

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

By Christopher T. Baer

1845

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1845 Commonwealth of Pennsylvania deeds remainder of Beaver Division Canal (Beaver to New Castle pool) to Erie Canal Company of Pennsylvania.
- Jan. 1, 1845 Maryland Governor Philip F. Thomas in last message to Legislature notes treasury has collected only 60% of expected state taxes, number of delinquent counties has increases from three to seven, C&O Canal owes state \$2 million in back interest, and state is \$1.5 million in arrears on own interest; recommends state foreclose on C&O Canal. (Dilts, NilesReg)
- Jan. 1, 1845 Future Pennsylvania Lines West Comptroller John Wesley Renner (1845-1919) born at Petersburg, Pa. (MB obit, RyReview)
- Jan. 2, 1845 Joint Companies Executive Committee establishes a through fare of 50 cents for dogs, which must be carried in the baggage car; appoints Elizabeth, N.J., lawyer Benjamin Williamson (1809-1892) as counsel. (MB)
- Jan. 2, 1845 In keeping with the economic revival, D. K. Minor restores the *American Railroad Journal* from monthly to weekly, eliminates all non-railroad content and begins publishing weekly quotes of railroad and canal stocks. (ARJ)
- Jan. 3, 1845 Richard D. Wood is introduced to Charles Ellet, Jr., who talks to him about enlarging the Schuylkill Canal; Wood purchases the mortgage on his half-brother David C. Wood's Millville Furnace Tract. (Wood)
- Jan. 6, 1845 Benjamin H. Latrobe reports on survey of B&O to Wheeling. (Dilts)
- Jan. 6, 1845 Richard D. Wood elected a director of the Schuylkill Navigation Company. (Wood)
- Jan. 1845 William J. Howard, later PRR counsel (?), elected Mayor of Pittsburgh.

(Vexler)

- Jan. 7, 1845 Alfred Kelley of Cleveland, Chairman of the Currency Committee, introduces a bill in the Ohio Legislature for a combination of a State Bank and independent banks. (Huntington)
- Jan. 8, 1845 In his last annual message, Gov. David R. Porter notes that the state debt is \$40,835,014; urges state aid to help rebuild the Susquehanna River Bridge of the Cumberland Valley Railroad, destroyed by fire; supports the tariff of 1842 against downward revision. (PaArch)
- Jan. 9, 1845 PW&B Board rejects request of Harnden & Co. and W.A. Livingston & Co. for an express contract and for ticket agencies at New York and elsewhere, including for emigrant travel; makes new arrangement with Sanford & Shoemaker to run a four-wheel express car daily at \$25.00 per day; decline request to open transfer books in Boston. (MB)
- Jan. 10, 1845 Joint Board receives a proposal from the PW&B for a through ticket between New York and Wheeling, Va.; approves agreement with George W. Aspinwall (1814-1854) for a line of steam barges to operate to Albany/Troy, N.Y., via the Delaware & Raritan Canal with Stephen Flanagan as agent; the line runs during the 1845 and 1846 seasons, after which the boats *Ocean* and *Ashland* are commandeered by the government for Mexican War service. (MB, H&H)
- Jan. 12, 1845 Future Lines West transportation officer Charles Watts (1845-1920) born in England. (MB)
- Jan. 13, 1845 Charter supplement to Madison & Indianapolis Railroad allows company to open subscription books in Eastern cities and borrow money; extends time for completion to July 1, 1848. (Church, Anderson)
- Jan. 13, 1845 Name of seat of Delaware County, Ind., changed from Munseytown to Muncie. (Long)
- Jan. 14, 1845 Little Miami Railroad Board authorizes completing road to Springfield if can get \$150-\$200,000 loan in Boston, and employs Judge William Mills (1814-1879) of Yellow Springs to procure subscriptions; authorizes 3% dividend paid in stock; hears complaints of residents of Cincinnati and Fulton over location of track in East Front Street; note William H. Clement is now Superintendent; William Mills is proprietor of Yellow Springs and later founder with Horace Mann (1796-1859) of Antioch College; in return for his assistance, the route of the Little Miami is changed to run via Yellow Springs instead of via Clifton; Mills also raises money for Mad River & Lake Erie Railroad in New England. (MB, Marvin, Shell)
- Jan. 14, 1845 Express pioneer William F. Harnden (1812-1845) dies of tuberculosis; Adams

& Co. later acquires most of his assets but retains the name. (Harlow, AdmsExpCo)

- Jan. 1845 Schuylkill Navigation Company appoints Edward Miller (1811-1872), formerly Pres. of the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, as Chief Engineer for the enlargement of the canal for 200-ton boats to bypass a quarrel between Charles Ellet, Jr., and Solomon White Roberts for the job; the Navigation Company engages Ellet to write a prospectus to secure new subscriptions by emphasizing the canal's superiority to the Philadelphia & Reading Railroad; this puts Ellet on the losing side of one of the last big railroad vs. canal pamphlet controversies; Ellet also tries to raise funds for the canal in New York, Boston and London. (AR, Lewis, Roberts)
- Jan. 16, 1845 *American Railroad Journal* reports that the Camden & Amboy Railroad is adopting hot water heat for its coaches; circulates from a boiler on top of the stove through 2-inch copper pipes under the seats. (ARJ)
- Jan. 19, 1845 Lafayette & Indianapolis Railroad incorporated in Indiana. (GrnBk)
- Jan. 20, 1845 LIRR Board authorizes new loan of \$200,000. (MB)
- Jan. 20, 1845 Public auction of stock for Pennsylvania Canal & Railroad Company held; no bidders to buy Main Line at \$20 million; plan for sale fails for time being. (PaArch)
- Jan. 20, 1845 Pa. Gov. Francis R. Shunk's faction secures the election of James R. Snowden as State Treasurer, shutting out and alienating the supporters of the late Henry A. Muhlenberg (1782-1844) and reopening factional fighting. (Snyder)
- Jan. 23, 1845 Public meeting held at Allentown, Pa., for the purpose of forming a company to build anthracite iron furnaces near the town. (Mathews/Hngrfrd)
- Jan. 28, 1845 Rep. __ Pratt of New York presents Congress with the petition of Asa Whitney advocating his plan for a railroad from Lake Michigan to Oregon, the first serious transcontinental railroad proposal; Whitney has been gathering data for four years at his own expense. (Albright)
- Jan. 29, 1845 Seat of Moultrie County, Illinois, changed from East Nelson to Sullivan. (Long)
- Jan. 30, 1845 LIRR Board authorizes making contracts with steamboats and railroads connecting to Boston for 1845 season. (MB)
- Jan. 30, 1845 Richard D. Wood and a committee from the Philadelphia Bank decline to purchase the Cumberland Valley Railroad. (Wood)

- Jan. 31, 1845 Ohio authorizes Clark County to increase its subscription to Little Miami Railroad from \$30,000 to \$40,000. (Church)
- Feb. 1, 1845 Commonwealth of Pennsylvania resumes interest payments; first of insolvent states to do so; eases pressure for sale of the Public Works.
- Feb. 3, 1845 Cumberland Valley Railroad contracts with Eleasor Kirkbride for new Susquehanna River bridge at Harrisburg. (Wilson)
- Feb. 3, 1845 Wyandot County, Ohio, created from parts of Crawford, Hancock, Hardin and Marion Counties with county seat at Upper Sandusky. (Long)
- Feb. 4, 1845 Seat of Alexander County, Illinois, changed from Unity to Thebes. (Long)
- Feb.? 1845 Pittsburgh Board of Trade sends a memorial to the Pennsylvania Legislature urging the extension of the B&O to Pittsburgh. (ARJ - by 2/13)
- Feb. 7, 1845 Old turnpike bridge across the Raritan River at New Brunswick, controlled by the New Jersey Railroad & Transportation Company, burns. (MB - may be 2/17)
- Feb. 12, 1845 Future PRR civil engineer Joseph Thomas Richards (1845-1933) born near Rising Sun, Md. (Info)
- Feb. 13, 1845 Maryland act permits B&O to reduce Baltimore-Washington fare from \$2.50 to \$1.50. (PL)
- Feb. 13, 1845 Borough of Norfolk, Va., incorporated as a city. (PL)
- Feb. 15, 1845 Richard D. Wood subscribes for \$10,000 of the new Schuylkill Navigation Company loan. (Wood)
- Feb. 1845 Alexander C. Twining reports on surveys for the New York & New Haven Railroad, one by the "Inland Route" via Danbury and one for the "Coast Route" along Long Island Sound, which is slightly more inland than the route finally adopted and passes around the north sides of New Haven and Bridgeport. (Rept)
- Feb. 1845 Madison & Indianapolis Railroad has just received a Baldwin 0-6-0 locomotive capable of hauling 30 tons up the Madison Plane and 250 tons on the level; the locomotive depends only on adhesion, can pull only two cars, and is unsuccessful. (ARJ, C&C)
- Feb. 17, 1845 LIRR Board authorizes contracting for a through line to Boston; Samuel Jaudon elected a director. (MB)

- Feb. 17, 1845 Harmar Denny of Pittsburgh addresses the Philadelphia Board of Trade in favor of the extension of the B&O to Pittsburgh. (Wood)
- Feb. 18, 1845 Pennsylvania Canal Commissioners make further reductions in tolls and motive power charges on through freight; increases tonnage on Main Line but cuts revenue. (CC)
- Feb. 18, 1845 PW&B Board reports that it has rented the depot hotel at Wilmington to Thomas T. Thurlow. (MB)
- Feb. 19, 1845 Virginia authorizes B&O to build across the state to Wheeling; is to go direct to Wheeling and no further down the Ohio River; cancels state subscription; B&O must take over Winchester & Potomac Railroad and pay its debts; must pay state tax and make rate concessions; must establish through ticketing on its Washington Branch to all Virginia railroads. (PL)
- Feb. 20, 1845 Joint Congressional resolution authorizes the Postmaster General to contract with railroad companies for mail service without competitive bids, as there is still usually only one rail line between major points. (HistRyMail)
- Feb. 22, 1845 Michigan act appropriates 20,000 acres of internal improvement land to the completion of the Central Railroad between Marshall and Kalamazoo. (PL)
- Feb. 22, 1845 Michigan act authorizes the completion of the Palmyra & Jacksonburgh Railroad between the Southern Railroad and Tecumseh as a branch line; to be paid for in land scrip; \$12,000 of the earnings to be applied to replacing the track. (PL)
- Feb. 24, 1845 Frostburg Coal Company incorporated in Maryland by Meshach Frost, Isaiah Frost, Thomas J. McKaig and William M. McKaig, owners of land near Frostburg in the Cumberland Coal Field, with a capital of \$500,000. (PL)
- Feb. 24, 1845 Ohio Legislature passes a General Banking Law, incorporating the State Bank of Ohio with 44 branches; another provision authorizes independent banks providing they deposit state stocks with the State Treasurer as security; the act also creates a Board of Bank Commissioners to oversee the banks, and a Safety Fund; all banks organized under this law are to expire May 1, 1866. (Studer, Huntington)
- Feb. 26, 1845 New York Mining Company incorporated in Maryland by Oorondates Mauran, Barrett Ames, Robert B. Minturn, Jonathan Sturges Charles Dennison and Samuel M. Semmes with a capital of \$500,000 to \$1 million; to hold 5,000 acres in the Cumberland Coal Field. (PL)
- Feb. 28, 1845 Madison & Indianapolis Railroad appoints a committee to visit Indianapolis and obtain a depot site; appoints J.F. D. Lanier financial agent to sell 1,000

- shares or borrow up to \$50,000 in bonds to extend the line to Indianapolis; Board declares a 9½ dividend. (MB)
- Mar. 1, 1845 Opposition Line begins service between Philadelphia and Baltimore at \$1.50 fare using passenger barges on Chesapeake & Delaware Canal. (BaltAm)
- Mar. 1, 1845 Ohio authorizes Little Miami Railroad to borrow \$200,000 and Mad River & Lake Erie Railroad to borrow \$300,000; Little Miami then closes \$200,000 loan with Boston capitalists through Merchants Bank of Boston in return for mortgage on all property. (AR, MB)
- Mar. 1, 1845 Sangamon & Morgan Railroad Company incorporated in Illinois; it acquires parts of the old Northern Cross Railroad between Springfield and Meredosia and between Bluffs and Naples from Nicholas H. Ridgely, who has purchased it from the State of Illinois. (ICC)
- Mar. 1, 1845 Illinois act imposes a tax of 1.5 mills on each dollar of valuation of property to pay interest on the state canal debt. (Putnam)
- Mar. 1, 1845 Outgoing Pres. John Tyler secures a Congressional resolution in favor of the annexation of Texas. (Howe)
- Mar. 2, 1845 Cincinnati & Hamilton Railroad incorporated in Ohio; first element of the Cincinnati, Hamilton & Dayton Railroad. (HistCinHamCo)
- Mar. 3, 1845 Act of Congress makes a land grant to Indiana to complete the Wabash & Erie Canal from Terre Haute to the Ohio River. (StatutesatLarge)
- Mar. 3, 1845 Congress passes the Post Office Act of 1845; it cuts postage rates drastically to a 5 cents per half-ounce for 100 miles and eliminates the condition that winning bidders on mail contract buy the coaches and horses of the old contractor; it creates what are later designated as “Star Routes,” which are to go to the lowest bidder whether he carries passengers or not; this kills much stagecoach service in sparsely populated parts of the South and Southeast, that has been subsidized previously by high postal rates on letters paid by northern merchants; the act classifies mail routes by railroad and steamboat based on the bulk of the mail and speed of the service; sets maximum rates of \$300 per mile per year for First Class routes, \$100 for Second Class and \$50 for Third Class; it bans private expresses from carrying mail but not newspapers, magazines and pamphlets; it also transfers the experimental telegraph line between Baltimore and Washington from the Treasury Dept. to the Post Office. (StatutesatLarge, John, HistRyMail)
- Mar. 3, 1845 28th Congress adjourns; the Democrats have take control of the Senate by a slim majority in the fall elections, giving them control of both houses of the 29th Congress. (wiki)

- Mar. 3, 1845 Illinois Legislature repeals charter of Great Western Railway, which was to have taken over the state's Central Railroad from Cairo to the Illinois & Michigan Canal. (Ackerman)
- Mar. 3, 1845 Michigan Legislative resolution authorizes contracting for the completion of the Central Railroad between Marshall and Kalamazoo and renewing the Palmyra & Jacksonburgh Railroad. (PL)
- Mar. 3, 1845 Florida becomes the 27th state. (WwasW)
- Mar. 1845 Madison & Indianapolis Railroad Board approves the location of the road to Indianapolis and of depot site in the capital. (Daniels)
- Mar. 4, 1845 Little Miami Railroad charter supplement authorizes it to adopt any route between Xenia and Springfield. (MB)
- Mar. 4, 1845 In his inaugural speech, Pres. James K. Polk promises to reestablish the independent subtreasury system and block any effort to recreate a national bank, to cut the tariff, and to annex the entire Oregon Country (including what is now British Columbia in Canada) and the Republic of Texas; he does not mention his determination to annex the Mexican provinces of Upper California and New Mexico. (Wheelan)
- Mar. 5, 1845 Canal Commissioners refuse request of West Chester Railroad to operate its locomotives through to Belmont over Columbia Railroad. (prob. means through from West Chester! did WCCR have any locos?)
- Mar. 5, 1845 Madison & Indianapolis Railroad committee petitions the city of Indianapolis for a site for a depot; City Council authorizes it to occupy a street or alley south of Louisiana Street; original plan was to run direct to Washington Street without any horse-pulling. (MB)
- Mar. 5, 1845 U.S. Senator from Pennsylvania James Buchanan (1791-1868) resigns to become Secretary of State in Cabinet of Pres. James K. Polk. (CongBio)
- Mar. 5, 1845 Native American Party organized in Baltimore as a backlash against the increased immigration of the "Hungry Forties." (Scharf)
- Mar. 6, 1845 LIRR contracts with the Norwich & Worcester Railroad and Boston & Worcester Railroad to pool earnings on the Brooklyn-Boston through line, with 45% going to the LIRR and 55% to the N&W and B&W, although the LIRR covers over half the distance; New York-Boston service is to be offered three times a week via the Sound steamers and three times via the LIRR night line. (MB)

- Mar. 6, 1845 Ohio reduces Board of Public Works to three members and places Board under control of State Auditor. (PL)
- Mar. 6, 1845 Bethlehem, Pa., incorporated as a borough, ending its existence as a Moravian church-village; the old Supervising Village Board continues to manage church property. (Levering)
- Mar. 6, 1845 Mexico breaks diplomatic relations with the U.S. over the impending annexation of Texas. (Howe)
- Mar. 8, 1845 Belpre & Cincinnati Railroad incorporated in Ohio to build from point opposite Parkersburg, Va. to Cincinnati by William Parker Cutler (1812-1889) grandson of Manasseh Cutler. (ICC, Church, Mould, Pixton)
- Mar. 8, 1845 Whig Legislature passes new Ohio Bank Act pushed by Alfred Kelley relaxing proceedings against suspended banks and repealing the Latham Act of 1842 and the Bartley Act of 1843; as the capital-rich Yankee areas of the north favor state banks, and the capital-poor areas of the south favor free banking, the new act creates both a new Bank of Ohio with seven branches and new independent banks; restores sense of safety for investment and three new banks chartered; after failing to defeat the bill, Democrats take a hard-money, anti-bank stand and lose control of the Legislature for 10 years. (PL, Marvin, Shade)
- Mar. 8, 1845 Columbus & Sandusky Turnpike & Plank Road Company incorporated in Ohio; Columbus & Sandusky Railroad chartered by Neil family interests. (Marvin)
- Mar? 1845 Pres. Polk vetoes Rivers & Harbors Bill, which also contains appropriation for the National Road. (Daniels)
- Mar. 10, 1845 Maryland act orders state directors in Baltimore & Susquehanna Railroad and other companies in which state owns stock to investigate conditions of companies and urge reduction of all expenses. (PL)
- Mar. 10, 1845 Maryland act holds state lien on the Chesapeake & Ohio Canal in suspension while allowing it to issue \$1.7 million in preferred bonds to complete the canal to Cumberland. (Hidy, Dilts)
- Mar. 10, 1845 Samuel F. B. Morse contracts with former Postmaster General and Kitchen Cabinet member Amos Kendall (1789-1869) to act as agent for the sale of his patent rights to private telegraph companies at 10% commission; Kendall remains favorable to and hopeful for government ownership, but F.O.J. Smith, who controls 25% of the patent rights, sees a fortune to be made in private ownership and operation. (Thompson)

- Mar. 11, 1845 PW&B Board reports that an opposition line has been established via the Chesapeake & Delaware Canal using the small steamboat *Sydney* on Chesapeake Bay, but a superior boat, the *Thomas Jefferson*, is to go on in a few days; reports has arranged for a transfer office at the Phenix Bank at New York, to be paid for by E.W. Clark & Co.. (MB)
- Mar. 11, 1845 Cleveland & Pittsburgh Railroad Company revived and reincorporated in Ohio. (Church)
- Mar. 11, 1845 Future Superintendent of the Voluntary Relief Dept. Holmes Davis Ely (1845-1900) born in Bucks County. Pa. (PRRMN)
- Mar. 11, 1845 Edward Miller reports in favor of the plan for enlarging the Schuylkill Canal for boats of 150-200 tons. (AR)
- Mar. 12, 1845 Canal Commissioners authorize Gilman Converse to use Parkesburg shops to repair or enlarge boiler of his newly-invented steam canal boat. (CC)
- Mar. 12, 1845 Whig Legislature in Ohio repeals Democratic law of 1842 imposing forced liquidation on insolvent non-bank corporations, eliminating power of Legislature to appoint trustees to liquidate bankrupt railroad and turnpike companies. (PL)
- Mar. 12, 1845 Little Miami Railroad Board authorizes construction of depot at Cincinnati and resurvey of line between Xenia and Springfield as soon as Greene County subscribes \$25,000; accepts supplement abating interest due on old state loan. (MB)
- Mar. 12, 1845 Ohio act revives the Cleveland, Columbus & Cincinnati Railroad charter of 1836. (GrnBk)
- Mar. 12, 1845 Ohio act turns the old Columbus & Sandusky Turnpike over to the counties and declares it a public highway; the company had continued to take toll despite the repeal of its charter in 1843. (Taylor)
- Mar. 12, 1845 Columbus & Lake Erie Railroad incorporated in Ohio to build north from Columbus towards Sandusky; it actually builds from Newark to meet the Mansfield & Sandusky City Railroad at Mansfield. (ICC, NNHill/Licking)
- Mar. 12, 1845 Franklin & Ohio River Railroad incorporated in Ohio; not built but later merged into the Marietta & Cincinnati Railroad. (Pixton)
- Mar. 12, 1845 Madison & Indianapolis Railroad adopts a location between Tennessee & Mississippi Streets in Indianapolis on the north side of Block 89. (MB)
- Mar. 14, 1845 Pennsylvania Improvement Democrats join with Whigs and Native Americans

to elect Simon Cameron (1799-1889) to the U.S. Senate on the fifth ballot to fill the unexpired term of James Buchanan, appointed Secretary of State by Pres. Polk, and rejecting agrarian George W. Woodward (1809-1875), the choice of Gov. Shunk, largely on the basis of retaining the Tariff of 1842 and restrictions on immigrants; with his election, Cameron emerges as the spokesman for industry and protection; Cameron as yet has no large following, but he is able to use his position to block many of Pres. Polk's Democratic appointments in Pennsylvania; Shunk expels Cameron's followers from state patronage. (Snyder, Klein)

- Mar. 14, 1845 Michigan act authorizes locking the Clinton & Kalamazoo Canal into the Clinton River at Frederick. (PL)
- Mar. 15, 1845 Wiconisco Canal Company incorporated to take over and complete Wiconisco Canal, on which state has spent \$393,441. (PL, CC - of 3/13?)
- Mar. 15, 1845 Magnetic Telegraph Company organized (in Pa.? not incorporated) by Samuel F. B. Morse, et al., to build from Washington to New York. (Scharf)
- Mar.? 1845 Radical N.Y. Democratic Gov. Silas Wright vetoes a bill to appropriate \$197,000 to continue work on the enlargement of the Erie Canal and on the Black River and Genesee Canals. (Shaw - verify?)
- Mar. 1845 Samuel F. B. Morse and Alfred Vail hire former Postmaster General and Jacksonian spoilsman Amos Kendall (1789-1869) as their business manager; he is to get 10% commission on all patent licenses he can obtain; Kendall has fallen into financial straits during the recent depression, but eventually attains wealth as a private-sector telegraph czar. (wiki, John)
- Mar. 19, 1845 Magnetic Telegraph Company incorporated in New Jersey to build line between New York and Philadelphia. (source? PL? - articles of assn not drawn til 5/15)
- Mar. 24, 1845 Opposition Line places superior steamboat *Thomas Jefferson*, which had operated for the defunct James River Steamboat Company, on the Chesapeake Bay leg and the *Portsmouth* on Delaware River. (BaltAm)
- Mar. 24, 1845 PW&B cuts first class fare, Philadelphia to Baltimore, from \$4.00 to \$3.00; moves second class car from morning mail to freight train and cuts fare from \$2.50 to \$0.50; fare by NC&F set at \$1.50 plus \$0.50 for dinner; runs two round trips by rail and one via NC&F. (MB, BaltAm)
- Mar. 24, 1845 Michigan Legislative resolution orders the Board of Internal Improvements to have the Central Railroad from Kalamazoo to St. Joseph and the Southern Railroad from Hillsdale to Coldwater surveyed and located and cost estimates prepared. (PL)

- Mar. 25, 1845 Randolph & Bridgewater Railroad incorporated in Mass. to build from Braintree to Bridgewater. (NHCorp)
- Mar. 26, 1845 Middleborough Railroad incorporated in Mass. to build from Bridgewater to Myricks on the Fall River Branch Railroad. (NHCorp)
- Mar. 27, 1845 Camden & Philadelphia Steam Boat Ferry Company Board orders operating up to three boats to Market Street when necessary. (MB)
- Mar. 27, 1845 Railroad meeting held in Parkersburg, Va. to solicit B&O to establish its terminus there. (BaltAm)
- Mar. 28, 1845 Madison & Indianapolis Railroad adopts a location at Indianapolis on land donated by N. McCarty near Blocks 17 & 24. (MB)
- Mar. 31, 1845 PW&B Board orders immediate cut in freight rates of 5 cents per cwt. (MB)
- Apr. 1, 1845 PW&B halts all Sunday service, except for mail trains, and bars Southwark Railroad pleasure cars from operating over PW&B to Grays Ferry. (MB)
- Apr. 1, 1845 Post Office Dept. begins operating the Baltimore-Washington telegraph line on a fee basis; the tariff of 1 cent per 4 characters demonstrates that the telegraph cannot operate on anything like a break-even basis and further discourages government ownership. (Thompson)
- Apr. 1, 1845 William G. Fargo of Livingston, Wells & Co., joins Henry Wells and Dan Dunning in organizing the Western Express, which operates by stagecoach and steamboat from Buffalo to Cincinnati, Chicago and St. Louis, the first express service in the Midwest. (Harlow)
- Apr. 2, 1845 Secretary of the Navy George Bancroft (1800-1891) orders Commodore Robert F. Stockton to take the warships *Princeton*, *Saratoga*, *St. Mary's* and *Porpoise* to the Gulf of Mexico instead of the Mediterranean in a move to force the annexation of the Republic of Texas. (Wheelan)
- Apr. 3, 1845 Nicholas McCarty donates Indianapolis depot site to Madison & Indianapolis Railroad in block between Delaware & Pennsylvania Streets on South Street; site is separated from main part of town by valley of Pogues Run, which draws some protests. (Daniels)
- Apr. 4, 1845 With the advent of the summer season, the LIRR discontinues steamboat connections between Greenport and Stonington and runs only the *New Haven* to the Norwich & Worcester Railroad at Allyns Point as a day line; part of Cornelius Vanderbilt's plan to squeeze the New Jersey Steam Navigation Company and the New York, Providence & Boston Railroad. (Dunbaugh,

Stiles)

- Apr. 4, 1845 Perth Amboy Steamboat Company formed by James Bishop and John D. Hager, dissident stockholders of New Brunswick Steam Boat & Canal Transportation Company. (PL, Thompson)
- Apr. 5, 1845 John R. Thomson elected Pres. & Treasurer of Philadelphia & Trenton Railroad, replacing Robert F. Stockton, resigned to naval service. (MB)
- Apr. 5, 1845 Little Miami Railroad contracts to meet mail coaches from Columbus. (MB)
- Apr. 7, 1845 Stoughton Branch Railroad opens between Canton Jct. and Stoughton, Mass.; operated by Boston & Providence Railroad. (NHCorp, Humphrey)
- Apr. 7, 1845 Pennsylvania act confirms the 1845 election of David Leavitt, W. S. Packer, Henry Brevoort, Uriel A. Murdoch, et al., as directors of the Montour Iron Company at Danville, Pa. (PL)
- Apr. 8, 1845 Former sugar refiner and Tammany Hall Democrat William F. Havemeyer (1804-1874) elected to first of two non-consecutive terms as Mayor of New York; later associated with LIRR; that year, Oliver Charlick (1813-1875), the son of a liquor dealer, is elected Pres. of Board of Aldermen by agreeing to be an interim compromise candidate and then not stepping down; Charlick and Havemeyer become lifelong friends, and Havemeyer later makes Charlick Pres. of the LIRR. (Vexler, Trager, NYTrib)
- Apr. 8, 1845 LIRR Board authorizes establishing an outside line of steamboats from the LIRR to Providence; votes that there be no commutation tickets this year. (MB)
- Apr. 8, 1845 Canal Commissioners approve rebate of 27 cents on each through passenger over Main Line providing transporters keep maximum round trip fare at \$18.00. (CC)
- Apr. 8, 1845 Joint Companies Executive Committee authorizes purchasing the Van Sciver property at Burlington, N.J., for a permanent wharf. (MB)
- Apr. 8, 1845 PW&B Board reports that it is expedient to build a wharf on Delaware River three miles north of Wilmington; can buy land at sheriff's sale on Apr. 12; will obviate having to navigate the Christiana River at night; could use a single boat for both morning and evening lines and save on horse power east of Grays Ferry. (MB)
- Apr. 9, 1845 Canal Commissioners grant equal rebate on Philadelphia-Pittsburgh passengers carried via Chambersburg if round trip fare kept at \$20.00 or less. (CC)

- Apr. 10, 1845 LIRR terminates through service to Boston via Stonington and the New York, Providence & Boston Railroad; part of Cornelius Vanderbilt's plan to squeeze the NYP&B to get control; service via Norwich continues three days a week. (BrklnEgle, diamond - see above)
- Apr. 10, 1845 Canal Commissioners deny D. Leech & Company's request for reduction in toll on express chests carried between Philadelphia and Pittsburgh. (CC)
- Apr. 10, 1845 Phoenix Line announces a new arrangement for passenger cars between Philadelphia, Columbia and York, "color of the cars - TRUE BLUE." (PRRColExpo)
- Apr. 10, 1845 Resolution introduced in Baltimore City Council in response to bills for railroad to operate by steam to harbor calling for removal of all railroad tracks from city as far as outer depots by Mar. 1, 1846, and ban on steam locomotives. (BaltAm)
- Apr. 10, 1845 Fifty-six acres of Pittsburgh and 982 buildings, or about one third of the city, is destroyed in the Great Fire; \$9 million in damage. (StdHistPitts, Sipes)
- Apr. 10, 1845 Cincinnati ordinance lifts speed limit on Little Miami locomotives on Front Street. (Church)
- Apr. 11, 1845 Pennsylvania act exempts canals and railroads from fines under Sunday Blue Laws. (PL)
- Apr. 12, 1845 Columbus & Xenia Railroad organized; William Neill (1788-1870), Pres.; most of the stock is subscribed by his Ohio Stage Company; begins work but soon suspends and does not resume until 1847. (Church, C&C, Lee/Columbus)
- Apr. 12, 1845 Delaware County Turnpike Road Company incorporated in Pa. to build a turnpike ("Baltimore Pike") on the road from Woodlands to Thomson's Bridge in Delaware County. (PL)
- Apr. 14, 1845 Pennsylvania House passes resolution requiring Susquehanna & Tidewater Canal to accept state relief notes in payment of tolls. (PL)
- Apr. 14, 1845 Pa. act returns state stock in Cumberland Valley Railroad to company and a further loan of \$60,000, both to be applied to rebuilding Susquehanna River Bridge. (Digest)
- Apr. 14, 1845 Cincinnati ordinance permits Little Miami Railroad to operate locomotives within city limits. (MB)

- Apr. 14, 1845 Baltimore Mayor Jacob G. Davies vetoes ordinance to permit B&O to build a new line to Locust Point on south side of harbor in order to retain coal traffic and to operate steam locomotives on Pratt Street to City Block; City Council fails to override. (BaltAm)
- Apr. 15, 1845 Schuylkill Railroad incorporated to build along east bank of Scuykill River from Philadelphia & Columbia Railroad to PW&B above Grays Ferry; Scharf claims it was actually built, crossing Market Street at 23rd Street and running on south side of Market Street Bridge to South Street on west bank, but was not used as a connection and perhaps only to serve some coal yards. (Scharf)
- Apr. 15, 1845 Commercial Bank of Cincinnati organized under the new Ohio Bank Law. (Huntington)
- Apr. 1845 Baldwin completes *Atlas* (c/n 232), its first 0-6-0 for the Philadelphia & Columbia Railroad. (Lovell)
- Apr. 1845 Ohio Board of Public Works refuses the request of Clevelanders that it cut tolls on coal to meet the competition of Sharon, Pa., coal being sent via the Erie Canal to Erie; the Erie Extension Canal is controlled by Erie capitalists who own coal mines and lake boats and are interested in building up the trade of Erie rather than toll income, so they set tolls lower than on the Pennsylvania & Ohio Canal; the P&O canal cuts its tolls by one-third to one-half, but they are still higher than the Erie Canal on coal and iron. (ARJ, Scheiber)
- Apr. 16, 1845 Pennsylvania authorizes \$5 million, 10-year, 5% loan to fund interest certificates; holders of 6% and 5% scrip issued in lieu of interest in 1842-44 are to have this unpaid interest funded into the principal, but at the rate of 4-1/2%; although refunding is not compulsory, \$2.5 million in scrip is presented for refunding by end of year. (PL, Worthington)
- Apr. 16, 1845 Canal Commissioners authorize Philadelphia & Columbia Railroad locomotives to run through to West Chester on two passenger trains a day. (CC)
- Apr. 16, 1845 Little Miami Railroad Board suspends survey to Springfield until William Mills can report on fund-raising mission in East; authorizes operating locomotive within limits of Cincinnati, providing limit to 4 MPH. (MB)
- Apr. 16, 1845 Pennsylvania Legislature adjourns without taking action on B&O application for charter in Pennsylvania; postponed to next session.
- Apr. 1845 New Jersey Railroad & Transportation Company reduces commutation fare on Jersey City ferry to that charged on Brooklyn ferries. (HC)
- Apr. 17, 1845 Philadelphia Board of Trade agrees to absorb the existing Chamber of

Commerce. (Scharf)

- Apr. 18, 1845 Future PRR Chief Engineer Edward Miller (1811-1872) elected to membership in the American Philosophical Society. (Roberts)
- Apr. 18, 1845 Little Miami Railroad orders suspension of surveys pending news from William Mills on success of selling bonds in East. (MB)
- Apr. 18, 1845 Fairport, N.Y., renamed Horseheads in Chemung County. (French)
- Apr. 19, 1845 Revised Baltimore ordinance signed permitting B&O to extend to Locust Point. (BaltAm - check Harwood)
- Apr. 21, 1845 Books for Wiconisco Canal Company opened in Baltimore. (BaltAm)
- Apr. 22, 1845 Commodore Robert F. Stockton receives further orders to land at Galveston and investigate the Texas situation; in fact to create the grounds for annexation. (Wheelan, Howe)
- Apr. 24, 1845 LIRR expands service to Boston via Norwich to daily except Sunday; however, it loses the traffic from the territory adjacent to the line to Boston via Stonington and Providence. (BrklnEgle, diamond)
- Apr. 25, 1845 Depot of New York & Harlem Railroad at 27th Street & 4th Avenue is destroyed by fire. (Stokes)
- Apr. 25, 1845 Commissioners of Cleveland & Pittsburgh Railroad meet; order books opened in 10 towns between Cleveland and Wellsville on June 9; order employing an engineer for preliminary survey. (MB)
- Apr. 28, 1845 Michigan Gov. John S. Barry (1802-1870) orders the Auditor General to call on Charles Butler in New York and ask him to get the New York bondholders to assent to postponing the interest payment due on Jan. 1, 1846; Barry is willing to raise the interest from 6% to 7% in order to get iron to finish the Central Railroad; it has become apparent that the road has to be rebuilt with T-rail instead of strap rail. (Parks)
- Apr. 29, 1845 William Mills in Boston secures a \$500,000 loan for the Little Miami Railroad through the assistance of Nathan Hale. (200YrsYellowSprings - may have combined sums for both Little Miami and Mad River & Lake Erie? - yes C&C \$200,000 LM 7% bonds dated 5/1/45)
- Spring 1845 Peter Cooper (1791-1883) of New York builds what is then the largest rail-rolling mill in the U.S. at Trenton, the Trenton Iron Works; it goes into operation in the fall; it is sited to take advantage of iron and coal brought down the Lehigh, Morris and Delaware Division and Delaware & Raritan

Canals, and later by the Belvidere Delaware Railroad; Peter's son Edward Cooper (1824-1905) and his classmate, tutor and later brother-in-law Abram S. Hewitt (1822-1903) form Cooper & Hewitt, later Cooper, Hewitt & Co., which manages the works and holds a minority share in the Trenton Iron Works, while Peter Cooper holds the majority. (Nevins, Swank, Paskoff ed)

- Spring 1845 *Independence*, the first steamboat on Lake Superior, leaves Chicago; moved around St. Mary's Falls on rollers. (Bowlus)
- May 1, 1845 Little Miami Railroad issues \$200,000 7% mortgage to William Sturgis and Josiah Qunicy, Jr., of Boston and Timothy Walker of Cincinnati. (MB, Church)
- May 1, 1845 Commissioners of Cleveland, Columbus & Cincinnati, Columbus & Lake Erie, and Columbus & Sandusky Railroads meet at Mansfield; select CC&C, dominated by Cleveland interests, as most promising project. (ARJ, Marvin)
- May 1, 1845 Former Camden & Amboy Railroad Secretary Jeremiah H. Sloan (1800-1845) dies at Mount Holly. (ancestry.com)
- May 2, 1845 LIRR charter supplement authorizes operation of steamboat line from Greenport to Fall River, R.I., forming a through route between New York and Boston. (PL, CorpHist)
- May 2, 1845 LIRR Board authorizes a further loan of \$185,000; appoints a committee to tour the line and converse with the local residents in an attempt to dampen popular dislike of the company in Suffolk County, where sparks from locomotives are blamed for destructive fires in the Pine Barrens. (MB)
- May 2, 1845 Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to operate steam locomotives between Bolton Depot and the City Block, provided they burn coal or coke, operate at 4 MPH and only between 9:00 PM and 5:00 AM and are preceded by a man walking in front with a lantern. (Digest)
- May 3, 1845 Canal Commissioners authorize Montour Iron Company to use a canal boat with Ericsson or Loper's propeller between Danville and Columbia provided it does not injure the canal banks. (CC)
- May 7, 1845 Opposition line between Philadelphia and Baltimore via Chesapeake & Delaware Canal is withdrawn. (MB, BaltAm)
- May 9, 1845 Little Miami Railroad approves First Mortgage. (MB)
- May 10, 1845 PW&B resumes old schedule with a morning line via railroad at \$3.00 and an evening line via NC&F at \$2.00; withdraws 10:30 PM train from Philadelphia; had allowed Port Master to ship mail on it, and Post Office is demanding that

company keep train or it will withdraw all mail. (MB)

- May 10, 1845 Little Miami Railroad Board authorizes arrangement with Mad River & Lake Erie Railroad for joint depot at Springfield; authorizes placing Xenia-Springfield under contract; authorizes negotiation with Town of Fulton for relocating tracks as far as the engine house; defeats proposal to bar Sunday operation. (MB)
- May 10, 1845 Future railroad entrepreneur Walter George Oakman (1845-1922), born at Philadelphia. Pa. (NCAB)
- May 13, 1845 New York act authorizes any holder of the Morse telegraph patents, represented by Amos Kendall, to string lines anywhere in New York State. (PL, Seavoy)
- May 13, 1845 PW&B Board reports no success in negotiations with Camden & Amboy Railroad for through freight rates between New York and Baltimore. (MB)
- May 13, 1845 Commodore Robert F. Stockton's squadron arrives at Galveston; Stockton then intrigues with Texas officials on behalf of the Polk Administration to supply them "privately" with arms and supplies to advance to the Rio Grande, creating the pretext for war with Mexico and American annexation; Stockton proceeds to attempt to organize an expedition into the disputed territory between the Nueces River and the Rio Grande until stopped by the Texas authorities; his actions help discredit a rival Texas faction working for a separate peace with Mexico and continued independence. (Wheelan, Howe)
- May 14, 1845 New York State passes Relief Act permitting New York & Erie to convert its \$3 million state loan to an equal amount of first mortgage bonds, providing the railroad is completed in six years; may change the route between Otisville and Callicoon and between Deposit and Binghamton providing a panel of John B. Jervis, O.W. Childs and Horatio Allen finds Benjamin Wright's original survey to be faulty; permits company to be reorganized without foreclosure and work to resume. (PL, Mott, Minor)
- May 14, 1845 New York act authorizes New York & Harlem Railroad to extend to a point opposite Albany. (PL)
- May 14, 1845 Troy & Greenbush Railroad Association receives a charter of incorporation in New York, as it proves necessary to have the powers of eminent domain that come only with incorporation. (Canals&RRs)
- May 14, 1845 Chemung Railroad Company incorporated in New York to build a broad-gauge railroad from the New York & Erie Railroad at Fairport (Horsehead) near Elmira to Jefferson at the head of Seneca Lake. (Digest, Val)

- May 14, 1845 Canandaigua & Corning Railroad Company incorporated to build between Corning and Canandaigua as a 6'-0" gauge road connecting with the New York & Erie Railroad. (Digest, Val)
- May 14, 1845 Attica & Hornellsville Railroad incorporated in New York to build a line from the New York & Erie Railroad at Hornellsville towards Buffalo. (Minor)
- May 15, 1845 Amos Kendall organizes the Magnetic Telegraph Company to build between New York and Philadelphia; it is the first telegraph company in the U.S.; Kendall has focused his own efforts on what he believes will be the most lucrative route; the largest subscriber is William W. Corcoran (1798-1888) of the Washington banking house of Corcoran & Riggs; Kendall has charge of construction, with Ezra Cornell and Dr. A.C. Goell as field assistants. (Thompson - see 3/15? Scharf date error? - Scharf made frequent date errors!)
- May 1845 New type of Baldwin locomotive, *Atlas*, placed on Philadelphia & Columbia Railroad; 70% more efficient than older types; pulls 40 3-ton cars and opposed to 20 cars for other locomotives. (CC)
- May 1845 Mad River & Lake Erie Railroad Board meeting in Bellefontaine resolves to place section between Tiffin and Urbana under contract. (Smiths)
- May 1845 Heavy rains begin in England lasting through August, ruining the wheat crop and requiring imports for the first time in years, ushering in the "Hungry Forties" in Europe and contributing to political unrest and increased dependence on grain imports from the American North. (Barnes, Fagan)
- May 17, 1845 City Bank of Cleveland incorporated. (Johnson/Cuyahoga)
- May 19, 1845 Southwark Railroad Board votes to end Sunday service, including all "pleasure cars" to Grays Ferry but excluding mail trains, under pressure from PW&B. (MB)
- May 22, 1845 Future Impressionist painter Mary Cassatt (1845-1926) born at Allegheny, Pa.; sister of A.J. Cassatt. (HistPitts - see above -check DAB)
- May 23, 1845 Little Miami Railroad deeds depot site on Ohio River between Lock Street and Water Works to Jacob Strader. (MB)
- May 24, 1845 Baltimore & Philadelphia Steam Boat Company (Ericsson Line) advertises new propellers *Robert Stockton* and *Express* with capacity of 70 passengers. (BaltAm)
- May 24, 1845 Exchange Branch of the State Bank of Ohio organized at Columbus. (Studer, Huntington)

- May 27, 1845 Ada Montgomery (1845-1926), future wife of PRR Pres. James McCrea, born at Montgomery Falls, Pa.; daughter of William Montgomery and Elizabeth Moorhead Montgomery. (PR)
- May 1845 Columbus & Xenia Railroad surveyed by Gen. ___ Stockton. (Marvin)
- May 29, 1845 New Jersey Railroad directors meet with Amos Kendall to negotiate his request to build a line of the Magnetic Telegraph Company along the NJRR right-of-way. (MB)
- May 30, 1845 Little Miami Railroad Board authorizes John Kilgour to go to Boston and New York to place \$200,000 in bonds under mortgage to William Sturges and Josiah Quincy, Jr. of Boston and Timothy Walker of Cincinnati; money in Boston raised by Nathan Hale of Boston & Worcester Railroad. (MB, BHR 28)
- May 30, 1845 Amos Kendall makes an agreement with stage proprietor John Butterfield for a line of telegraph between New York and Buffalo via Albany along the Erie Canal. (Thompson)
- June 2, 1845 LIRR Board authorizes a loan of \$165,000. (MB)
- June 2, 1845 New Pittsburgh canal aqueduct opens; a seven-span wire suspension bridge built by John A. Roebling, replacing the old truss aqueduct out of service since 1843; consists of 7 spans of 162 feet each with a continuous suspension cable 7 inches in diameter; total cost, \$62,000. (Ilisevich, Schuyler)
- June 5, 1845 Post Office Dept. demands that PW&B keep a 10:00 PM train from Philadelphia and Baltimore. (MB)
- June 6, 1845 Union Canal Company of Pennsylvania appoints Benjamin W. Richards, James L. Newman and Robert B. Davidson a committee to examine the cost of widening the locks for 50-ton boats from Pine Grove to Middletown to enable the company to better compete for the coal trade; much through business has been lost to the Susquehanna & Tide Water Canal; they engage William E. Morris as engineer. (AR)
- June 9, 1845 Fall River Branch Railroad opens between Fall River and Myricks; opens another steamboat-railroad line between New York and Boston via Fall River, Myricks and Taunton. (NHCorp, Humphrey)
- June 10, 1845 LIRR cuts the local fare between Brooklyn and Greenport from \$2.25 to \$1.75. (BrklynEgle)
- June 10, 1845 PW&B refuses to restore night line via railroad without extra compensation from Post Office Dept. (MB)

- June 10, 1845 Chief Engineer Allan Campbell begins surveys for the New York & Harlem Railroad north of White Plains. (AR)
- June 11, 1845 Little Miami Railroad adopts route from Xenia to Springfield via Yellow Springs. (MB)
- June 11, 1845 Daniel Drew and his partner secure control of the Mohawk & Hudson Railroad; Isaac Newton elected Pres. and Drew and Daniel B. Allen directors. (Stiles)
- June 12, 1845 Naugatuck Railroad incorporated in Conn. (NHCorp)
- June 12, 1845 New York & Hartford Railroad incorporated in Conn. (NHCorp)
- June 12, 1845 J. Edgar Thomson writes to his ally, Lemuel P. Grant (-), later a major figure in Georgia railroading, proposing a speculative investment in the Montgomery & West Point Railroad in Alabama, later a part of the “Crescent” route to New Orleans. (Ward)
- June 13, 1845 Troy & Greenbush Railroad opens between Troy and Greenbush, N.Y.; last link in an all-rail line between Boston and Buffalo; however, it fails to divert much traffic from the route via Albany despite the gap created by the ferry between Greenbush and Albany. (AR, Pierce)
- June 13, 1845 Amos Kendall contracts the rights to build a telegraph line from the Eastern Seaboard to the Mississippi River and Great Lakes to former Rochester Postmaster and Albany journalist Henry O’Reilly (1806-1886); O’Reilly later spells his name “O’Rielly.” (Thompson)
- June 15, 1845 American army under Gen. Zachary Taylor ordered to Rio Grande to protect Texas, which Pres. Polk intends to annex to U.S.
- June 1845 J.F.D. Lanier succeeds in placing a \$50,000 7% convertible loan for the Madison & Indianapolis Railroad in New York and Philadelphia. (ARJ)
- June 1845 Daniel Bushnell (1808-) of Pittsburgh begins the pushing, or “towing” in local parlance, of coal barges on the Ohio River with a small sternwheel steamboat, the *Walter Forward*; however the experiment is not repeated on a permanent basis until 1851. (HistAllghnyCo)
- June 1845 Sandy & Beaver Canal revived; W. Milnor Roberts appointed Chief Engineer. (ARJ)
- June 1845 White Water Valley Canal is extended from Laurel to Connersville, Ind. (Fatout - ARJ, late 6/45, by 7/3)

- June 1845 The Polk Administration organ, the *Washington Union*, agitates the seizure of California from Mexico. (Howe)
- June 16, 1845 All stock of the North Branch Canal Company has been subscribed and 10% paid in. (CarbCoGaz)
- June 16, 1845 Books opened for the Cleveland, Columbus & Cincinnati Railroad. (ARJ)
- June 17, 1845 Wiconisco Canal Company receives letters patent. (PaSecyState)
- June 18, 1845 Texas Congress approves annexation to the U.S. (Wheelan)
- June 19, 1845 Indianapolis *Sentinel* reports that Madison & Indianapolis Railroad has secured \$35,000 from New York capitalists and \$15,000 from Philadelphia. (Daniels)
- June 1845 Madison & Indianapolis Railroad lets contract for extension from Columbus to Indianapolis.
- June 1845 *Madison Banner* reports that passenger cars now run to 5 miles north of Columbus on the Madison & Indianapolis Railroad. (ARJ)
- June 21, 1845 Trustees of the Illinois & Michigan Canal, William H. Swift and David Leavitt, elected by the creditors at New York on May 27, and Gen. Jacob Fry appointed by the Gov. on June 10, call in the first installment on the new loan; they have already taken possession of the canal. (Putnam)
- June 23, 1845 LIRR cuts the Brooklyn-Boston fare from \$5 to \$2 in rate war between Cornelius Vanderbilt and the Stonington Line. (BrklynEgle, diamond)
- June 23, 1845 Capt. John C. Fremont leaves Kansas City with a small force on what is nominally a surveying and scientific expedition; Fremont is to be in position to aid in capturing California. (Wheelan)
- June 24, 1845 North Branch Canal Company receives letters patent. (PHMC)
- June 25, 1845 PW&B cuts first class fare from \$3 to \$2 to meet competition of Chesapeake & Delaware Canal barge line. (BaltAm)
- June 25, 1845 Public meeting held at Grand Rapids, Mich., petitions the Legislature for a charter for a railroad to Battle Creek. (Baxter)
- June 25, 1845 Merchants Branch Bank of Cleveland organized as a branch of the State Bank of Ohio. (Johnson/Cuyahoga)

- June 26, 1845 Miami Extension Canal completed to connection with Wabash & Erie Canal west of Defiance; first boat, *Rose of Toledo*, arrives in Cincinnati with five passengers. (ARJ - or 6/25 - Scheiber notes a larger prism and two very large reservoirs result in a final cost of \$3,195,100 versus an estimate of \$2,055,400; the canal turns the export trade of the area north of Piqua towards Toledo and Lake Erie, but increases manufactures sent north from Cincinnati into northwestern Ohio; coal from Pittsburgh and groceries from the South are also shipped north on the canal to Toledo and salt from New York is shipped south from Toledo to Cincinnati meatpackers)
- June 27, 1845 Ceremonial procession arrives in Toledo from Cincinnati opening Miami Extension Canal between point 12 miles north of St. Marys and junction with the Wabash & Erie Canal west of Defiance, completing a second canal route between the Ohio River and Lake Erie. (Waggoner,)
- July 1, 1845 Little Miami Railroad contracts for the completion of line between Xenia and Springfield. (AR)
- July 1, 1845 Richmond, Fredericksburg & Potomac Railroad officers assume operation of Washington & Fredericksburg Steamboat Company after buying half the stock for \$31,000. (Mordecai)
- July 1, 1845 City Bank of Cleveland and Western Exchange Bank of Warren organized as independent banks under the Ohio Bank Act. (Huntington)
- July 2, 1845 J.F.D. Lanier reports to the Madison & Indianapolis Railroad that he has placed \$15,000 bonds in Philadelphia, \$35,000 in New York, and \$20,000 with the New York banking house of Winslow & Perkins, who are to receive a 5% commission; these are the first securities of a Midwestern railroad to be floated through a New York banking house; Board authorizes reletting all the sections between Edinburg and Indianapolis at Franklin on July 15; appoints a committee to evaluate Andrew Cathcart's competence as a mechanic. (MB, ARJ)
- July 3, 1845 LIRR begins a day line with the steamboat *Worcester* to Newport and Providence at \$1 fare, part of a plan by Cornelius Vanderbilt and his associates to squeeze the New York, Providence & Boston Railroad (Stonington Line); Vanderbilt, who has a non-competitive contract with the Stonington Line, has Daniel Drew's People's Line, in which he has an interest move one of its boats from the Hudson to the Providence route; having driven down the price of Stonington shares, Vanderbilt and Drew begin buying for control. (ARJ, BrklynEgle, Stiles - Dunbaugh says in about a week the new *Traveller* operates Allens Point-Greenport and the *New Haven* Providence-Greenport)
- July 3, 1845 Madison & Indianapolis grants J.F.D. Lanier 2% of \$50,000 paid in stock. (MB)

- July 4, 1845 Madison & Indianapolis Railroad holds "great free barbecue" at Edinburg to celebrate opening to that point; offers free train rides. (Daniels - advert. 6/19 - may not have come off or long wait for rev. service - see 9/45)
- July 5, 1845 Tonawanda Railroad completes relaying with heavy plate rail, and a third or day train placed in service between Rochester and Buffalo. (ARJ)
- July 1845 New Norris locomotive on the LIRR runs to Greenport in 2:30. (ARJ)
- July 1845 Robert Faries, Pres. & Chief Engineer of the Williamsport & Elmira Railroad, and Ashbel G. Ralston, Pres. of the Tioga Navigation Company, make a new examination for a connecting line between both railroads, now with a maximum grade of 70 feet per mile. (ARJ)
- July 1845 After completion of a second route to Lake Erie, Ohio cuts canal tolls to favor the Lake route to the East.
- July 7, 1845 Future PRR Superintendent Louis K. Lodge (1845-1890) born at Lower Merion Township, Pa.; son of Thomas Garrett Lodge (1811-1894) and Susanna Evans Lodge (-1880). (ancestry.com)
- July 8, 1845 PW&B authorizes running night mail trains at 10:00 PM, providing given a 25% increase allowed by Congress for night running. (MB)
- July 9, 1845 Canal Bank of Cleveland organized as an independent bank under the Ohio Bank Act; by the end of the year, the number of banks in Ohio has increased from 8 to 29. (Huntington)
- July 10, 1845 Madison & Indianapolis Railroad secures \$50,000 5-year 7% mortgage loan, which is placed in New York City. (C&C, Daniels, Anderson)
- July 12, 1845 B&O stockholders reject Virginia act of Feb. 19 at special meeting by vote of 50,632-2, the two shares being voted by a Wheeling stockholder; City of Wheeling's shares are declared ineligible to vote. (BaltAm)
- July 1845 NC&F in now operating *Robert Morris* on the Delaware River and *Constitution* on Chesapeake Bay. (ARJ)
- July 1845 Marvin Porter surveys the Canandaigua & Corning Railroad via Bath. (ARJ)
- July 1845 B&O reduces the fare on the Washington Branch to \$2; earnings actually increase. (AR)
- July 1845 Erie & Kalamazoo Railroad and Michigan Southern Railroad agree to charge the same rates, Toledo-Adrian and Monroe-Adrian. (Waggoner)

- July 1845 Himrod & Vincent blow in the Clay Furnace on the Shenango in Mercer County; near the end of the year it becomes the first U.S. blast furnace to use raw bituminous coal, the Mercer County block coal having proved unsuitable for coke-making. (Swank)
- July 16, 1845 Canal Commissioners rule that last appropriation of \$20,000 is insufficient to complete Eastern Reservoir and refuse to resume construction. (CC)
- July 16, 1845 Lykens Valley Railroad & Coal Company revived with Board meeting in Philadelphia; Henry Sheaffer, Pres.; directors include Edward G. Dutilh, Stephen Colwell, Jacob Lex and Edward Gratz. (MB)
- July 16, 1845 Louis McLane, appointed Minister to Great Britain by Pres. Polk, sails for Europe; Samuel Jones named Pres. pro-tem of B&O, which is left partly leaderless during a critical period. (Dilts)
- July 17, 1845 PW&B appoints a committee to meet with Chesapeake & Delaware Canal at the canal company's request. (MB)
- July 17?, 1845 Mansfield & Sandusky City Railroad (?) resumes carrying passengers between Sandusky and Morrisville. (ARJ)
- July 19, 1845 Broad Street Fire ravages lower Manhattan business district, taking 30 lives and destroying 300 buildings. (Stokes, Trager)
- July 1845 Potato late blight fungus (*Phytophthora infestans*) arrives in Belgium, probably traveling on Mexican or American potatoes imported after several years of bad harvests; the year is cooler and wetter than normal in Europe, which with the variable winds spreads the spores quickly from Flanders through Europe. (Fagan)
- July 1845 West Chester Railroad abandons quarry branch between Kirkland and Oakland, Pa. (C&C, Moore, CCHS - West Chester paper says was built solely to get marble for Bank of Chester County and abandoned once bank finished)
- July 1845 West Chester Railroad completes heavier track and Columbia Railroad locomotives begin running through to West Chester. (mid-July - Moore has 8/30!)
- July 21, 1845 James Buckelew (1801-1869), the founder of Jamesburg, and Nathaniel S. Rue of Freehold establish a stagecoach line from Jamesburg on the Camden & Amboy Railroad to Freehold, N.J.; later extended to Long Branch. (Clayton/Middlesex)
- July 23, 1845 Philo M. Everett and other investors from Jackson, Mich., form the Jackson

- Mining Company, originally to open copper mines on the Keweenaw Peninsula of Michigan, but it discovers a large body of iron ore near Teal Lake at present-day Negaunee in the Marquette Range; this is the first of the Lake Superior iron ranges to be opened. (Walker, Bowlus, Reynolds/Dawson)
- July 25, 1845 Eleazar Lord (1788-1871) resigns as Pres. of the New York & Erie Railroad for the third and last time after the route is moved from via Sullivan County to via Port Jervis over his objections; New York dry goods merchant Benjamin Loder (1801-1876) elected Pres.; Maj. Thompson I. Brown is Chief Engineer. (Mott, Ellis/Cattaraugus)
- July 31, 1845 PW&B Board announces failure to reach agreement with Chesapeake & Delaware Canal. (MB)
- Summer 1845 Navigation of the Ohio River above Wheeling is suspended for 66 days by low water. (StdHistPitts)
- Aug. 1, 1845 Gen. Zachary Taylor's expeditionary force crosses the Nueces River, which Mexico recognizes as its boundary with Texas, and occupies Corpus Christi. (Wheelan)
- Aug. 1, 1845 August interest of the PW&B, \$24,000, is paid through the efforts of Charles Henry Fisher, who personally advances \$16,000; Fisher hopes to arrange a truce with the Chesapeake & Delaware Canal Company. (FisherDiary)
- Aug. 4, 1845 Democrats retake the Indiana House from the Whigs, the Senate remains split. (Esarey)
- Aug. 8, 1845 PW&B raises first class fare from \$2 to \$3 and second class fare on mixed train from \$0.50 to \$1.50. (BaltAm)
- Aug. 8, 1845 Canandaigua & Corning Railroad Company organized. (Poor - verify in C&C!!)
- Aug. 8, 1845 Fall River Branch Railroad, Middleborough Railroad, and Randolph & Bridgewater Railroad merge to form the "United Corporation of the Middleborough Railroad Corporation with the Fall River Branch Railroad Company and the Randolph & Bridgewater Railroad Company"; the name is simplified to Fall River Railroad on Apr. 16, 1846; the new company will form a route between Braintree, on the Old Colony Railroad south of Boston, and Fall River independent of the Boston & Providence Railroad. (NHCorp)
- Aug. 1845 Wiconisco Canal under contract; Lykens Valley Railroad to be relaid with T-rail next summer. (BaltAm)
- Aug. 1845 Baldwin completes 0-6-0 *Ohio* (c/n 234) for Little Miami Railroad; *Ben*

Franklin (c/n 235) follows in Sep. (Lovell)

- Aug. 1845 Charles Ellet, Jr., loses a \$1,000 bet to John Gihon of the Reading when the railroad carries more than 100,000 tons of coal in July; Ellet and the canal forces first claim that the railroad cheated by operating on Sundays but eventually drop the matter. (Lewis)
- Aug. 1845 E.W. Clark, Dodge & Co. established in New York as an affiliate of E.W. Clark & Co. in Philadelphia with Luther C. Clark and Edward Dodge as resident partners; the Clarks already have other houses in St. Louis and New Orleans. (Larson)
- Aug. 1845 Morris Canal reopens after rebuilding, although all of the work is not done; the inclined planes can only handle boat up to 50 tons. (CLJones)
- Aug. 1845 Potato blight arrives in Britain and at the Dublin Botanic Garden in Ireland; about a third of the potato harvest is destroyed; in 1846-48, almost the entire crop is ruined; the rural Irish are heavily dependent on small potato patches for food and are too poor to buy imported food; the British government mismanages the relief effort; over the next decade, perhaps 1 million Irish die from starvation or disease, and 2 million emigrate; the population never returns to 1841 levels; the famine also boosts American grain exports to Europe, bringing money to the grain-growing regions of the Northeast and Midwest. (Fagan, Kee, Howe)
- Aug. 18, 1845 Gen. William McDonald (1758?-1845), director of New Castle & Frenchtown and pioneer transporter between Philadelphia and Baltimore dies in 87th year; flags of ships in Baltimore harbor and on Delaware River flown at half-staff in his honor on days before funeral on Aug. 20 . (BaltAm)
- Aug. 19, 1845 Little Miami Railroad extended from Todds Fork (Morrow) to Xenia, Ohio. (AR)
- Aug. 20, 1845 LIRR Board notes that the through fare this year is \$2 vs. \$5 last year. (MB)
- Aug. 20, 1845 Articles of association for the Atlantic, Lake & Mississippi Telegraph Company are drawn up at Syracuse, N.Y., by Henry O'Reilly, Rochester millers Elisha D. Ely and Herman B. Ely, newspapermen George Dawson and Alvah Strong, et al., to build from Philadelphia to Pittsburgh and Wheeling. (Thompson)
- Aug. 21, 1845 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad approves issue of 4,000 shares of stock to pay off floating debt. (AR)
- Aug. 30, 1845 First state locomotives run on passenger trains to West Chester. (Moore - verify)

- Sep. 2, 1845 Lykens Valley Railroad & Coal Company appoints George E. Hoffman (1808-1884) Engineer to examine the state of the railroad from Millersburg to the tunnel now being driven by the Lykens Valley Coal Company. (MB)
- Sep. 4, 1845 Democratic caucus for nominating candidate for Canal Commissioner divided on B&O issue; James Burns, choice of the anti-B&O forces in the eastern part of state prevails over Israel Painter, choice of the pro-B&O western delegates. (Snyder)
- Sep. 5, 1845 LIRR director Henry Ruggles calls attention to the desirability of tapping the traffic of the heavily industrialized area in southeastern New England around Providence and Fall River, of which Fall River is seen as having the most potential; notes that the Norwich & Worcester Railroad and Boston & Worcester Railroad collude to keep prices high, so that the LIRR gets only 45% of the receipts for 60% of the work; Board authorizes meeting with representatives of the Fall River Branch Railroad, the New Bedford & Taunton Railroad and the Old Colony Railroad for a through line to Boston via Fall River; Board refuses to accept two locomotives delivered by the Norris Locomotive Works in July and Aug. because of their poor performance over the summer. (MB)
- Sep. 8, 1845 New York & Erie Railroad opens books at New York for \$3 million in new stock. (ARJ)
- Sep. 8, 1845 Meeting at Danville, Pa., resolves in favor of completing Danville & Pottsville Railroad. (ARJ)
- Sep. 8, 1845 Little Miami Railroad Board orders two locomotives from Baldwin. (MB)
- Sep. 8, 1845 Madison & Indianapolis Railroad opens between Columbus and Edinburg, Ind. (11 mi.) (Anderson, Sulzer - was opened on 7/4?!!)
- Sep. 9, 1845 Little Miami Railroad grants William Mills a commission of \$1,500 for placing bonds in Boston; appoints committee to get price on right of way from Cincinnati to Fulton between Front Street and Ohio River; Mills, the proprietor of Yellow Springs, where he and Horace Mann has established Antioch College, went to New England at own expense and got Boston capitalists to subscribe \$500,000 to Little Miami and Mad River & Lake Erie Railroads. (MB, Smiths)
- Sep. 11, 1845 Canal Commissioners notify Susquehanna & Tide Water Canal that they will close the outlet lock at Columbia unless they accept state relief notes in payment of tolls. (CC)
- Sep. 11, 1845 Georgia Railroad opened to "Terminus" or Marthasville, the junction with the

state-owned Western & Atlantic Railroad; town is later named Atlanta, supposedly by J. Edgar Thomson from the feminine form of Atlantic; revenue service begins Sep. 15. (Ward, Cumming, Hanson)

- Sep. 12, 1845 Future PRR Secretary John Clark Sims (1845-1901) born at Philadelphia. (RyW)
- Sep. 12, 1845 Future mining engineer and manager of the PRR's anthracite coal mines Irving Ariel Stearns (1845-1920) born at Rushville, N.Y. (AIMMPE)
- Sep. 12, 1845 J. Edgar Thomson invests \$24,000 in the stock of the Montgomery & West Point Railroad as part of an Augusta-based pool that includes Lemuel P. Grant and John King. (Ward)
- Sep. 14, 1845 Atlantic, Lake & Mississippi Telegraph Company formally organized; Henry R. Selden, Pres., and Henry O'Reilly, Secretary; orders construction of the first section of line between Philadelphia and Harrisburg; the territory covered by O'Reilly's contract is to be divided among six separate companies: the Atlantic & Ohio Telegraph Company (Philadelphia-Pittsburgh), the Pittsburgh, Cincinnati & Louisville Telegraph Company; the Ohio & Mississippi Telegraph Company (Louisville-St. Louis), the Ohio, Indiana & Illinois Telegraph Company (Dayton-Toledo and Dayton-Indianapolis-Chicago), the Lake Erie Telegraph Company (Buffalo-Detroit and Pittsburgh-Cleveland), and the Illinois & Mississippi Telegraph Company (Chicago-St. Louis); the Atlantic, Lake & Mississippi Telegraph Company is to guarantee payments to O'Reilly as contractor and take at least one-eighth of the stock of the subsidiaries, but it eventually becomes little more than a blanket name. (Thompson)
- Sep. 15, 1845 Union Canal of Pennsylvania Board authorizes William E. Morris to continue the surveys and estimates for enlarging the canal to include the Eastern Division between Lebanon and Reading. (AR)
- Sep. 15, 1845 B&O cuts its Baltimore-Washington fare from \$2.00 to \$1.60 or 4 cents per mile; discontinues round-trip tickets and competing stagecoach line withdrawn. (AR)
- Sep. 1845 Fire at Broad & Cherry Streets, Philadelphia, destroys forwarding depots of James Steel & Co. on southwest corner and of Craig, Bellas & Co. on north side. (Scharf - early Sep)
- Sep. 1845 Fire destroys the forwarding depots and flour warehouses of James Steel & Co. on the southwest corner of Broad & Cherry Streets and of Craig, Bellas & Co. on the northwest corner. (Scharf)
- Sep. 1845 Sylvester Medberry, formerly a canal engineer, surveys Columbus & Xenia

Railroad. (Marvin)

- Sep. 1845 Mansfield & Sandusky City Railroad (?) begins operating horse-drawn construction trains from Sandusky as far as Plymouth, where they are stopped by the need to dig a deep cut. (Graham/Richland)
- Sep. 1845 Henry O'Reilly begins construction of a telegraph line along the railroad from Lancaster to Harrisburg; at this point it is uncertain if the Magnetic Telegraph Company can build along the PW&B or be forced to detour via Lancaster and York; his brother John I. Reilly is in charge of construction, with James D. Reid (1819-1901) and Anson Stager (1825-1885) of the *Rochester Daily Democrat*, David Brooks (1820-1891), and Henry Hepburn to install the wire. (Thompson)
- Sep. 1845 Work resumes on the Illinois & Michigan Canal. (Smith)
- Sep. 1845 Commercial Bank organizes as a Cleveland branch of the State Bank of Ohio. (Johnson/Cuyahoga)
- Sep. 17, 1845 Future lawyer, Senator and railroad entrepreneur Calvin Stewart Brice (1845-1898) born at Denmark, Ohio. (CongBio)
- Sep. 18, 1845 New Jersey Railroad Board orders repairs to the ferry *Aresseoh*. (MB)
- Sep. 19, 1845 Future PRR Engineer of Floating Equipment Henry Selby Hayward (1845-1914) born at Brooklyn, N.Y. (PRRBio, RyAgeGaz)
- Sep. 20, 1845 New York & Harlem Railroad contracts for an extension from White Plains to the Putnam County line. (AR)
- Sep. 22, 1845 Arsonist destroys Shavers Ford Aqueduct on ___ Division Canal.
- Sep. 25, 1845 Cornelius Vanderbilt and the LIRR begin offering an overnight service between Brooklyn and Boston, using the *New Haven* between Greenport and the India Point, Providence, dock of the Boston & Providence Railroad with a 50 cent fare three times a week; the *Traveller* continues a day service between Greenport and Stonington. (Dunbaugh, ARJ)
- Sep. 25, 1845 New York, Albany & Buffalo Telegraph Company organized under the Morse patents by stagecoach proprietors Theodore S. Faxton (?-1881) and John J. Butterfield (1801-1869) of Utica, expressmen Henry Wells (1805-1878), Crawford Livingston, et al. (Thompson)
- Sep. 26, 1845 Stockholders of the New York, Boston & Providence Railroad (Stonington Line) hold a meeting at the Astor House; Cornelius Vanderbilt tries to rally a movement to oust the old Board headed by Elisha Peck. (Stiles)

- Sep. 26, 1845 George S. King & Co. buy coal and iron ore rights at Prospect Hill near Johnstown, which will later supply the Cambria Iron Company; the Prospect Hill ore produces a superior railroad rail. (Storey)
- Sep. 27, 1845 George W. Edwards tells Richard D. Wood that the Reading intends to carry all the Schuylkill coal next year. (Wood)
- Sep. 28?, 1845 Old Board of the New York, Providence & Boston Railroad reelected. (Stiles - check)
- Fall 1845 John B. Jervis and Henry Tracy make preliminary surveys for a railroad along the east bank of the Hudson River for New York merchant James Boorman. (Jervis/FitzSimons)
- Oct. 4, 1845 Canal Commissioners authorize boats stringing the Magnetic Telegraph Company line to pass free of toll. (CC)
- Oct. 5, 1845 Future PRR VP Sutherland Mallet Prevost (1845-1905) born at Philadelphia; son of Charles Henry Mallet-Prevost (1818-1887) and Caroline Sutherland; an old Huguenot family with roots in Normandy going back to the Middle Ages. (PRRMN has 10/4, Wilson 10/5)
- Oct. 7, 1845 George E. Hoffman reports to Lykens Valley Railroad & Coal Company on the state of their railroad; company has repurchased \$2,387 certificate of loan and 132 shares from former Pres. Henry Schreiner. (MB)
- Oct. 8, 1845 Capt. Mason L. Weems (1814-1874) places the new steamboat *Planter* in service on Patuxent River Line to Green Landing, running alternately with *Patuxent* (BaltAm, Holly)
- Oct. 8, 1845 Montour Iron Company of Danville, Pa., rolls first U.S. T-rail; established by skilled operators William Hancock and John Foley from Great Britain. (Paskoff, ed - Swank credits Mount Savage with rolling some T-rails in the fall of 1844)
- Oct. 1845 Cincinnati grants Little Miami Railroad permission to use locomotives in Front Street at maximum speed of 4 MPH; use of horses on freight cars is discontinued.
- Oct. 10, 1845 Old Colony Railroad opens between South Boston (Dorchester Avenue) and Plymouth. (Barrett)
- Oct. 10, 1845 U.S. Naval School, later the U.S. Naval Academy, opens at Annapolis, Md. (FactsStates, wiki)

- Oct. 11, 1845 Georges Creek Coal & Iron Company leases its Lonaconing Furnace to Christian E. Detmold (1810-1887); he makes plans to reopen the furnace and build a railroad to the Maryland Mining Company's railroad. (Pam)
- Oct. 11, 1845 Cleveland, Columbus & Cincinnati Railroad organized at Columbus; John W. Allen of Cleveland, Pres.; William Neil, Treasurer. (ARJ, Marvin)
- Oct. 12, 1845 Heavy rains begin, ending the drought that began in April that has crippled the Union Canal of Pennsylvania; the Big Reservoir is filled in 42 hours, and boats can resume running from Pine Grove, where 6,000 tons of coal has been stockpiled on the company's railroad. (AR)
- Oct. 13, 1845 Major flood in the Lehigh/Delaware watershed; 23 feet at Easton. (BucksCoHS:6)
- Oct. 14, 1845 Democrats elect James Burns of Mifflin County as Canal Commissioner and retain both houses of the Legislature. (Snyder)
- Oct. 14, 1845 PW&B rules that all "extras" are subordinate to all regular passenger trains, except for one carrying the text of the President's annual message. (MB)
- Oct. 14, 1845 Dr. Douglas Houghton (-1845), the first State Geologist of Michigan, drowns when the boat he is riding on capsizes in Lake Superior. (Dunbar)
- Oct. 14, 1845 Article in the London *Times* questions the prevailing railway mania, particularly as to where all the construction laborers and all the future traffic is going to come from. (Francis)
- Oct. 15, 1845 Joint Companies Executive Committee hears a presentation from the Messrs. Potts for a line of the Magnetic Telegraph Company between New York and Philadelphia; the Joint Companies refuse permission, so the line is built west to Norristown, then along the Old York Road to Somerville, the Elizabethtown & Somerville Railroad to Elizabeth, and thence to Newark. (MB, Thompson)
- Oct. 1845 Pres. James K. Polk dispatches Commodore Robert F. Stockton to California via Cape Horn, where he is to frustrate any designs of England or France to annex it and, if war is declared, to assist Commodore John Sloat's Pacific Squadron in capturing the California ports. (Wheelan, Howe)
- Oct. 1845 \$3 million has been raised for the New York & Erie Railroad. (Mott)
- Oct. 1845 With the Georgia Railroad completed, J. Edgar Thomson considers exploring opportunities in the West and Northwest. (Ward)
- Oct. 1845 Attempts by Ezra Cornell to extend the Magnetic Telegraph Company line across the Hudson River between Fort Lee and upper Manhattan fail when a

- ship's anchor breaks the cable. (Thompson)
- Oct. 1845 White Water Valley Canal opens to Cambridge City, Ind., completing a line from Lawrenceburg. (Fatout - early, by 10/15 ARJ)
- Oct. 16, 1845 Public meeting held in Wooster, Ohio, in support of the Cleveland, Columbus & Cincinnati Railroad. (Douglass/Wayne)
- Oct. 20, 1845 LIRR discontinues its overnight Boston train. (Brkln Egle, Dunbaugh)
- Oct. 20, 1845 Richard D. Wood agrees with his half-brother David C. Wood and E. T. Randolph to carry on their Millville Furnace next year. (Wood)
- Oct. 21, 1845 Railroad convention meets at Ridgway, Pa., in a futile attempt to revive the Sunbury & Erie Railroad. (ARJ)
- Oct. 22, 1845 New Jersey Railroad committee reports in favor of making a two to three-year lease of the Elizabethtown & Somerville Railroad and changing its gauge; a resolution to this effect is made but not adopted. (MB - wasn't E&S 4'-10" already?)
- Oct. 22, 1845 New York & Boston Magnetic Telegraph Association organized under the Morse patents by F.O.J. Smith; line is to follow the New York & Harlem Railroad in Manhattan, then the turnpike to New Haven, and thence along the railroads via Springfield and Worcester. (Thompson)
- Oct. 23, 1845 Madison & Indianapolis Railroad Board orders the passenger car speeded up and more care taken in the way business; J.F.D. Lanier recommends the use of T-rail or U-rail. (MB)
- Oct. 25, 1845 Canal Commissioners James Clarke and William B. Foster, Jr., vote to postpone confrontation with the Susquehanna & Tide Water Canal over relief notes; Commissioner Hartshorne votes to break connection. (CC)
- Oct. 25, 1845 Meeting held at Elmira for extending Williamsport & Elmira Railroad from Ralston. (ARJ)
- Oct. 25, 1845 Meeting held at Toledo in favor of a railroad from Buffalo to Toledo. (ARJ)
- Oct. 27, 1845 Delaware & Raritan Canal Company bars loading canal boats across tracks of Camden & Amboy Railroad where it runs along canal. (MB)
- Oct. 28, 1845 Meeting at Board of Trade rooms in Merchants Exchange in Philadelphia in support of an all-rail route to Pittsburgh chaired by Thomas Pim Cope (1768-1854); State Senator Charles Gibbons supports the extension of the B&O from Cumberland with a connection from Wills Creek to Chambersburg on the

- Cumberland Valley Railroad; majority favors a line up the Juniata using the Portage Railroad as a temporary expedient; committee of 15 appointed to arrange a town meeting. (Cope Diary)
- Oct. 29, 1845 Convention held in Danville, Pa., for reviving Danville & Pottsville Railroad, and extending a line through Williamsport and Elmira or Corning into New York State. (ARJ)
- Oct. 29, 1845 Cleveland & Pittsburgh Railroad Company organized; James Stewart of Wellsville elected Pres.; order Col. S. Dodge to publish his survey between Cleveland and Wellsville via Ravenna, Salineville and Salem; order final survey from Wellsville up Yellow Creek to Ravenna; James Farmer of Salineville is influential in getting the line to run through Salineville with its salt wells and coal mines, but which makes a longer route to Pittsburgh. (MB, McCord)
- Oct. 30, 1845 Ohio Board of Public Works advertises it will receive proposals for purchase of the Ohio Railroad in whole or part between the Pennsylvania state line and the Maumee River until Dec. 24. (ARJ)
- Oct. 31, 1845 Convention held at Williamsport in favor of a railroad to reach the New York & Erie Railroad and continue to Canandaigua. (ARJ)
- Fall 1845 Pliny Hoagland (-1884), formerly a civil engineer on the Sandy & Beaver and Wabash & Erie Canals, moves to Fort Wayne, Ind., where he becomes a civic leader and proponent of railroads that will become the PFW&C and the GR&I. (VllyUpprMaumee)
- Nov. 2, 1845 Washington & New Orleans Telegraph Company organized under the Morse patents by John J. Haley. (Thompson)
- Nov. 3, 1845 Radical Democrats win a clear majority in the N.Y. Legislature and control of the Canal Board; they purge the canal system of conservative officeholders; they are also in a position to control the upcoming Constitutional Convention. (Shaw)
- Nov. 4, 1845 News of the failure of the Irish potato crop reaches New York. (GTStrong)
- Nov. 4, 1845 Terre Haute branch of the State Bank of Indiana opens. (Bradsby/Vigo)
- Nov. 7, 1845 Orrin S. Wood of the New York, Albany & Buffalo Telegraph Company opens a line between Buffalo and Lockport, the first working commercial telegraph line built by a private company in the U.S. (Thompson)
- Nov. 8, 1845 Meeting held at Cleveland in favor of a railroad between Buffalo and Toledo; fear is that the Great Western Railway will divert all through traffic to the

north shore of Lake Erie. (ARJ)

- Nov. 10, 1845 Old Colony Railroad completes direct line between a temporary station at South Boston and Plymouth, Mass. (NHCorp, Humphrey)
- Nov. 11, 1845 PW&B Board reports settlement with Post Office Dept.; will run a night line leaving Philadelphia at 10:00 PM from Mar. 15 to Dec. 10 each year through June 30, 1848 at old rate of compensation. (MB)
- Nov. 12, 1845 Former Gov. David R. Porter presides at a state tariff convention at Hollidaysburg designed to promote bipartisan support for retaining the Tariff of 1842; most Democrat leaders boycott the meeting. (Snyder)
- Nov. 12, 1845 Four-day convention, presided over by John C. Calhoun, meets at Memphis, Tenn., to push for an improvement of the Mississippi River and its tributaries and for a ship canal between the Mississippi and the Great Lakes; Col. ___ Gadsden, Pres. of the South Carolina Railroad, presents a plan for a transcontinental railroad on a southern route. (Putnam, Albright, Larson)
- Nov. 13, 1845 Railroad meeting held at Elmira for completion of the Williamsport & Elmira Railroad and development of a line from Baltimore and Harrisburg into central New York State. (ARJ)
- Nov. 15, 1845 Future Buffalo, New York & Philadelphia Railway official Archer Nevins Martin (1845-1894) born at Philadelphia. (ancestry.com)
- Nov. 1845 Montour Iron Company delivers first installment of T-rails for completing the relaying of the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad between Elizabethtown and Harrisburg. (AR)
- ca. Nov. 1845 Chemung Railroad surveyed between Elmira and Jefferson at the head of Seneca Lake. (ARJ)
- Nov. 1845 Columbus & Xenia Railroad discharges engineer corps. (Marvin)
- Nov. 18, 1845 Committee presents the estimates for enlarging the Union Canal of Pennsylvania to the stockholders meeting; cost for Pine Grove-Middletown estimated at \$330,000; Lebanon-Reading at \$591,000. (AR)
- Nov. 19, 1845 New Jersey Railroad appoints Charles A. Woolsey (1809-1877), formerly with the New York & Providence Line, Superintendent of Ferries at Jersey City, replacing ___ Rockwell. (MB)
- Nov. 21, 1845 Railroad convention held at Lock Haven in support of Sunbury & Erie.
- Nov. 22, 1845 LIRR Board votes to build a first-class fast steamboat for Greenport-Fall River

service; this boat was probably the *Atlantic*, built to specifications of Cornelius Vanderbilt. (MB, diamond)

- Nov. 22, 1845 New Jersey Railroad VP Robert Schuyler reports on the condition of the road; asks for the appointment of an assistant at Jersey City, with Superintendent Timothy L. Smith to remain in charge of the shops. (MB)
- Nov. 22, 1845 Future Union Line manager Edwin Alexander Dawson (1845-1917) born at Pittsburgh. (MB)
- Nov. 23, 1845 Future Lines West General Counsel Joseph Judson Brooks (1845-1914) born at Salem, Ohio. (MB)
- Nov. 24, 1845 Joint Companies Executive Committee hears a report from Ashbel Welch and Joseph Henry that the telegraph patents of Morse and Royal E. House (1814-1895) don't conflict; Welch reports on building a connection between the Delaware & Raritan and Delaware Division Canals at Blacks Eddy or Wells Falls; orders the construction of a new passenger steamboat for Delaware River service (the *John Potter*) and converting the *New Philadelphia* to a towboat. (MB)
- Nov. 24, 1845 Atlantic, Lake & Mississippi Valley Telegraph Company (Atlantic & Ohio Telegraph Company), organized by Henry O'Reilly of Rochester, completes the first telegraph line in Pennsylvania between Lancaster and Harrisburg; at first, Ezra Cornell sends instruments of his own invention, for which he is seeking a patent, which O'Reilly returns; the line does not open with Morse instruments until Jan. 8, 1846. (Thompson, Wilson)
- Nov. 25, 1845 Michigan's Central Railroad opens between Marshall and Battle Creek. (Marsh)
- Nov. 25, 1845 Providence & Worcester Railroad companies of Mass. and R.I. consolidated. (NHCorp)
- Nov. 25, 1845 Joseph Bruff Seth (1845-1927), Maryland politician and future projector of the Baltimore & Eastern Shore Railroad, born at Easton, Md.
- Nov. 29, 1845 Meeting at Ebensburg in favor of PRR, an all-rail route across the state. (ARJ)
- Dec. 1, 1845 PW&B raises fare from \$3.00 to \$4.00 by mail train and from \$1.50 to \$2.00 by freight-accommodation (mixed) trains. (MB)
- Dec. 1, 1845 Pres. James K. Polk's 29th Congress convenes with Democrats controlling both houses. (wiki)
- Dec. 3, 1845 Meeting at Elmira in favor of railroad from Williamsport to Sodus Bay. (ARJ)

- Dec. 5, 1845 Magnetic Telegraph Company begins stringing wire at Philadelphia, terminating at the third floor of the Merchants Exchange. (Scharf)
- Dec. 9, 1845 PW&B Board authorizes contract with New York & Washington Magnetic Telegraph Company granting right of way in return for free use of telegraph. (MB)
- Dec. 10, 1845 Town meeting at Chinese Museum at 9th & Sansom Streets in Philadelphia to promote all-rail route between Harrisburg and Pittsburgh; Thomas Pim Cope, Pres. of Philadelphia Board of Trade, presiding; a committee is appointed to report on feasibility of railroad; Cope closes his address by stating, "Nature has done much for us, let us now see what we can do for ourselves." (Cope Diary)
- Dec. 10, 1845 An "exploring" party led by Capt. John C. Frémont, that has marched overland from St. Louis, arrives in the Great Valley of California, where its mission is to be at hand when the time for seizing California is ripe. (Howe)
- Dec. 11, 1845 Nashville & Chattanooga Railroad incorporated in Tennessee to build between those points. (ICC)
- Dec. 13, 1845 Three Pa. Supreme Court Justices, Chief Justice John B. Gibson (1780-1853), Molton C. Rogers and Thomas Burnside (1782-1851), query Cope on subject of the railroad to Pittsburgh; Gibson and Rogers support the B&O, while Burnside supports the Juniata line. (Cope Diary)
- Dec. 13, 1845 PW&B discontinues freight-accommodation (mixed) trains and hereafter carries no passengers on freight trains. (MB)
- Dec. 15, 1845 New Jersey Railroad Board appoints Jeremiah Van Rensselaer as Assistant to the VP at Jersey City; authorizes a third train between New York and Philadelphia. (MB)
- ca. Dec. 1845 David Watson, Superintendent of the Allegheny Portage Railroad recommends eliminating all use of horses; run locomotives through over planes as is now done on Plane No. 1. (CC)
- Dec. 1845 Survey for the Chemung Railroad finished; cost estimated at \$235,000. (ARJ)
- Dec. 1845 James River & Kanawha Company stockholders resolve that the connection between the James River and the Ohio be by a continuous railroad. (Dunaway)
- Dec. 16, 1845 Richard D. Wood declines the offer to stand for Pres. of the Schuylkill Navigation Company. (Wood)

- Dec. 17, 1845 Little Miami Railroad appoints committee to procure site for engine house near Cincinnati; authorizes construction of temporary passenger station on south side of Front Street; authorizes Pres. to raise \$100,000 by stock or loan to relay track with H-rail and build terminal. (MB)
- Dec. 17, 1845 Little Miami Railroad pays first dividend, 3% in stock. (MB, Marvin)
- Dec. 19, 1845 Charles Butler meets with a committee of the Indiana Legislature and proposes that the state fund the arrears of interest into new bonds; state should pay 3% interest on the debt up to 1851 with the money to be raised by taxation, and 2% of the interest to be paid out of canal tolls. (Esarey)
- Dec. 21, 1845 Future Vandalia Line General Freight Agent George Wesley Davis (1845-) born at Baltimore. (MB)
- Dec. 24, 1845 New Jersey Railroad Board authorizes abandoning the Newark Turnpike within the limits of Jersey City, then as far west as Jersey Avenue (? check). (MB)
- Dec. 25, 1845 Indiana Legislative committee rejects Charles Butler's proposal. (Esarey)
- Dec. 26, 1845 Charles Ellet, Jr., elected Pres. of the Schuylkill Navigation Company to oversee the canal enlargement, replacing Solomon White Roberts. (Lewis)
- Dec. 29, 1845 Raleigh & Gaston Railroad sold at foreclosure for \$363,000 to the State of North Carolina, which assumes the management on Jan. 1, 1846. (Brown)
- Dec. 29, 1845 U.S. annexes Texas as a slave state; Pres. James K. Polk intends to press for the Rio Grande as Texas' southern boundary, instead of the effective boundary further north on the Nueces River. (EAH, Howe)
- 1845 Camden & Amboy Railroad enlarges depots at Camden, South Amboy and Bordentown; builds new engine houses at Camden and New Brunswick; builds new iron towboats *Camden* and *Amboy* and freight steamboats *Transport* and *Rainbow*. (MB)
- 1845 Camden & Amboy builds iron-hulled steamboat *John Stevens* at Hoboken for Philadelphia-Bordentown service. (Watkins, Lytle - MB shows built in 1846!!)
- 1845 Jesse Starr of Camden build the towboat *Mars* for the Delaware & Raritan Canal Company. (Morrison)
- 1845 Delaware & Raritan Canal finally becomes major carrier of coal; 372,072 tons, up from 119,440 tons in 1841. (Taylor)

- 1845 Delaware & Atlantic Railroad sold at foreclosure and abandoned. (Wetzel - Woodward says abandoned 1850)
- 1845 Combined coal traffic of the Schuylkill Canal and Philadelphia & Reading Railroad first exceeds 1 million tons. (AR)
- 1845 PW&B replaces 6.25 miles of track between Philadelphia and Wilmington with T-rail, leaving 10 miles of strap rail. (AR)
- 1845 Baltimore ordinance allows B&O to operate steam locomotives on Pratt Street at night only. (Harwood - verify)
- 1845 Wrightsville, York & Gettysburg Railroad has built a spur along the river bank at Wrightsville. (AR)
- 1845 Traffic over Portage Railroad peaks at 83,972 tons total; Erie Canal tonnage is 42,415 tons westbound and 304,551 tons eastbound. (Rubin)
- 1845 Roebling wire ropes installed on Planes No. 1 & 6 of Portage Railroad. (Wilson)
- ca. 1845 Lykens Valley Rail-road and Coal Company railroad abandoned as worn out. (probably by end of 1844) (Val)
- 1845 New York & New Haven Railroad applies for a charter in New York; blocked by the New York & Harlem Railroad and the Westchester Turnpike Company; the NY&NH finally agrees to connect with the NY&H at Williamsbridge, now in the Borough of the Bronx. (Harlow)
- 1845 Traffic of the Erie Canal first exceeds 1 million tons a year; tolls are over \$2.3 million, increasing demands, particularly in western New York, to complete the enlargement. (Shaw)
- 1845 Alfred Kelley (1789-1859) elected Pres. of Columbus & Xenia Railroad. (NCAB - verify - No William Neil was president!)
- 1845 Columbus & Xenia contracts with Ohio State Penitentiary to build a two track bridge over the Scioto River at Columbus; one track to be a tramroad for bringing stone from a quarry to the state prison. (Marvin)
- 1845 Samuel Henshaw and William Ward of Boston agree to refinance the Mad River & Lake Erie Railroad; Henshaw, Ward, David A. Neal, Matthias P. Sawyer and Henry Timmins elected to Board. (BHR 28)
- 1845 Future Lines West officer Thomas Lightfoot Jewett (1809-1875) establishes a law practice in Steubenville, Ohio, with Thomas Means. (NCAB)

- 1845 Ohio passes its first general law for laying out roads. (Gephart - verify PL)
- 1845 Michigan Governor John S. Barry vetoes bill to add further improvement projects and encumber the rest of the federal land grant of 1841.
- 1845 By now, there are only three banks left in the state of Michigan; during the 1840s, only coin is in circulation. (Dunbar)
- 1845 Henry Wells and William G. Fargo of Livingston, Wells & Co. establish express line between Buffalo and Cincinnati and between Chicago and St. Louis; later renamed Livingston, Fargo & Co. (RRH)
- 1845 Henry Wells and William G. Fargo, operating as Wells & Co., establish first express service at Chicago using steamboats and stages west of Buffalo. (RRH)
- 1845 N.G. Howard, formerly Harden & Co's agent at Philadelphia, establishes Howard's Express; its base is the express contract on the Reading, but for a time it also operates on parts of the DL&W, Lehigh Valley Railroad, Northern Central Railway and Cumberland Valley Railroad. (Harlow)
- c. 1845 Brown Brothers & Co. of New York secures control of the Maryland Mining Company; appoint Horatio Allen Pres. (Dilts)
- 1845 B&O contracts with the Maryland Mining Company to ship 52,500 tons of coal a year. (AR)
- 1845 Shelbyville Lateral Branch Railroad Company incorporated in Ind. to build from Edinburg on Madison & Indianapolis Railroad to Shelbyville. (Sulzer - not found in PL)
- 1845 John B. Jervis makes a new railroad survey between New York and Albany along the west bank of the Hudson River after the project secures the backing of John Boorman (1783-1866) and other New York City merchants. (Harlow)
- 1845 J. Edgar Thomson's Pennsylvania colleague Richard Peters (1810-1889) arrives in Atlanta, Ga., from Augusta as Superintendent of the Georgia Railroad; he soon becomes the city's largest landowner and proprietor of one of the largest flour mills in the South. (Duncan)
- 1845 Harkness Machine Shop of Alexander Bonner Latta (1821-1865) at Cincinnati builds a locomotive for the Little Miami Railroad, the first built west of the Alleghenies. (WwasW - verify - locos built in Pittsburgh earlier??!)
- 1845 John Farson Starr (1818-1904) establishes the Camden Iron Works on Bridge

Avenue above 3rd Street for the manufacture of gas machinery and piping; he has previously been associated with his father Moses Starr and brother Jesse W. Starr in the manufacture of iron steamboats, including the *John Stevens*. (Prowell)

- 1845 Philadelphia drygoods merchant Richard D. Wood (1799-1869) is elected a director of the Schuylkill Navigation Company. (RDWoodCo - verify MB?)
- 1845 Richard D. Wood begins taking an interest in the blast furnace and foundry of his older half-brother David C. Wood at Millville, N.J. (RDWoodCo)
- 1845 William Milnes opens a slope mine at Jeanesville near Hazleton, Pa.; the patch town is named for Joseph Jeanes of Philadelphia; the Beaver Meadow Railroad extends a branch from Beaver Meadow (?). (Bradsby - verify - Munsell has 1848!!)
- 1845 Burd Patterson, John Penn Brock and James Hart purchase one tract from the Bank of Pennsylvania and one from Judge Gordon of Reading to create the Ashland Estate near the center of the Western Middle Coal Field, named for the plantation of Henry Clay in Kentucky. (Munsell)
- 1845 Lewis Peterson of Tarentum, Pa., brings samples of petroleum found as a contaminant in his salt well to Pittsburgh; owners of the Hope Cotton Factory experiment by mixing it with sperm whale oil and succeed in making a practical lubricant. (DerrickHndbk)
- 1845 Lyon, Shorb & Co. (William Lyon, J. P. Lyon, Anthony Shorb and Thomas McCulloch) build Sligo Furnace on Licking Creek in Clarion County, named for the company's works near Pittsburgh. (HistClarionCo)
- 1845 Daniel P. Rhodes and David Tod open the Brier Hill coal mine near Youngstown, shipping by canal to Cleveland. (Croly)
- 1845 A Welsh miner at the Brier Hill coal mines near Youngstown, Ohio, discovers a stratum of black-band iron ore, which is then smelted locally; it is the first use of black-band iron, long known in Scotland, in the U.S. (Paskoff ed)
- 1845 Dowlais Iron Works at Merthyr Tydfil, South Wales, is at its peak as the greatest iron works in the world, covering 40 acres and employing 7,300; its "Big Mill" rolls 400 tons of rails per week. (HopkinThomasProject)