat at Greenup; changed to Prairie City in 1855 and renamed Toledo in 1881. (Long)
- May 2, 1843 New Jersey Railroad Board considers repairing Essex & Middlesex Turnpike. (MB)
- May 2, 1843 Madison & Indianapolis Railroad Board authorizes contracting for a depot at Columbus. (MB)
- May 6, 1843 Franklin Railroad Board holds last meeting until 1853; cancels lease to Cumberland Valley Railroad effective immediately; company had been running constant deficit, and CV locomotives are damaging strap rail track; makes new lease to D.O.R. Gehr to operate by horse power from year to year; Gehr operates line until at least Jan. 1851. (MB, Val)

- May 7, 1843 Philadelphia diarist Sidney George Fisher reports that business is reviving and prices starting to rise again; specie is flowing into Philadelphia to replace depreciated paper, and business is being done on a cash basis. (FisherDiary)
- May 8, 1843 New Jersey Railroad protests to the Paterson & Hudson River Railroad for not paying it for filling Block 9 at Jersey City for the P&HR's use. (MB)
- May 8, 1843 PW&B increases service to two round trips. (BaltAm)
- May 8, 1843 Housatonic Railroad contracts to operate one round trip over the West Stockbridge Railroad. (NHCorp)
- May 8, 1843 Wabash & Erie Canal opens between Tippecanoe River and Lafayette, Ind. (?) and Fort Wayne and Defiance, Ohio; boat *Albert S. White* completes the first trip between Lafayette and Toledo. (Fatout, Waggoner) (OldNW says open to Defiance in 1842! Scheiber has adoption of larger prism raising final Ohio cost to \$3,208,300 versus an estimate of \$900,000)
- May 8, 1843 Richard D. Wood has an interview with his half-brother David C. Wood of Millville Furnace, who is near failure. (Wood)
- May 9, 1843 PW&B Board reports that Charles H. Fisher (1814-1862) has negotiated a new loan of £30,000 from Denison, Heywood, Kennard & Co. at 5%; Isaac Hazlehurst resigns as a director; Fisher obtains part of the subscription from the British house of Morrisons (Morrison, Cryder & Co.?) and as a result is engaged as their U.S. agent, eventually managing their investments in railroads and coal mines, including the Reading, totaling \$10 million. (MB, FisherDiary)
- May 10, 1843 Little Miami Railroad Board authorizes M.J. Williams to act in concert with Pres. of Mad River & Lake Erie Railroad and go to New York to interest eastern capitalists in investing in both roads. (MB)
- May 14, 1843 Residents riot when a New York & Harlem Railroad train returning to the city with Sunday vacationers to the suburbs strikes a little girl at Anthony & Centre Streets; they stone the cars and attempt to tear up the rails until police arrive. (Hone)
- May 1843 David Leech & Co., James M. Davis of Reliance Portable Boat Line, James Steel & Co., and E.G. Dutilh & Co., representing major transporting companies, sue Canal Commissioners to impose wheel toll increase on users of state trucks to equal their expenses incurred for warehouses, clerks, etc., and also to annul the contract for carrying passengers over the Philadelphia & Columbia Railroad. (CC, Wilson, Hartman)
- May 1843 Shenango Line of Beaver Division Canal completed between Crooked Creek

and connection with French Creek Feeder near Evansburg, Pa.

- May 1843 Ohio Life Insurance & Trust Company and New York banking house of Prime, Ward & King organize a syndicate to buy \$600,000 of long-term 7% Ohio state bonds at par, thus restoring investor confidence in the state's credit; the market value of Ohio bonds increases from 67 to nearly par. (Scheiber)
- May 1843 Michigan Southern Railroad reaches Hudson; the last 4 miles have only wooden rails. (Harlow)
- May 20, 1843 Baltimore & Susquehanna Railroad forced to cut rates in order to compete with Susquehanna & Tide Water Canal and PW&B. (MB)
- May 22, 1843 LIRR Board appoints committee to report on Morris Canal & Banking Company. (MB)
- May 23, 1843 New Jersey Railroad Board requires commuters to state their place of residence to prevent fraud in ticketing; authorizes a plan to refit the ferry *Sussex*. (MB)
- May 23, 1843 First train arrives at Wilkes-Barre over the Lehigh & Susquehanna Railroad from White Haven; original station is at the south end of town on the river at South Street; the three Ashley Planes have a combined lift of 1,150 feet; the railroad is operated by horses and gravity until 1848, when the first locomotives are purchased; it is originally intended to act as a portage railroad carrying canal boats between the Lehigh and North Branch Canals. (Harvey, Bradsby)
- May 27, 1843 Michigan's Southern Railroad opens between Adrian and Hudson. (michiganrailroads)
- May 30, 1843 Richard D. Wood notes a rapid advance in stock prices at Philadelphia over the last two months. (Wood)
- May 30, 1843 Mansfield & New Haven Railroad renamed the Mansfield & Sandusky City Railroad; the Ohio Board of Public Works sells it the line of the old Monroeville & Sandusky City Railroad, which is to be rebuilt and extended to Mansfield. (ICC)
- May 31, 1843 Commissioners of Delaware Division Canal Company meet in Philadelphia; fail to agree on taking stock themselves; a mob keeps legitimate subscribers from getting through, so the commissioners adjourn. (WBFrmr&Jrnl)
- June 1, 1843 Commissioners of the Delaware Division Canal Company have a second meeting at the Exchange; again, legitimate subscribers are prevented from signing, and as there is no agreement among the commissioners, they adjourn

sine die. (WBFrnr&Jrnl, Wood)

- June 1, 1843 Robert M. Shoemaker resigns as General Agent of Little Miami Railroad. (MB)
- June 1, 1843 Madison & Indianapolis Railroad opens 3 miles from Griffiths (Queensville) to Scipio, Ind. (AR)
- June 2, 1843 Public meeting held in Philadelphia to protest sale of Delaware Division Canal.
- June 3, 1843 Money is now plentiful at Philadelphia at 5% and at New York at 4%. (Wood)
- June 5, 1843 Dissident stockholders of the failed Northampton Bank elect a new Board and Stephen Balliet (-) Pres. in place of John Rice; the bank has already made an assignment to protect its creditors. (Mathews/Hngfrd)
- June 6, 1843 LIRR Board authorizes construction of fire breaks in pines in Suffolk County. (MB)
- June 6, 1843 Richard D. Wood notes money in Philadelphia is more plentiful than ever; interest is 5% at Philadelphia and 4% at New York. (Wood)
- June 7, 1843 B&O Board grants Samuel F. B. Morse the right to run telegraph wires along the B&O. (Munroe)
- June 7, 1843 New York & Erie Railroad opens between Goshen and Middletown, N.Y., where it stops because of financial difficulties. (Poor - verify Mott?)
- June 8, 1843 Pres. John Tyler leaves Washington on a special B&O train en route to dedicate the Bunker Hill Monument. (BaltAm)
- June 9, 1843 Pres. John Tyler travels in special PW&B train from Baltimore to Wilmington; transfers to steamboat *Ohio* to travel to the Philadelphia Navy Yard. (BaltAm)
- June 10, 1843 Pres. John Tyler continues to Princeton, N.J., via Camden & Amboy Railroad. (Withers)
- June 10, 1843 Commissioners of Delaware Division Canal Company meet in Philadelphia and set auction sale of stock for June 26.
- June 12, 1843 Pres. John Tyler arrives in New York via New Jersey Railroad. (Withers)
- June 13, 1843 New Jersey Railroad Board authorizes Nevins, Townsend & Co. to exchange the last \$80,000 of their 6% Convertible bonds for new 7% bonds. (MB)

- June 13, 1843 PW&B Board reports have contracted with Andrew Benner to haul cars in Philadelphia streets with horse power at \$400 per month until Dec. 1, 1843, and then passengers only at \$350 per month, with freight being given to other contractor. (MB)
- June 13, 1843 D.O.R. Gehr begins operating Franklin Railroad with horse power under year-to-year lease. (MB)
- June 1843 New England bankers Alexander Duncan of Providence and William F. Weld and Nathaniel Thayer of Boston are elected to the Board of the Auburn & Rochester Railroad; John W. Brooks (1818-1881), Chief Engineer of the Boston & Maine Railroad, named Chief Engineer & Superintendent. (Scanlon)
- June 1843 Pennsylvania Supreme Court rules against transporting companies in their suit to overturn exclusive contract to Wilson & Cameron and prevent operation of state trucks; plaintiffs were David Leech, James M. Davis, James Steel & Co., E.G. Dutilh & Co. (Hunter/Ohio/PittsMrngChron 7/1/43 - has Leech et al getting a writ of mandamus against the Canal Commissioners charging them with discriminating against the transporters and fostering a monopoly with the state trucks)
- June 1843 Baring Brothers & Co. and five other European banking houses agree to raise a fund of £2,000 and appoint Thomas Wren Ward of Boston as a resident agent in Pennsylvania to represent the foreign creditors; also to have newspapers and clergy make statements in favor of paying the debts, particularly in Pennsylvania and Maryland; Ward chooses Nathan Hale (1784-1863), editor of the *Boston Advertiser* to direct the Pennsylvania campaign; Elihu Chauncey takes the lead in lobbying the Pa. Legislature to pass a tax bill. (McGrane)
- June 16, 1843 Erie Canal Company receives letters patent. (PaArch)
- June 19, 1843 Paterson & Hudson River Railroad purchases the block bounded by Mercer, Hudson, Wayne and Greene Streets at Jersey City, just north of New Jersey Railroad station, to build own station; plot eventually leased back to NJRR in 1864. (Lucas)
- June 20, 1843 Gov. David R. Porter vetoes a bill to create a Pennsylvania Canal & Railroad Company to buy Public Works other than Delaware Division for \$16 million on grounds would leave \$23 million of state debt unprovided for. (WBFarmr&Jrnl)
- June 22, 1843 Schenectady & Troy Railroad offers to pool the passenger business with the Mohawk & Hudson Railroad on a 25-75% basis, which is rejected. (Pierce)

- June 26, 1843 PW&B Board rejects \$12 ticket between Philadelphia and Wheeling with PW&B getting \$2.31 and B&O \$4.15; had originally wanted \$3.00, then \$2.75. (MB)
- June 29, 1843 Jesse L. Williams elected a director of the Madison & Indianapolis Railroad. (MB)
- June 29, 1843 Assignees of the Bank of the United States and Morrison, Sons & Co. agree that Morrison will accept the securities remaining unsold in full settlement of all claims against the BUS. (Dakers)
- July 1, 1843 Little Miami Railroad conveys its property to William Lewis as trustee for its creditors for two years to effect voluntary settlement of debts because of failure of further state aid. (Church)
- July 1, 1843 John V. L. Pruyn (1811-1877), Pres. Erastus Corning's lawyer and nephew by marriage, is elected Secretary-Treasurer of the Utica & Schenectady Railroad; raising opposition from other stockholders led by ex-Treasurer Gideon Hawley. (Neu)
- July 2, 1843 Civil War telegraph pioneer David Homer Bates (1843-1926) born in Steubenville, Ohio. (NYT obit)
- July 4, 1843 Water let into the aqueduct across the Potomac River on the Alexandria Canal at Georgetown. (Minor/EaglesByte)
- July 4, 1843 Formal celebrations held at Fort Wayne to mark the completion of the Wabash & Erie Canal between Toledo and Lafayette; oration by Gen. Lewis Cass. (Fatout, Helm/Allen)
- July 4, 1843 John Rice, former Pres. of the failed Northampton Bank, flees Allentown after refusing to turn over papers to an investigating committee; he is overtaken near Coopersburg and arrested; he is later burned in effigy in the public square; he is later charged with mismanagement, squandering the bank's funds, and issuing deceptive reports to the stockholders and directors. (Mathews/Hngrfrd)
- July 10, 1843 Joint Board rescinds the blanket 20% wage cut of Oct. 1, 1842, and orders cuts made on a case-by-case basis. (MB)
- July 10, 1843 An investigating committee places the losses at the Northampton Bank at \$409,982 and recommends winding up its affairs. (Mathews/Hngrfrd)
- July 11, 1843 PW&B reports that B&O has offered to extend use of Baltimore depot at \$1.25 per passenger; approves a \$13.00 fare from Philadelphia to Wheeling, with PW&B getting \$2.50 and B&O \$4.50. (MB)

- July 12, 1843 LIRR Board authorizes purchase of 3,000 tons of T-rails in England. (MB)
- July 1843 Daniel Drew (1797-1879) and steamboat designer Isaac Newton (1794-1858) reorganize the People's Line of steamboats between New York and Albany as a joint stock company; Cornelius Vanderbilt takes \$11,500 in stock and is elected a director. (Stiles)
- July 1843 Ohio Railroad fails to pay the interest on the loaned Ohio state bonds, and its property, consisting of 63 miles of decaying wooden pilings, is forfeited to the state; about one-third of the piling between Cleveland and Toledo is ready for rails but never used; an audit reveals that the company has received \$249,000 in state bonds and spent \$237,220 in construction; the money has been used in wildcat banking, speculating in state securities, land speculation and direct looting on the part of several directors; much of the land given for stock subscriptions has been sold back to the original owners at reduced prices. (Leland, GrnBk, Marvin)
- July 1843 Detroit & Pontiac Railroad opens between Detroit and Pontiac. (Baxter)
- July 1843 Samuel F. B. Morse hires Ezra Cornell (1807-1874), a friend of his partner F.O.J. Smith, to lay the underground telegraph cable between Baltimore and Washington; however, poor insulation makes the cable scheme a failure after only 8 miles are laid from Baltimore to Relay; work resumes in the spring of 1844 by stringing the wire on poles along the B&O. (Thompson)
- July 17, 1843 LIRR Board announces purchase of locomotive and three cars in Philadelphia. (MB)
- July 17, 1843 NC&F makes traffic agreement with Ericsson Line and Chesapeake & Delaware Canal, effective July 25; C&D is to charge passenger toll equal to half the NC&F fare between Philadelphia and Baltimore; in return, railroad freight rate is to be \$0.50 per cwt. except for livestock and perishables. (MB)
- July 18, 1843 Baring Brothers & Co. orders their American agent Thomas Wren Ward that a consortium of British bankers have organized to lobby Pennsylvania into resuming interest payments and that he is to begin the campaign; Ward later chooses Nathan Hale of the Boston *Daily Advertiser* and Elihu Chauncey of the Bank of Pennsylvania and William B. Reed as agents.. (Hidy)
- July 20, 1843 Richard D. Wood arrives at Brookville in north-central Pennsylvania to inspect land he has bought on speculation. (Wood)
- July 21, 1843 William Henry Clement (1815-1887), formerly a member of the engineer corps, elected Treasurer & General Agent of Little Miami Railroad, replacing Robert M. Shoemaker, resigned. (MB)

- July 24, 1843 Albany City Council loans the Mohawk & Hudson Railroad \$125,000 to enable it to eliminate the inclined plane at Albany and thus compete more effectively with the new Schenectady & Troy Railroad, which is diverting travel to Troy. (Pierce)
- July 25, 1843 Charles Henry Fisher and his brother Sidney George Fisher travel to Hazleton on the Reading and Little Schuylkill Railroads; Charles H. Fisher is attorney of the trustees of the \$250,000 Hazleton Coal Company bonds held by the Morrisons of England, and on July 26 takes possession of the property from his old classmate Ario Pardee, the lessee. (FisherDiary)
- Summer 1843 First PW&B station in Philadelphia opens at 11th & Market Streets. (Wilson)
- Summer 1843 When the State of Pennsylvania sells its Monongahela Navigation Company stock at a loss, it is purchased by men of capital who have the means for resuming construction on Dams No. 3 & 4, which will extend it to Brownsville; they include J. K. Moorhead, J. B. Moorhead, Morgan Robertson, George Schnable, Charles Avery, Thomas M. Howe, John Graham, Thomas Bakewell and John Freeman. (Crumrine)
- Summer 1843 Joseph McCutcheon and John Hough James plot to oust Joseph Vance as Pres. of Mad River & Lake Erie Railroad; Vance wants the road to curve to the west so he can sell lands in Hancock County and lots in Findlay; McCutcheon wants the road to run via Upper Sandusky. (Smiths)
- Aug. 1, 1843 Commonwealth of Pennsylvania conveys partially-completed section of the Beaver Division Canal (New Castle to Erie, plus French Creek Feeder) to the private Erie Canal Company on condition that they complete it; state had spent \$3.2 million on the incomplete Erie Extension. (CC AR says over \$4 million)
- Aug. 1, 1843 Pennsylvania makes third interest payment in 6% scrip. (Worthington)
- Aug. 1, 1843 Morris & Essex Railroad begins running through cars to Jersey City over New Jersey Railroad; cars are transferred from M&E at Broad Street to NJRR at foot of Centre Street by horses. (Taber)
- Aug. 1, 1843 Board of Commissioners of the Northern Liberties hears petitions from property owners in Front and Maiden Streets demanding that the rails be removed and the streets repaired at the expenses of the Philadelphia & Trenton Railroad. (Rept)
- Aug. 2, 1843 LIRR Board authorizes surveys from Riverhead to Greenport; authorizes agreement with A.G. Thompson extending debt to State of Michigan. (MB)
- Aug. 2, 1843 B&O applies to Maryland Gov. Francis Thomas (1799-1876) to cut rates on

the Washington Branch to meet competition of the Baltimore Steam Packet Company ("Old Bay Line"). (AR)

- Aug. 5, 1854 Heavy rains cause severe flooding on the short creeks running into the Delaware River in Delaware County; PW&B sustains \$4,500 in damages; bridge at Chester washed out. (Smith/DelCo)
- Aug. 5, 1843 John Mifflin Hood (1843-1906), future engineer with PW&B and Pres. of Western Maryland Railroad, born near Sykesville, Md. (Memoir)
- Aug. 7, 1843 County seat of Wayne County, Pa., moved from Bethany to Honesdale, the Delaware & Hudson Canal's coal-shipping port. (Long)
- Aug. 7, 1843 James Whitcomb (1795-1852) scores an upset victory, defeating Whig incumbent Samuel Bigger (1802-1846), and becomes the first Democrat to be elected Gov. of Indiana, ending 18 years of Whig rule; he makes no effort to pay the state debt; the Democrats also take both houses of the Legislature. (Fatout, Esarey, Sobel)
- Aug. 8, 1843 PW&B Board reports contracting with B&O for use of Pratt Street depot for one year at \$1,500. (MB)
- Aug. 9, 1843 LIRR Board authorizes application to extend tracks in Atlantic Avenue to South Ferry and negotiate for wharf lease. (MB)
- Aug. 9, 1843 Madison & Indianapolis Railroad Board authorizes building passenger car No. 2, in which half-fare is to be charged. (MB)
- Aug. 15, 1843 Georgia Railroad & Banking Company Board approves a joint guarantee with the South Carolina Canal & Railroad Company of \$25,000 bonds of the Montgomery & West Point Railroad in Alabama; J. Edgar Thomson later invests in the M&WP as a speculation. (Ward)
- Aug. 1843 John Dougherty becomes editor of Hollidaysburg *Democratic Standard* and begins a vendetta against the Canal Commissioners, particularly John B. Butler, Supt. John Snodgrass of the Allegheny Portage Railroad, and Gov. David R. Porter, over the state's undercutting his section boat-truck business and refusing to pay him for the use of his patent. (Hartman)
- Aug. 1843 Pittsburgh Aqueduct on Western Division Canal fails and is condemned as unsafe; transporting companies are forced to use wagons to carry goods to Allegheny or tow boats from the Allegheny outlet around to warehouses on the Monongahela River. (Ilisevich)
- Aug. 1843 Benjamin H. Latrobe begins surveys for an all-Virginia route for B&O from Cumberland to New Martinsville or Parkersburg; five routes explored:

Fairmont-Fishing Creek, Bridgeport-Middle Island Creek; Clarksburg-Middle Island Creek; Shinnstown-Middle Island Creek; Weston-Parkersburg. (Dilts, AR)

- Aug. 18, 1843 PW&B cuts service to one round trip. (BaltAm)
- Aug. 22, 1843 Rising Pittsburgh lawyer Thomas Mellon (1813-1908) marries Sarah Jane Negley (1817-1909), the daughter of Jacob Negley (-1827), a wealthy farmer and manufacturer who had been ruined by the Panic of 1819; the marriage boosts him into the upper reaches of Pittsburgh's Scots-Irish society and more than quadruples his financial assets. (Cannadine)
- Aug. 23, 1843 Mohawk & Hudson Railroad begins negotiations with the Utica & Schenectady Railroad for a preferential through traffic arrangement that is successful in routing the western trade via Albany and starving the rival Schenectady & Troy Railroad. (Pierce/MB)
- Aug. 29, 1843 LIRR Board refuses Henry R. Campbell's offer of railroad iron. (MB)
- Sep. 1, 1843 H. Devine and Charles A. McAnulty of Pittsburgh dissolve their partnership; Devine establishes the American Portable Boat Line with 25 section boats and Buzby & Brother as Philadelphia agent, while McAnulty continues operating under the name of United States Portable Boat Line with Thomas Borbridge as Philadelphia agent. (PittsPost)
- Sep. 1, 1843 Madison & Indianapolis Railroad opens between Scipio and Elizabethtown, Ind. (AR has just 9/43 - Anderson has 9/11!)
- Sep. 5, 1843 Maryland Gov. Francis Thomas replies to the B&O that he only has the power to grant temporary reductions of rates on the Washington Branch. (AR)
- Sep. 6, 1843 Act passed for relief of West Chester Railroad ordering rollback of passenger tolls on Philadelphia & Columbia Railroad to pre-1843 level. (PL)
- Sep. 7, 1843 Scrantons, Grant & Co. reconstituted as Scrantons & Grant by the addition of Joseph Hand Scranton and Erastus C. Scranton, then of Augusta, Ga., who contribute new capital; they plan to expand the iron works to include a rolling mill and nail works. (Munsell)
- Sep. 12, 1843 PW&B Board reports ordering iron to relay portion of line between Philadelphia and Wilmington with 60-lb. rail, replacing 9 of 18 miles of strap rail. (MB)
- Sep. 1843 Erie Canal Company contracts for the completion of the canal to Erie, payable in bonds. (HistCrawfrdCo)

- Sep. 1843 New York syndicate led by Prime, Ward & King exercises its option and takes an additional \$900,000 of 7% Ohio Canal bonds. (Scheiber)
- Sep. 18, 1843 Augustinian College of Villa Nova in the State of Pennsylvania, later Villanova University, opens for classes on the former Rudolph Estate on the Main Line. (villanova.edu)
- Sep. 21, 1843 Hartford & Springfield Railroad of Mass. contracts with the Hartford & New Haven Railroad to build its line. (NHCorp)
- Sep. 24, 1843 Christopher Champlin Waite (1843-1896), a future Ohio railroad executive, born at Maumee, Ohio; second son of future U.S. Supreme Court Justice Morrison R. Waite (1816-1888). (Miller)
- Sep. 25, 1843 Michigan's Southern Railroad opens from Hudson to Hillsdale, where the state stops construction. (michiganrailroads)
- Sep. 25, 1843 An ailing John Johnston (1781-1851) goes on a second Grand Tour of Europe with his family, this time for his health; in Paris, John Taylor Johnston (1820-1893) meets his future wife Frances Colles (1826-1888), who is traveling with her family; John Taylor Johnston also patronizes the bookstores and museums, witnesses a guillotining in the company of his brother James Boorman Johnston (1822-1887), and is presented to King Louis Philippe; in Rome, he begins buying prints and casts to begin his art collection that is destined to be one of the finest in New York; the family returns to New York on July 21, 1845. (DeForest)
- Sep. 27, 1843 Canal Commissioners refuse to approve contracts for ropes made by John Snodgrass, Superintendent of Portage Railroad, because of charges of favoritism. (CC)
- Oct. 3, 1843 Future __ J[ames] Pemberton Hutchinson (1843-1901) born at Newtown, Bucks County. (ancestry.com)
- Oct. 5, 1843 Joseph F. Battin (1807-1893) receives U.S. patent 3,292 for the first practical breaker for anthracite coal, consisting of opposed toothed rollers; the breaker allows mine operators to break coal into the small sizes desired by consumers at the mines and provide different sizes for different uses; however the breaker also produces large quantities of very fine coal and coal-grit called culm, for which there is yet no market; the culm is dumped in huge piles near the breakers, both of which become prominent elements in the landscape of the Anthracite Region. (Pinkowski)
- Oct. 10, 1843 Democrats elect James Clarke, William B. Foster, Jr., and Jesse Miller as first elected Canal Commissioners. (CC, Snyder)

- Oct. 10, 1843 PW&B Board authorizes establishing ticket agency at Newark, Del.; adopts Dr. Earle's process for preserving timber. (MB)
- Oct. 10, 1843 Whigs win back control of Ohio Legislature in an election dominated by the bank issue; the Whigs favor a new state Bank of Ohio with a capital of \$10 million. (Shade, Huntington)
- Oct. 14, 1843 John Cryder temporarily resigns as Pres. of the Reading to travel to London to secure a loan to complete double-tracking and is replaced by John Tucker (1812-1885); Cryder forms a secret partnership with William S. Wetmore and George Peabody and raises \$3.5 million for the Reading in London in 1843-44. (Hare, Dakers)
- Oct. 14, 1843 Chancellor rules that Dutch banker Willem Willink Jr.'s 18__ mortgage on the Morris Canal & Banking Company is a first lien and orders foreclosure sale; ruling leaves the State of Indiana with worthless secondary mortgages. (NJEq 3 Green)
- Oct. 1843 A new New York & Erie Railroad Board elected, including Anson G. Phelps (1781-1853), John Cleve Green (1800-1875) and Alexander S. Diven (1809-1896) of Angelica; Horatio Allen elected Pres., replacing Gen. James Bowen. (Mott)
- Oct. 1843 The China trade is glutted in the wake of the First Opium War; returns to China merchants have fallen to 6% or less; many U.S. China merchants, including the Forbes brothers, and John C. Green, begin switching their capital, including opium profits, to U.S. railroads, mining and manufacturing. (Johnson/Supple)
- Oct. 17, 1843 Maj. William Hunt elected Pres. of Mad River & Lake Erie Railroad at annual meeting at Urbana to replace ex-Gov. Joseph Vance after Joseph McCutcheon gets proxies to vote state stock from Gov. Wilson Shannon (1802-1877). (Smiths)
- Oct. 17, 1843 Madison & Indianapolis Railroad appoints a committee to meet with the residents of Shelbyville to urge them to build a branch railroad from Edinburg. (MB)
- Oct. 17, 1843 Residents of Knox County, Ohio, offer to purchase \$100,000 of the state's 6% canal bonds at par if it will extend the Walhonding Canal up the Vernon (Kokosing) River to Mount Vernon. (Woods)
- Oct. 18, 1843 Little Miami Railroad Board authorizes construction from Rosas (?) Mill to Todds Fork (Morrow) and purchase of additional locomotive; accepts proposition of former Chief Engineer O.M. Mitchell to raise enough subscriptions to finish both the Little Miami and Mad River & Lake Erie

- Railroads by May 1, 1844, in return for \$500 up front and a 5% commission. (MB)
- Oct. 20, 1843 Last section of Hocking Valley Canal opens between Monday Creek and Athens, Ohio, further opening Hocking Valley Coal Field. (Meyer)
- Oct. 23, 1843 Madison & Indianapolis Railroad stops operating its passenger car No. 2 at half-fare. (MB)
- Oct. 24, 1843 Commonwealth of Pennsylvania sells its bank stock at auction at depression prices; prices rise immediately after the sale. (Wood)
- Oct. 26, 1843 Canal Commissioners approve contract with John A. Roebling for wire rope for Plane No. 2 of Portage Railroad. (CC)
- Oct. 26, 1843 Canal Commissioners refuse to renew Wilson & Cameron's contract for passenger service on Columbia Railroad, leaving it to next Board which will be popularly elected. (CC)
- Fall 1843 Col. Matthias Benzinger of Baltimore pays the balance due on the land of the German Catholic colony at St. Mary's, Pa., and increases the holdings to 66,000 acres; he engages Ignatius Garner to recruit emigrants in southern Germany. (Leeson)
- Nov. 4, 1843 PW&B Board authorizes establishing an agency at Perrymansville. (MB)
- Nov. 9, 1843 Monongahela Navigation Company makes a new construction contract with Moorhead, Robertson & Co. in return for bonds. (Crumrine)
- Nov. 14, 1843 Housatonic Railroad agrees to deliver New York traffic to the boat lines at Bridgeport for 10 years. (NHCorp)
- Nov. 1843 Samuel M. Shoemaker (1821-1884) of Baltimore forms a partnership with Alvin Adams, William B. Dinsmore, and Edward S. Sanford to establish a branch of the Adams & Co. express line between Philadelphia and Baltimore; it is later extended to Richmond and Charleston; Shoemaker will become an important ally of the PRR. (Scharf)
- 1843 Edward S. Sanford, Philadelphia agent of Adams & Company, invites Samuel M. Shoemaker (1821-1884) to join him in establishing an express line between Baltimore and Philadelphia; Sanford & Shoemaker's operation expands south to Charleston and west along the B&O; merged into Adams Express Company in 1854. (Scharf, RyW)
- Nov. 1843 U.S. Court for the Southern District of New York rules in *United States v. Adams* that steamboat companies are not liable for violating the Postal Act of

- 1825 if they happen to transport private express messengers. (24 Fed 761)
- Nov. 20, 1843 PW&B establishes night mail line for winter months. (AR, BaltAm)
- Nov. 20, 1843 Cornelius Vanderbilt buys stock control of the Elizabethport & New York Ferry Company. (Stiles/MB)
- Nov. 21, 1843 Ohio Commissioners of the Canal Fund decline the offer of Knox County residents to buy \$100,000 in canal bonds in return for building a branch canal to Mount Vernon. (Woods)
- Nov. 23, 1843 LIRR Board adopts survey between Riverhead and Greenport. (MB)
- Nov. 28, 1843 Outgoing Canal Commissioners fire John Snodgrass as Superintendent of the Allegheny Portage Railroad after a personal examination by Commissioner John B. Butler; the Commissioners claim that Snodgrass is both corrupt and incompetent with all good work done by his assistant, future Gov. John W. Geary (1819-1873); Snodgrass uses state property to store his own goods, sells his own foodstuffs to laborers at big markups, and makes workers take payment in his store goods; ships his own goods over the railroad without paying toll; gives free passes to friends; awards contracts to favorites; because of his incompetence, it requires two days to pass the Portage Railroad; Commissioners later reverse the decision and retain Snodgrass in office until the end of the fiscal year. (CC)
- Dec. 1, 1843 Superintendent of Highways of the District of Northern Liberties presents a bill for \$729 for repairing Front and Maiden Streets after the removal of Philadelphia & Trenton Railroad rails, to be billed to the railroad company. (Rept)
- Dec. 1, 1843 Troy & Greenbush Railroad Association organized by the Boston capitalists backing the Western Railroad to reach the railroad bridge over the Hudson River at Troy; it is an unincorporated association, as its projectors hope to build on a entirely private right of way without recourse to the power of eminent domain. (NYSenDoc no. 86, 1845)
- Dec. 2, 1843 Alexandria Canal opens from the Chesapeake & Ohio Canal at Georgetown to a deeper harbor at Alexandria, crossing the Potomac on an aqueduct at the west end of Georgetown at the location of the present Key Bridge. (Sanderlin)
- Dec. 3, 1843 28th Congress convenes with a two-thirds Democratic majority in the House and a slim Whig majority in the Senate. (wiki)
- Dec. 10, 1843 New York, Providence & Boston Railroad restored to company by trustees after Elisha Peck and William D. Lewis arrange to have the old bonds sold to a consortium of Peck, Lewis, Richard M. Blatchford, James Foster, Henry G.

- Stebbins, Matthew Morgan, Samuel Jaudon and William S. Wetmore at 25 cents on the dollar; they then trade them with the company for new bonds at 50 cents, doubling their money; Peck becomes Pres., replacing Courtlandt Palmer (NHCorp, Stiles - check when Peck elected)
- Dec. 12, 1843 PW&B Board authorizes construction of car house at Wilmington north of Water Street. (MB)
- Dec. 1843 Rail movement of coal from Cumberland Coal Field begins; shipped by Maryland Mining Company by cart to Cumberland, B&O to Dam No. 6, C&O Canal to Georgetown, and boat to New York. (Dilts)
- Dec. 19, 1843 Norwich & Worcester Railroad extended from Norwich to deeper water terminal at Allyn's Point. (Farnham, NHCorp)
- Dec. 19, 1843 Reflecting the failure of its trans-Appalachian ambitions, the Louisville, Cincinnati & Charleston Railroad is renamed the South Carolina Railroad; same act allows it to absorb the old South Carolina Canal & Railroad Company, which is done in 1844. (ICC)
- Dec. 23, 1843 John Cryder returns to Philadelphia from London and resumes the presidency of the Reading. (Hare)
- Dec. 26, 1843 LIRR Board reports contracting for two Rogers locomotives. (MB)
- Dec. 29, 1843 Future Lines West traffic officer James Polk Orr (1843-) born at Orrstown, Pa. (MB obit)
- Dec. 29, 1843 Editor D. K. Minor writes to John A. Roebling congratulating him on his recent article on wire rope in his *American Railroad Journal* and says he has spoken to Peter Cooper about seeking an investor to fund a wire rope factory; Cooper himself is not willing to risk funds. (Schuyler)
- Dec. 30, 1843 Canal Commissioners recommend that state operate all passenger trains on Philadelphia & Columbia Railroad as common carrier. (CC)
- 1843 Paterson & Hudson River builds own station at Jersey City just north of New Jersey Railroad depot in block bounded by Hudson, Greene, Mercer & Wayne Streets; continues to use New Jersey Railroad between Marion and a point just west of depot. (Lucas)
- 1843 Camden & Amboy stock hits low of 63½, down from 120 in 1840. (NilesReg)
- 1843 Edward Miller, laid off from New York & Erie Railroad, elected Pres. of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (Wilson)

- 1843 Henry H. Houston becomes manager of the Horse Creek Furnace in Venango County. (Cotosta)
- 1843 Fares between Philadelphia and Pittsburgh reduced from \$12.00 to \$9.00; part of nationwide decline in transportation rates and tolls.
- 1843 John Dougherty presses Pennsylvania legislature to have his patent rights as inventor of the section boat upheld and to obtain license fees from operators; Canal Commissioners oppose as retarding the free use of state trucks.
- 1843? Tom Scott turned out of office on Main Line with his boss, the Collector Dr. Given; becomes partner with Given in a sawmill at Columbia with a contract to supply Public Works with bridge timber and lumber; during this time, he marries Margaret Mullison, the daughter of Reuben Mullison, a rafting pilot; she dies in 1853, leaving a son and a daughter. (PubLdgr, Kamm)
- 1843 Canal Commissioners place two 8-wheel passenger cars and several smaller passenger cars and baggage cars on Allegheny Portage Railroad and conduct (all?) passenger business directly. (Wilson - verify)
- 1843 973 tons of coal shipped west over the Allegheny Portage Railroad, possibly from the Samuel Lemon mine near the summit or from the Rodgers mine at Lilly. (Storey)
- 1843 Franklin Line of French Creek Division Canal formally abandoned after eight years of repeated flood damage and minimal earnings.
- 1843 Baltimore & Susquehanna Railroad carries 8,853 tons of freight eastbound from Pittsburgh; 3,922 tons westbound. (MdHseDoc)
- 1843 Housatonic Railroad and Hudson & Berkshire Railroad take a joint lease of the West Stockbridge Railroad, which serves as a link between them. (NHCorp)
- 1843 PW&B builds car shop at Wilmington. (AR)
- 1843 PW&B builds freight station at Havre-de-Grace for transfer of freight from Susquehanna & Tide Water Canal boats. (AR)
- 1843 PW&B builds freight sidings at President Street, Baltimore. (AR)
- 1843 Long Bridge reopens at Washington. (Moore)
- 1843 Future PRR General Superintendent Francis D. Casanave (1843-1911) born in Escot, France; son of John F. Casanave (1820?-1887) and Julia Casaurancq Casanave.. (BioDirRyOffcls, Wilson, HistBlairCo)

- 1843 Future LIRR Pres. Oliver Charlick (1813-1875) is elected to the first of three terms as a New York City alderman, where he becomes a friend and ally of Mayor William F. Havemeyer (1804-1874). (Munsell/Queens)
- 1843 Post Office Dept. fails in its attempt to prosecute Adams & Co. for violating the government postal monopoly as the laws were formed when transportation was limited to horses, stagecoaches and steamboats. (HistRyMail)
- 1843 Coal traffic of the Schuylkill Canal cut by 9% by the competition of the Philadelphia & Reading Railroad, which cuts prices and begins a rate war. (AR)
- 1843 Several stockholders of the Schuylkill Navigation Company fund the construction of an experimental iron canal boat by I.P. Morris & Co.; it is not significantly lighter than a wooden boat of the same dimensions and cannot carry significantly more freight. (AR)
- 1843 Steamboat *Osiris* begins running between Baltimore and the Miles River as far as the Miles River Ferry near Easton; this route is shorter than going around into the Choptank and Tred Avon Rivers. (Burgess - verify BaltAm)
- 1843 Petersburg Railroad bridges the Roanoke River to Weldon, N.C., where it makes connection with the Wilmington & Raleigh Railroad; creates line of standard gauge from Petersburg, Va., to Wilmington, N.C.; the 1-mile stub of line to the old river terminal at Blakeley is abandoned. (Hoffman, Cnls&RRs)
- 1843 Little Miami Railroad opens between Milford and Loveland, Ohio. (Condit - AR says open to 28 mp)
- 1843 Miami Extension Canal opens between Piqua and a point 12 miles north of St. Marys, Ohio. (Scheiber - verify CC)
- 1843 Cincinnati & Whitewater Canal opens from Harrison, Ohio, on the White Water Valley Canal, direct to Cincinnati, with a tunnel through the glacial moraine between the Great Miami and Ohio Rivers. (Mitchell/profsurv.com)
- 1843 White Water Valley Canal opens from Lawrenceburg on the Ohio River to Laurel, Ind., 15 miles above Brookville. (Fatout)
- 1843 Locofoco Ohio Gov. Wilson Shannon arranges for fellow Democrat Col. Wilson Hunt to be Pres. of Mad River & Lake Erie Railroad. (Marvin)
- 1843 Ohio act authorizes commissioners to lay out free roads financed by all the taxes collected within two miles of the roads, called "Two-Mile Turnpikes." (Gephart - verify PL)

- 1843 Pomeroy & Co. extends its Buffalo-Albany express service to New York City. (Harlow)
- 1843 William G. Fargo (1818-1881) becomes the agent of Pomeroy & Co. at Buffalo. (Harlow)
- 1843 Neil, Moore & Co. begin operating stage coaches through between Erie and Detroit, via Cleveland. (Lee/Columbus)
- 1843 Water Street in Toledo is filled in; Erie & Kalamazoo; Erie & Kalamazoo Railroad depot moved to the foot of Cherry Street; there is no station building, with trains loading in Water Street. (Waggoner)
- 1843 Indiana receives a third land grant of 766,000 acres in southwestern Indiana to finance completion of Wabash & Erie Canal to Evansville. (Fatout - see US Laws - not found)
- 1843 Work suspended on Illinois & Michigan Canal; three-quarters completed but no part open.
- 1843 Robert Miner and William Hunt withdraw from Pardee, Miner & Co., which is reconstituted as A. Pardee & Co. with J. Gillingham Fell (1816-1878) as partner; it becomes the largest anthracite coal operator in the Hazleton area; the Pardees also come to have large interests in bituminous coal, iron and lumber in central Pennsylvania, Virginia and West Virginia. (Bradsby – see 1842)
- 1843 New York merchant-banker Moses Taylor (1806-1882) advances large loans to Charles A. Heckscher's Forest Improvement Company, taking stock as collateral; the Forest Improvement Company is the largest landowner in the Schuylkill Field, and this represents Taylor's first foray into the anthracite industry. (Hodas)
- 1843 __ Ralston (?) and Archibald McIntyre attempt to raise money to build an iron furnace at Ralston, Pa., on the line of the Williamsport & Elmira Railroad; no furnace is built until 1854. (Pam/Knowles)
- 1843 Benjamin Franklin Jones (1824-1903), future founder of Jones & Laughlin, arrives in Pittsburgh as clerk for Samuel M. Kier's Mechanics Line of cars and boats on the Main Line. (StdHistPitts)
- 1843 Joseph Dart of Buffalo builds first steam-operated grain elevator using Oliver Evans-type chains of buckets to unload grain from ship holds automatically. (see 1842???)

- 1843 American Fur Company is bankrupted by falling prices for furs in Europe and the closing of Chinese ports. (Poinsatte)
- 1843 Potato blight, caused by the fungus *phytophthora infestans*, first appears in the hinterlands of New York City and Philadelphia; the fungus quickly turns potatoes into rotten pulp; over the next two years, it spreads throughout the developed regions of eastern North America, from which it probably spreads to Europe in 1845. (Fagan)