

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

By Christopher T. Baer

1835

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All data subject to correction and change

- by 1835 David Leech, Walter S. Robarts, and Edmund Toland establish Western Transportation Company (aka David Leech & Co.) to conduct transportation business over Main Line - actually ran 1834 or earlier; run through in 4½ days; other lines are Bingham's Line, Union Line, John Dougherty's Reliance Transportation Line (may be later dates). (Watkins, verify)
- Jan. 1, 1835 New Brunswick Steamboat & Canal Transportation Company, controlled by directors of Camden & Amboy becomes sole proprietor of Union Transportation Line, conducting all Camden & Amboy passenger and freight business; allows directors to rake off profits and charge higher rates than permitted to railroad company alone. (Source for eff. date?); also charters C&A steamboat *Thistle* for New Brunswick run; C&A conducts steamer line on Delaware River; yields profits as high as 38% per year; "Napoleon Company" also agrees to perform steam towing on canal and rivers using vessels owned by Joint Companies. (Thompson)
- Jan. 1, 1835 Erie & Kalamazoo Railroad authorizes grading between Ottawa Lake and Palmyra. (Waggoner)
- Jan. 1835 Camden & Amboy Railroad passengers have to be taken over the ice to Camden; soon after, the company sends a steam ice boat, the *State Rights*, from New York to keep the Delaware River open. (Scharf - note Lytle list shows *State Rights* built at New York as a brig in 1835 and converted to steam; idea was to have a ferry with a strong enough hull and engines to act as an ice breaker to keep its channel open - Prowell notes was first Delaware River ferry with cabins)
- Jan. 3, 1835 Camden & Amboy begins operating own Delaware River ferry to Chestnut Street, Philadelphia. (paper - PSchopp has 1/2 from Camden)

paper)

- Jan. 3, 1835 Wilmington & Susquehanna Railroad selects William Strickland to make a preliminary survey between Wilmington and North East, Md. (PhlPriceCurrent)
- Jan. 3, 1835 Meeting held in Marietta, Ohio, in favor of the state improving the navigation of the Muskingum River with a slackwater system of locks and dams. (Andrews)
- Jan. 4, 1835 The new Camden & Amboy ferry *State Rights* is tested in the Delaware River ice, running around the island and then to the Chestnut Street wharf; the boat is now completely fitted up as an ice breaker, as the company had been forced to bring it down from New York early. (MtHllyMirror)
- Jan. 5, 1835 Joint Companies order remonstrance prepared against the bill to allow the Trenton & New Brunswick Turnpike to build a railroad. (MB)
- Jan. 5, 1835 Eleazar Lord resigns as Pres. of the New York & Erie Railroad because of political opposition from the western counties. (Mott)
- Jan. 5, 1835 J. Edgar Thomson reports on the preliminary survey of the Georgia Railroad to Pres. James Camak. (Ward)
- Jan. 6, 1835 Jesse L. Williams and William Gooding complete the survey for the Whitewater Canal in Indiana. (Mitchell/prosurv.com)
- Jan. 7, 1835 Report of survey by U.S. Engineers for canal from Portage Summit (Akron), Ohio, to Kearney's line in Pennsylvania presented to House of Representatives. (Rept)
- Jan. 1835 Indiana legislative Committee on Canals and Internal Improvements issues report on merits of canals vs. railroads; recommends construction of canals wherever possible as railroads require export of capital to buy rails and locomotives and subject farmers to common carrier monopolies. (House Jrnl 1834-5 p. 346-7)
- Jan. 1835 West Chester Railroad branch opens for freight service between Kirkland and Oakland on Philadelphia & Columbia Railroad. (Moore - see also 9/1834?)
- Jan. 1835 Pioneer Wall Street operator Jacob Little (1797-1865) stages the first New York stock market corner, driving the price of Morris Canal & Banking Company shares from next to nothing to \$185; Little is credited with inventing short selling of stock, i.e., contracting to sell shares you don't own at a higher price, then driving the price down, so that you can buy

- them for less than you originally sold them for. (Clews, Wyckoff)
- Jan. 9, 1835 Philadelphia Board of Trade again petitions the City Councils to extend the City Railroad to the Delaware River docks within the city limits. (Schwartz)
- Jan. 9, 1835 New York Stock & Exchange Board suspends trading in Morris Canal & Banking Company stock; it later invalidates short sales. (Werner)
- Jan. 10, 1835 Northern Liberties & Penn Township Railroad grants Davis, Osborn, Kirk & Schofield permission to run passenger cars from Columbia over the line for \$200 per year, retroactive to July 1, 1834. (MB)
- Jan. 12, 1835 Philadelphia & Trenton Railroad Board authorizes establishing stagecoach line between New York and Morrisville. (MB)
- Jan. 12, 1835 Residents of the Susquehanna Valley petition the Pa. House for an extension of the canal from Columbia to tidewater, saying that the Union Canal is too small and calling for an adequate outlet for the valley's coal trade. (Rept)
- Jan. 13, 1835 J. Edgar Thomson begins the final surveys for the Georgia Railroad during a severe snowstorm and cold wave. (Ward)
- Jan. 1835 Philadelphia Board of Trade memorializes the City Council on extending the City Railroad into the business and warehouse district to avoid breaking bulk and drayage through the streets. (Scharf)
- Jan. 1835 Northern Liberties & Penn Township Railroad completes its warehouse on the Willow Street Wharf. (Scharf)
- Jan. 1835 W. Milnor Roberts resigns from the Allegheny Portage Railroad and Western Division Canal to be Chief Engineer of the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (Wilson)
- Jan. 1835 Pittsburgh Board of Trade organized; Thomas Bakewell, Pres. (StdHistPitts)
- Jan. 17, 1835 Pennsylvania act authorizes temporary loan of \$250,000 to pay interest due on Feb. 1; borrowed from the Bank of Pennsylvania. (PL, PaArch)
- Jan. 17, 1835 Nathan S. Roberts reports to the New York Canal Commissioners suggesting dimensions of 48 x 6 x 30 and locks 110 x 15. (Sweet)
- Jan. 19, 1835 Philadelphia & Trenton Railroad orders construction of depot at Kensington. (MB)

- Jan. 19, 1835 Chief Engineer Charles Gratiot reports to Secretary of War Lewis Cass that \$83,562 of the appropriation for the National Road in Indiana remains unexpended. (Rept)
- Jan. 21, 1835 NC&F stockholders meet at Merchants Exchange and appoint Benjamin W. Richards (1797-1851), Joseph B. McIlvaine (1800-1838), Coleman Fisher, Britain Cooper and John Richardson a committee to investigate the management of the company. (MB)
- Jan. 21, 1835 Public meeting held at Brownsville accepts the survey of the Monongahela River by William Howard. (StdHistPitts)
- Jan. 22, 1835 Commission merchant Robert Simpson Cassat (1806-1891) marries Katherine Kelso Johnston (1816-1895), daughter of banker Alexander Johnston (1784-1832) and Mary Stevenson Johnston (1792-1820) at Pittsburgh; parents of future PRR Pres. Alexander Johnston Cassatt; she has inherited money from her late father, and though of western Pennsylvania Scots-Irish ancestry, has been educated by a neighbor who had been raised in France, she is a lively and intellectual woman and probably the source of the forceful personalities of her two famous children; Robert Cassat later adds an extra "t" to the spelling of the family name. (rootsweb, Mathews)
- Jan. 23, 1835 George C. Wilkins (1835-1916), future PRR General Agent at Baltimore, born in England. (MB)
- Jan. 24, 1835 Virginia act increases the state's subscription to the James River & Kanawha Company to \$3 million and increases the City of Richmond's from \$400,000 to \$650,000, ensuring enough money to organize the company; establishes the principle of increasing the state's share in mixed enterprises from two-fifths to three-fifths. (PL, Dunaway, Hunter/Dooley)
- Jan. 24, 1835 Seat of Alexander County, Illinois, changed from America to Unity. (Long)
- Jan. 26, 1835 John B. Jervis reports to the New York Canal Commissioners suggesting dimensions of 70 x 7 x 42 and locks 110 x 15 for boats of 100 to 120 tons. (Sweet)
- Jan. 29, 1835 Morris & Essex Railroad incorporated in N.J. to build from a point on the New Jersey Railroad between Newark and Elizabethtown to Morristown and further west; later becomes part of Delaware, Lackawanna & Western Railroad (DL&W); it is Newark's entry in the race to build a railroad across the state towards the Pennsylvania anthracite fields. (PL, DL&WCorps, Taber)

- Jan. 29, 1835 Benjamin Wright makes a report on survey of New York & Erie Railroad to the New York Legislature; estimates the cost at \$4.76 million, which is lower per mile than other railroads; Charles Ellet locates an inclined plane 8 miles east of Dunkirk. (Rept, ARJ, Mott)
- Jan. 29, 1835 Committee of the Philadelphia Councils reports against the incorporation of a company to build a canal from Fairmount Dam to Mill Creek (Woodlands) as surveyed by J. Edgar Thomson in 1833; note that the navigation of the river is fine and that there is plenty of room along the banks for individual enterprise to develop docks for the coal trade; the proposed company would attempt to monopolize the outlet for the coal trade; the Councils send it as a protest to the Legislature. (Rept)
- Jan. 30, 1835 New York Canal Commissioners report to the Legislature that the plan to lower tolls on the canals will delay the enlargement of the Erie Canal, and if that happens, the growing traffic will seek other outlets and the revenue will be lost to the state; a new bill is then prepared for the enlargement. (Sweet)
- Jan. 30, 1835 Michigan act establishes a network of territorial roads, including Detroit-Ann Arbor (already built), Jacksonburg to the mouth of the St. Joseph River, Darbornville to Flat Rock on the River Huron, Ann Arbor to the north bend of the River Raisin, Prairie Rond to the Chicago Road at Jonesville, Navarino to Lake Michigan at the mouth of the Twin River. (PL)
- Feb. 2, 1835 Pennsylvania act authorizes Canal Commissioners to establish and collect motive power tolls for services of state locomotives on Philadelphia & Columbia Railroad; are to be registered separately to balance against maintenance expenses. (PL)
- Feb. 2, 1835 Lewes & Millsboro Railroad Company incorporated in Delaware to build from Lewes to Maryland state line; no work done until renamed Breakwater & Frankford Railroad in 1870s. (Val)
- Feb. 2, 1835 Richard Peters (1810-1889) of Philadelphia, a friend of J. Edgar Thomson, joins the survey party as Assistant Engineer of the Georgia Railroad; Peters remains in Georgia, where he becomes a wealthy businessman and leading citizen of Atlanta, but his son Ralph Peters (1853-1923) later returns north as a PRR and LIRR official. (Ward, ColFmlPa)
- Feb. 4, 1835 James Gore King (1791-1853) of the merchant banking house of Prime, Ward & King elected Pres. of New York & Erie Railroad, replacing Eleazar Lord, resigned; Lord is made VP & Treasurer at a salary of \$3,000 a year. (ARJ, Mott, Rept)

- Feb. 4, 1835 Committee of the New York City Common Council reports in favor of state aid to the New York & Erie Railroad. (Rept)
- Feb. 5, 1835 Dedham Branch of Boston & Providence Railroad opens between Readville and Dedham, Mass., with horse power. (Humphrey, NHCorp)
- Feb. 6, 1835 Buffalo & Mississippi Railroad incorporated in Indiana to be part of a railroad from Buffalo to the Mississippi River across northern Indiana. (GrnBk, LS&MS AR, HistStJosCo)
- Feb. 7, 1835 Northern Liberties & Penn Township Railroad sets fare for city passengers between Delaware River and Fairmount at 4 cents. (MB)
- Feb. 7, 1835 DeKalb County, Indiana, created from non-county area; not fully organized; Fulton County created from non-county area; not fully organized; Jay County created from part of Adams New Purchase; not fully organized; Kosciusko County created from non-county area; not fully organized; Marshall County created from part of St. Joseph County and non-county area; not fully organized; Porter County created from non-county area; not fully organized; Pulaski County created from non-county area; not fully organized; Starke County created from part of St. Joseph County and non-county area; not fully organized; Whitley County created from non-county area; not fully organized. (Long)
- Feb. 9, 1835 Pa. act authorizes Philadelphia & Trenton Railroad to bridge Delaware River at Trenton; power of Joint Companies prevents a corresponding act being passed in New Jersey. (PL, Digest)
- Feb. 9, 1835 Thomas S. Clarke's brother-in-law William Thaw joins McKee, Clarke & Co., Pittsburgh forwarding merchants, as a clerk. (Mem.)
- Feb. 9, 1835 New York & Erie Railroad again petitions the N.Y. Legislature for a \$3 million state subscription. (Mott)
- Feb. 10, 1835 Illinois appoints third Board of five Canal Commissioners and authorizes a \$500,000 loan to build the Illinois & Michigan Canal. (Putnam)
- Feb. 10, 1835 Col. Stephen H. Long reports to J. J. Abert of the Army Engineers on railroad surveys from Augusta to Memphis. (Rept)
- Feb. 11, 1835 L. King writes to Simon Perkins of the Pennsylvania & Ohio Canal Company, promising that Philadelphia capitalists will subscribe providing the charter is amended to remove state control over tolls; a supplement is passed __ eliminating control as long as the return on investment does not exceed 10%. (Scheiber - verify PL)

- Feb. 11, 1835 Hillsdale County, Mich., fully organized with county seat at Jonesville. (Long)
- Feb. 11, 1835 Chicago incorporated as a village. (SmokeAbatementRept)
- Feb. 12, 1835 Meeting held at Beaver County court house in support of a railroad between Conneaut, Ohio, and the mouth of the Big Beaver River. (Richard, Bausman)
- Feb. 12, 1835 Illinois incorporates a second President, Directors & Company of the State Bank of Illinois as the state's fiscal agents; State Bank of Illinois is capitalized at \$1.5 million; main office is at Springfield with branches at Vandalia, Galena, Jacksonville, Alton and Chicago; directors are not to be members of the Legislature and are not to interfere in politics. (Garnett, Huston, Dowrie)
- Feb. 12, 1835 Illinois revives the charter of the Bank of Illinois at Shawneetown and extends its charter to Jan. 1, 1857; the state is to sell the stock reserved to it under the earlier charter; the revived bank is controlled at Alton. (Garnett)
- Feb. 12, 1835 Michigan act threatens fines and imprisonment to anyone claiming to exercise Ohio sovereignty in the disputed Maumee Strip. (Waggoner)
- Feb. 13, 1835 Committee on the survey of the Wilmington & Susquehanna Railroad reports, recommending a line in connection with the Delaware & Maryland Railroad to Charlestown on the head of Chesapeake Bay. (Scharf)
- Feb. 13, 1835 Maryland act gives the trustees of the City Bank of Baltimore, which failed in the Panic of 1819, until 1840 to settle its affairs. (PL)
- Feb. 1835 Benjamin H. Latrobe surveys a railroad from Chambersburg through Hagerstown to the Potomac River at Wevers Mill for B&O (Dilts)
- Feb. 16, 1835 West Philadelphia Railroad incorporated in Pa. to build from the Market Street Bridge to the Philadelphia & Columbia Railroad, bypassing the Belmont Plane. (PL)
- Feb. 17, 1835 New Jersey Council (Senate) passes resolution that to pass a charter for a competing railroad between New York and Philadelphia violates faith of the state. (CnclMin)
- Feb. 17, 1835 Ordinance of District of Northern Liberties authorizes Philadelphia & Trenton Railroad to extend through Northern Liberties on Front Street to

junction with Northern Liberties & Penn Township Railroad; to be operated at 5 MPH without steam. (Digest)

- Feb. 17, 1835 Pioneer contracting firm of Colket & Sterns takes the contract to build that part of the Rensselaer & Saratoga Railroad between Troy and Mechanicsville, N.Y. (Scharf)
- Feb. 17, 1835 Engineer Frederick C. Mills (1804-1850) reports on the survey for the Genessee Valley Canal. (ARJ)
- Feb. 18, 1835 Charter supplement authorizes Camden & Amboy Railroad to build branch to South River. (Digest)
- Feb. 18, 1835 Post Office Dept. mail contractors __ report that because of irregularities in carrying the newspaper mail between Philadelphia, Harrisburg and Carlisle by railroad, they must resume operating twice-daily four-horse mail coaches between Philadelphia and Chambersburg. (HistRyMail)
- Feb. 19, 1835 Allen & Grant; Riddle, Forsyth & Co.; L. Hutchinson & Co. and McKee, Clarke & Co. of Pittsburgh pool their Ohio River operations as Pittsburgh & Louisville Packet Line. (ad)
- Feb. 19, 1835 Bellefontaine, Ohio, incorporated as a town. (PL)
- Feb. 20, 1835 New Jersey Assembly committee recommends Assembly not concur in Council resolution against chartering another New York-Philadelphia railroad. (AssyMin, Lane)
- Feb. 20, 1835 New Jersey Assembly votes down first section of the Trenton & New Brunswick Turnpike bill, 38-9, and orders bill stricken from files of the House. (AssyMin)
- Feb. 20, 1835 Seat of Iroquois County, Illinois, changed from the house of Robert Hill to Montgomery. (Long)
- Feb. 21, 1835 Northern Liberties & Penn Township Railroad Board authorizes Lehigh Coal & Navigation Company to make a branch railroad from below Oak Street across Piggs Run to their coal docks and yards on the Delaware River. (MB)
- Feb. 23, 1835 Philadelphia & Trenton Railroad Board hears report on protests of property owners against their plan to lay one track on Front Street from Kensington to Willow Street; dispute drags on for years and successfully blocks connection of P&T with other railroads entering Philadelphia. (MB)

- Feb. 23, 1835 New York Legislature directs the Canal Commissioners to investigate the average relative costs and expenses per mile of railroads versus canals; assigned to John B. Jervis (1795-1885), Holmes Hutchinson (1794-1865), and Frederick C. Mills (1804-1850). (Sweet)
- Feb. 23, 1835 Daily line of steamboats put on between Pittsburgh and Cincinnati. (StdHistPitts)
- Feb. 23, 1835 Ohio act asserts Ohio's claim to all disputed territory south of the Harris Line and attaches it to Wood County. (Waggoner)
- Feb. 26, 1835 Southwark Railroad Board authorizes renting storehouse at Prime & Swanson Streets and having road put in operation. (MB)
- Feb. 27, 1835 Pennsylvania act authorizes further \$144,900 temporary loan. (PL)
- Feb. 27, 1835 Pennsylvania acts provide for Canal Commissioners to contract for use of horses on levels below planes of Philadelphia & Columbia Railroad and between planes of Allegheny Portage Railroad, particularly between Belmont Plane and Philadelphia; authorize \$144,900 to buy state locomotives; authorize laying of rails on Columbia Bridge over Susquehanna River, providing no locomotives used without permission of Columbia Bridge Company. (PL)
- Feb. 27, 1835 Future Philadelphia and New York banker Harris Charles Fahnestock (1835-1914) born at Harrisburg, Pa. (Logan)
- Feb. 28, 1835 Philadelphia Steam Tow-Boat Company organized to operate tug and ice-breaking service on the Delaware River. (PhilPriceCurrent)
- Early 1835 Convention of freight transporters on the Erie and Ohio Canals meets at Buffalo and agrees to lower rates in line with the reduction in tolls on through traffic implemented in 1834. (CC)
- Mar. 1, 1835 Wabash County, Indiana, fully organized with county seat at Wabash. (Long)
- Mar. 2, 1835 Philadelphia & Trenton Railroad agrees to carry passengers of Morris Buckman's Doylestown stagecoach line between Philadelphia and Bristol. (MB)
- Mar. 2, 1835 New York engineer Frederick C. Mills (1804-1850) reports on a survey for the Genesee Valley Canal; estimates cost at \$1.89 million. (Whitford)
- Mar. 3, 1835 N.J. Assembly committee to whom the Council resolution on inexpediency of chartering another railroad between New York and

Philadelphia was referred reports that the objections of a minority of the committee are not well taken, but as the Trenton & New Brunswick Turnpike supplement has been defeated, recommends that the whole matter be postponed to the next session; soon after, the bill for allowing the Philadelphia & Trenton Railroad to bridge the Delaware River is called up and ordered dismissed from the files of the House. (AssyMin)

- Mar. 3, 1835 NC&F appoints committee to meet with stockholders' investigating committee; notes this summer steamboat *Salem* is to operate between Salem and New Castle to connect with boats operating between Philadelphia and New Castle. (MB)
- Mar 3, 1835 Act of Congress allows the B&O to build into the District of Columbia only as far west as Delaware Avenue & H Street, the route west of that point to be fixed by the City Council. (Bryan)
- Mar. 3, 1835 Act of Congress appropriates \$200,000 for the National Road in Ohio, \$100,000 in Indiana, and \$346,186 for repairs east of Wheeling; orders new surveys between Springfield, Ohio, and Richmond, Ind., via the direct route and via Dayton and Eaton, as those places are vying to have the road. (CongGlobe, Rept, Raitz)
- Mar. 4, 1835 Pennsylvania Anti-Masons nominate Joseph Ritner for Gov. (Snyder)
- Mar. 4, 1835 Ohio appropriates \$15,000 in two installments for the Lancaster Lateral Canal Company. (PL)
- Mar. 5, 1835 Convention held at Worcester, Mass., in favor of building the Western Railroad from Worcester to Springfield; surveys run by John M. Fessenden, Chief Engineer of the Boston & Worcester Railroad. (Bliss)
- Mar. 5, 1835 Virginia act restores the office of Principal Engineer of the Virginia Board of Public Works for Charles B. Shaw (1800-1870). (Couper)
- Mar. 7, 1835 Rump Democratic caucus meeting at Harrisburg nominates Gov. George Wolf for a third term. (Snyder)
- Mar. 7, 1835 Tiffin, Ohio, incorporated as a town. (PL)
- Mar. 7, 1835 Hamilton, Ohio, incorporated as a town, merging the settlement of Rossville on the west side of the Miami River. (Bartlow)
- Mar. 8, 1835 Dresden, Ohio, incorporated as a town. (Graham/Muskingum)
- Mar. 9, 1835 Falmouth & Alexandria Railroad incorporated in Va. to build from Falmouth on the north bank of the Rappahannock River opposite

- Fredericksburg to Alexandria. (PL)
- Mar. 9, 1835 Monroeville & Sandusky City Railroad incorporated in Ohio; oldest part of the B&O in Ohio; later builds 12.87 miles south from Sandusky; operated by horse power. (ICC, ARJ)
- Mar. 9, 1835 Piqua, Ohio, incorporated as a town. (PL)
- Mar. 11, 1835 New Jersey Railroad Board appoints committee to consider offer of Britton & Dey to do all freight business between New York and Newark for \$3,000 per year; they now do teaming of freight over turnpike. (MB)
- Mar. 11, 1835 Philadelphia City Councils appoints a commission of merchants headed by Thomas Pim Cope, Pres. of the Board of Trade, to examine the best means of conveying railroad merchandise from the City Railroad in Broad Street to the Delaware River wharves within the city limits; routes proposed include Pine Street, or a loop using Spruce & Walnut Streets with a large central freight depot at Dock Street. (Schwartz)
- Mar. 11, 1835 Portsmouth & Lancaster Railroad renamed Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; authorized to extend to Harrisburg. (PL - has Mount Joy)
- Mar. 11, 1835 Pennsylvania act authorizes filling in deep cut at south end of Grants Hill Tunnel and converting it to an arched tunnel as far south as 4th Street. (PL)
- Mar. 11, 1835 Peoria, Ill., incorporated as a village. (Rice)
- Mar. 12, 1835 New York act authorizes the Cayuga & Susquehanna Turnpike Company to abandon its road between the Pennsylvania state line and Ithaca to the towns; the Commonwealth of Pennsylvania had subscribed \$6,000 in 1818-21. (PL)
- Mar. 12, 1835 Real estate owner George Pepper writes to the Cope Commission calling for a "tramway" (longitudinal granite sills spaced to take ordinary wagon wheels) in place of a railroad in Market Street; he has arranged with William Strickland to design a wheel capable of running on both "tramways" and railroad tracks; in this way, cars may run direct to the drygoods, hardware and grocery stores lining Market Street. (Schwartz)
- Mar. 12, 1835 Wilmington & Susquehanna Railroad opens books at Merchants Exchange in Philadelphia; Matthew Newkirk (1794-1868) buys 3,000 shares; \$400,000 is subscribed within a half hour. (BdPap, NilesReg)
- Mar. 12, 1835 Marshall County, Va. (now W.Va.), created from a portion of Ohio

County. (rootsweb)

- Mar. 12, 1835 Future PRR auditor George Morrison Taylor (1835-1893) born. (RyW)
- Mar. 13, 1835 Ebenezer Martin (-1876) lays out the town of Martin's Ferry, Ohio, on the Ohio River diagonally opposite Wheeling, Va.; it is on the site of an earlier village laid out by his father in 1795 called Jefferson. (ATMcKelvey)
- Mar. 14, 1835 John B. Jervis, Holmes Hutchinson and Frederick C. Mills report to the New York Canal Commissioners on the relative costs of railroads versus canals; they examine most of the railroads and canals in the U.S. and the statistics of those in Great Britain; they calculate that the entire cost of transportation per ton-mile is 2.5 to 1 in favor of canals; however, canal speeds are practically limited to about 3 MPH, whereas railroads already operate at 10-15 MPH; railroads may also operate on high ground where there is not enough water for canals; however, the amount of passengers and high-value light freight demanding speed is a small proportion of the total. (Sweet/Rept)
- Mar. 1835 At the Philadelphia toll collector's office of the Philadelphia & Columbia Railroad, there are 163 freight and 21 passenger cars regularly registered with about 100 more yet to be registered; passenger cars are owned by operators such as Deschamps & Glenot, the Good Intent Stage Company (the mail line) and the Washington Packet & Transportation Company, whose cars leave daily at 10:00 AM. (Schwartz)
- Mar. 1835 Philadelphia merchants capture the spring trade of Wheeling; costs are \$1.37½ per cwt. via the Main Line, outperforming the Maryland turnpikes and National Road. (StdHistPitts)
- Mar.? 1835 George Weems resumes running his steamboat *Patuxent* to the Patuxent River and on the Wicomico River to Salisbury; the Patuxent River line now becomes the foundation of the Weems Line, which assumes a permanent form. (Holly)
- Mar. 16, 1835 New ferryboat *Essex*, built for Cortlandt Street run, is tested with Dr. Eliphalet Nott's vertical water-tube boiler for burning anthracite coal on a run up the Hudson; machinery built at Novelty Iron Works; coal is provided by the Delaware & Hudson Canal Company in an attempt to cultivate the steamboat market. (ARJ, CntryofPrgrss)
- Mar. 16, 1835 Delaware & Raritan Canal opens for 6-foot draft vessels. (StGaz)
- Mar. 17, 1835 Manufacturer Stephen P. Morris writes to the Cope Commission calling for the removal of the market sheds in Market Street and their dispersal

throughout the city to make room for a railroad on Market Street; next year, Morris, Tasker & Co. will move their foundry to Southwark, where there is direct rail service and room for expansion. (Schwartz, Robson)

- Mar. 17, 1835 Danville & Pottsville Railroad orders Chief Engineer Moncure Robinson not to lay any rails on Western Division without orders. (MB)
- Mar. 18, 1835 NC&F stockholders committee meets with directors at Baltimore. (MB)
- Mar. 18, 1835 Maryland act for providing \$2 million loan for completion of the Chesapeake & Ohio Canal to Cumberland also provides state loan of up to \$1 million to Baltimore & Susquehanna Railroad to build the York & Maryland Line Railroad, providing it is chartered by Pa. (Digest, PL)
- Mar. 18, 1835 Hosea J. Levis, Cashier, agrees for the Schuylkill Bank in the City of Philadelphia to be the stock transfer agent for the Bank of Kentucky, as many stockholders are residents of Philadelphia, New York or New Orleans; the Union Bank of New York will act as New York agent; Levis will abuse this agency by issuing large numbers of fraudulent Bank of Kentucky shares over the next four years. (Duke)
- Mar. 19, 1835 NC&F stockholders committee inspects wharf and shops at New Castle, finding no irregularity; before this, the committee had objected to building locomotives for others at New Castle and to subscription to Charleston packet line. (MB)
- Mar. 19, 1835 Chief Engineer Moncure Robinson reports the Eastern Division of Danville & Pottsville Railroad extended from Bear Ridge to Girardville, Pa., and graded beyond to Mine Run 1.5 miles from the Centre Turnpike; work begun on the Bear Ridge mine tunnel and a steam engine installed at the Mahanoy Plane No. 5. (AR)
- Mar. 20, 1835 Pennsylvania & Ohio Transportation Co. begins operating a daily through freight line between Philadelphia and Pittsburgh via the Union Canal and Main Line.
- Mar. 20, 1835 New York Assembly defeats bill for \$2 million in state aid to the New York & Erie Railroad by 61-45 vote, largely by the votes of members from the western counties; Philip Hone claims it is because James Gore King, a leading member of the company, is a Whig. (ARJ, Mott, Hone)
- Mar. 21, 1835 Pa. act grants Philadelphia & Trenton Railroad authority to purchase stock in any railroad, turnpike, bridge or canal company in Pa. or other states to complete a line to New York City, including a steamboat link. (PL, Digest)

- Mar. 21, 1835 Philadelphia City Councils vote to establish a municipal gas works, which is to be located on the east bank of the Schuylkill north of Market Street on the site of the present PECO Building. (Scharf)
- Mar. 22, 1835 Allegheny Portage Railroad opens for second season; severity of winter of 1834-35 causes frost to penetrate below level of track foundation causing frost heaves and differential settling; rails then joined with locust ties between stone blocks. (CC)
- Mar. 23, 1835 Morris & Essex Railroad organized; Benjamin Wright named Chief Engineer and Ephraim Beach Assistant Engineer. (Taber)
- Mar. 23, 1835 Philadelphia & Trenton Railroad agrees to buy from Richard Morris and Edward Curtis of New York 1,100 shares of new stock and 100 shares of old stock in the Trenton & New Brunswick Turnpike Company in return for 200 shares P&T stock. (MB)
- Mar. 23, 1835 Fairfax Turnpike Company in Va. ceases the collection of tolls because of the loss of the Long Bridge with which it connects. (VaBPW)
- Mar. 23, 1835 John B. Jervis, Holmes Hutchinson and Frederick C. Mills report on a petition from citizens of Utica for a steamboat navigation between Utica and Oswego to be extended to Albany; steamboats would damage the banks of a canal; the use of schooners on a large canal would save one day between Oswego and Albany but at an additional transportation cost of 66 cents per ton, plus double the amount of water. (Sweet/Rept)
- Mar. 24, 1835 Nicholas Biddle begins preparing for the liquidation of the Bank of the United States; the southern and western branches are told to slowly reduce their loans and remit the funds to Philadelphia; the branch buildings and other assets are then sold; in Philadelphia, the sums are reinvested. (Catterall, Govan)
- Mar. 25, 1835 A private businessman leaves New York at 2:00 PM, charters a locomotive and car from the Camden & Amboy Railroad, arrives at Philadelphia at 9:00 PM, conducts business and returns immediately to New York, arriving next morning. (ARJ)
- Mar. 25, 1835 NC&F stockholders committee reports to stockholders meeting at Merchants Exchange; endorses raising \$200,000 to build second track of edge rail, which will enable company to eliminate one Baltimore boat. (MB)
- Mar. 25, 1835 Convention at Hartford, Conn., calls for building a railroad from New Haven to Worcester on the Boston & Worcester Railroad on the most direct route. (Bliss)

- Mar. 26, 1835 Michigan State Bank incorporated at Detroit with a capital of \$100,000. (PL)
- Mar. 26, 1835 Michigan act authorizes the Detroit & Pontiac Railroad to operate a bank to be called the Bank of Pontiac. (PL)
- Mar. 26, 1835 Michigan act authorizes the Erie & Kalamazoo Railroad to operate a bank to be called the Bank of Adrian or Tecumseh. (PL)
- Mar. 27, 1835 Locomotive built by Wiliam Avery of Syracuse using his patented rotary engine is tested on the New Jersey Railroad & Transportation Company between Hackensack and Passiaic Rivers; does not run to Jersey City as no turntable there; first use of locomotive on NJRR; runs five miles in 11 minutes; not powerful enough; Avery proposed to build a larger version, but nothing further is heard from him; his rotary engine was originally designed as a stationary engine. (ARJ)
- Mar. 27, 1835 Southwark Railroad Board authorizes Joseph Snowden to build a track at his expense along Swanson Street from Prime Street to his warehouse. (MB)
- Mar. 27, 1835 Post Office allows mail contractor Stockton & Stokes to switch from the B&O between Baltimore and Frederick back to stagecoaches if they are faster and more reliable. (HistRyMail)
- Mar. 28, 1835 Post Office Dept. complains to mail contractor James Reeside that the New York-Philadelphia mail via the Camden & Amboy is taking over 13 hours, longer than the worst times by stagecoach. (HistRyMail)
- Mar. 28, 1835 Locomotive *Boston* arrives in Johnstown for the Allegheny Portage Railroad after having been sent to Pittsburgh over winter to serve as a pattern. (CC)
- Mar. 30, 1835 Philadelphia & Trenton Railroad authorizes negotiations with James Reeside for carrying the mail between Philadelphia and Trenton; considers offer of Peoples Steam Boat Company. (MB)
- Mar. 31, 1835 Baltimore & Susquehanna Railroad appoints a committee to negotiate with the Canton Company of Baltimore for a terminal site on deep water. (MB)
- Mar. 31, 1835 New York act bars the issue of bank notes under \$5. (PL)
- Mar. 31, 1835 Ohio Gov. Robert Lucas and his military staff arrives at Perrysburg in the disputed Maumee Strip; around the same time, Michigan Gov. Stevens T.

- Mason arrives at Toledo with his own, superior, military force.
(Waggoner)
- Spring 1835 Pittsburgh & Louisville Line of steam packets goes into operation with 12 boats. (Hunter)
- Apr. 1, 1835 Canal Commissioners abolishes all superintendencies of all canal lines not actually under construction; completed lines of canal are placed under one or more supervisors who are in charge of repairs; all engineers on Beaver and French Creek Divisions discharged. (CC)
- Apr. 1, 1835 New Jersey Railroad appoints Ashbel W. Corey to be Superintendent; banker Elihu Townsend (1786-1853) of New York named Treasurer, replacing Corey. (MB)
- Apr. 1, 1835 Federal government finally transfers the eastern portion of National Road to the states of Maryland, Pennsylvania, and Virginia; converted to a toll road managed by state or county trustees who apply tolls to upkeep; the tolls eliminate the use of the road by drovers of horses, cattle, sheep and hogs, except over the mountains; it also encourages the use of large Conestoga wagons with 9-inch treads, which do less damage to the road and pay a lower toll as a result; Stockton & Co. and J. E. Reeside of Lancaster, Pa., are the chief operators of stagecoaches over the road. (HistBdfdSsetFltn, VaBPW, Crumrine)
- Apr. 1, 1835 Future entrepreneur and impresario James Fisk, Jr. (1835-1872) born in Pownal, Vt.; at 15, he runs away to join the circus for about three years before returning home; he then becomes a peddler and later a drygoods jobber for Jordan, Marsh & Co. of Boston. (Swanberg)
- Apr. 1835 New Jersey Railroad stock selling at 118 and Philadelphia & Trenton Railroad at 100 on belief they will succeed in forming a through line by way of the Trenton & New Brunswick Turnpike. (MtHlyHrld)
- Apr. 2, 1835 Edward Miller, Superintendent of Machinery on the Allegheny Portage Railroad, writes to the Cope Commission advocating against a single Philadelphia freight depot and letting each of the transporters build their own, preventing monopoly and encouraging competition; Miller favors "tramways" instead of any kind of rail, as the raised surface and necessary turnouts and turntables increase delays and are liable to get out of order. (Schwartz)
- Apr. 2, 1835 Pa. act authorizes York & Maryland Line Railroad to borrow \$400,000. (Digest)
- Apr. 2, 1835 Wilmington & Susquehanna Railroad organized at Wilmington; James

- Canby (1781-1858) elected Pres. (BdPap, Wilson)
- Apr. 2, 1835 Baltimore & Port Deposit Railroad authorizes sale of 3,000 shares to Roswell L. Colt (1779-1856) of Baltimore. (MB)
- Apr. 3, 1835 Executive Committee of Joint Companies appoints committee to meet with Philadelphia & Baltimore Steam Boat & Railroad Company and Charleston & Norfolk Steam Boat Company regarding through ticketing; appoints committee to report on value of Schuylkill County coal lands assigned to Camden & Amboy by ex-Secretary Jeremiah H. Sloan in settlement of his embezzlement. (MB)
- Apr. 4, 1835 Philadelphia & Trenton Railroad authorizes issue of 500 new shares for purchase of real estate, etc. (MB)
- Apr. 4, 1835 Civil engineer Antes Snyder informs iron merchant Gerard Ralston that he has been unable to hire a skilled iron-maker at Dowlais or one of the other large Welsh iron works for the Lycoming Coal Company at Farrandsville; their skills are too valuable and command too high a price. (Knowles)
- Apr. 1835 Charles L. Schlatter, Engineer of Trenton & New Brunswick Turnpike, is now surveying for a railroad on the right-of-way. (MthlyHrld, Benedict)
- Apr. 7, 1835 Union Transportation Line (Hill, Fish & Abbe, agents) begins line on Delaware & Raritan Canal as agents of New Brunswick Steam Transportation Company.
- Apr. 7, 1835 West Philadelphia Railroad receives letters patent. (PaArch)
- Apr. 7, 1835 Thomas P. Cope, Jr. (1823-1900), a student at Haverford College (class of '39), writes to his uncle, Thomas P. Cope that 11 trains of 10-12 cars each have gone west on the Philadelphia & Columbia Railroad by 10:00 AM. (CopePapers)
- Apr. 7, 1835 Pennsylvania guarantees 5% dividends on \$200,000 stock of Bald Eagle & Spring Creek Navigation Company for 25 years. (PL)
- Apr. 7, 1835 Alexander Nesbit elected Pres. of Baltimore & Susquehanna Railroad, replacing James Howard, resigned. (MB)
- Apr. 7, 1835 Taunton Branch Railroad incorporated in Mass. to build between Taunton and Mansfield on the Boston & Providence Railroad. (NHCorp)
- Apr. 7, 1835 Ohio Gov. Robert Lucas and federal commissioners agree for the resurvey of the Harris Line, Ohio elections within the disputed "Toledo Strip," and the release of Ohio citizens imprisoned by Michigan. (Waggoner)

- Apr. 9, 1835 After 10 years of opposition from the Fulton Ferry Company, the South Ferry is established from Whitehall Street to the foot of Atlantic Avenue in Brooklyn; it will become the connection for the Brooklyn & Jamaica Railroad and LIRR. (Stokes)
- Apr. 9, 1835 Mass meeting in Philadelphia chaired by Gen. Robert Patterson protests bill for Susquehanna Canal Company as diverting trade from the Main Line to Baltimore. (BaltAm)
- Apr. 9, 1835 Roswell L. Colt elected Director of Baltimore & Port Deposit Railroad, replacing George Dobbin, resigned. (MB)
- Apr. 9, 1835 York & Maryland Line Railroad receives letters patent. (PaArch)
- Apr. 9, 1835 Washington City Council approves route of B&O but bars steam locomotives west of the intersection of New Jersey Avenue & C Street. (Moore)
- Apr. 10, 1835 Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to extend street tracks to join B&O track in Howard Street at Franklin Street, to City Block, or any depot to be established on Calvert Street. (Digest - has 1845 which may be misprint - see BaltAm - not found there - prob. 1845??!!)
- Apr. 10, 1835 Capt. A. Canfield and Lt. J. E. Johnston (Joe Johnston??) begin surveys for the National Road at Springfield, Ohio, running to Richmond, Ind., both on the direct route and via Dayton. (Rept)
- Apr. 10, 1835 Embattled Postmaster General William T. Barry resigns under pressure from Pres. Jackson. (CongBio, John)
- Apr. 11, 1835 Charter supplement authorizes Danville & Pottsville Railroad to extend from Mount Carbon to Port Clinton. (Digest)
- Apr. 1835 Wilmington & Susquehanna Railroad engages William Strickland to run survey between Wilmington and Charlestown, Md. (AR)
- Apr. 12, 1835 Ohio engineer S. Dodge leaves for the northwestern corner of the state to begin a resurvey of the Harris Line boundary with Michigan; they are harassed by Michigan forces. (Waggoner)
- Apr. 13, 1835 Pennsylvania Improvement Act authorizes new \$1,159,600 permanent loan; authorizes Tangascootack Extension of West Branch Canal by building a towpath along the pool of the Dunnstown Dam and extending slackwater to the mouth Tangascootack Creek to reach coal region; also

funds for Johnstown Reservoir, Swatara Feeder at Middletown, North Branch Canal and Lackawanna Feeder, Lycoming line of West Branch Canal and Lewisburg and Bald Eagle Side Cuts; the loan is taken by the Bank of Pennsylvania at a premium of 12.2%. (PL)

- Apr. 14, 1835 Georgia Railroad orders Chief Engineer J. Edgar Thomson to place the first 30 miles from Augusta under contract. (Cumming)
- Apr. 14, 1835 Rowing races are inaugurated by private boating clubs on the Schuylkill River in the pool of the Fairmount Dam. (Scharf)
- Apr. 15, 1835 Norristown & Valley Railroad incorporated in Pa. to build a low grade line from Norristown on the Philadelphia, Germantown & Norristown Railroad to Downingtown on the Philadelphia & Columbia Railroad, creating a route that avoids the Belmont Plane. (PL, Rdg)
- Apr. 15, 1835 Pa. act authorizes Danville & Pottsville Railroad to connect its basin at Sunbury to the Susquehanna River by means of lock or otherwise. (PL, Digest)
- Apr. 15, 1835 Pennsylvania incorporates Susquehanna Canal Company as the Pennsylvania portion of a canal to link Pennsylvania Canals at Columbia with tidewater at Port Deposit, Md.; is originally intended to build down the east bank of river, which will make it more difficult for the Tide Water Canal in Maryland to turn towards Baltimore. (PL)
- Apr. 15, 1835 Wrightsville & York Railroad Company incorporated in Pa., under the control of the Baltimore & Susquehanna Railroad and opposed locally. (PL, Livingood)
- Apr. 15, 1835 Pa. act revives charter of Cumberland Valley Railroad and permits construction from Lemoyne to Chambersburg. (PL)
- Apr. 15, 1835 Pennsylvania act adds William P. Farrand and Matthew C. Ralston, owners of mineral lands, to the commissioners of Williamsport & Elmira Railroad. (Digest)
- Apr. 15, 1835 Locomotives *Delaware* and *Allegheny*, built by Edward A.G. Young of New Castle Manufacturing Company, reach Hollidaysburg; sent to Johnstown where assembled for use on Allegheny Portage Railroad. (Wilson)
- Apr. 15, 1835 Yadleyville Delaware Bridge Company incorporated in Pa. (PL)
- Apr. 15, 1835 New York & Erie Railroad reopens books to raise \$2 million to enable it to begin construction; \$600,000 subscribed on the first day. (ARJ, Mott)

- Apr. 1835 Western Transportation Company (D. Leech & Co.) and the Reliance Transportation Company cut their rates on freight sent via the Philadelphia & Columbia Railroad to equal that via the Union Canal. (PhlPriceCurrent)
- Apr. 1835 Two cows are shipped from Lancaster County to Philadelphia on the Philadelphia & Columbia Railroad; takes one day vs. 6-8 days on the hoof. (HazReg)
- Apr. 1835 Goods shipped from Philadelphia arrive at Pittsburgh in 4 days via the Main Line and 3 more days to Louisville. (StdHistPitts)
- Apr. 18, 1835 Delaware & Maryland Railroad organized at Elkton; Matthew Newkirk elected Pres.; leading directors include Roswell L. Colt of Baltimore, John Hemphill of Philadelphia, and James Canby (1781-1858) and Edward Tatnall (1782-1856) of Wilmington; William Strickland appointed Chief Engineer and John C. Trautwine (1810-1883) Assistant Engineer; order survey from Pennsylvania state line to Susquehanna River. (MB)
- Apr. 18, 1835 N.Y. act authorizes the New York & Harlem Railroad to increase its stock to \$750,000 and extends the time for completion by two years. (Harlow - verify)
- Apr. 20, 1835 W.W. Woolsey of the Associates of the Jersey Company announces that because of public demand, they will put on the *Washington* as a night ferry boat as soon as it can be repaired. (McLean)
- Apr. 20, 1835 Baltimore Mayor Jesse Hunt vetoes ordinance making B&O track in Pratt Street permanent; prefers terms of original 1831 ordinance that permits city to remove track if it constitutes an obstruction. (BaltAm)
- Apr. 20, 1835 Pres. John Delafield of the Phenix Bank writes to former Illinois Gov. Edward Coles that the Illinois & Michigan Canal would be a safe investment, but there is no fund for paying the interest on the bonds if land sales are not strong. (Putnam)
- Apr. 20, 1835 Internal Improvement convention held at St. Louis; it recommends the construction of two railroads in Missouri, one from St. Louis to Fayette and one from St. Louis to Iron Mountain. (Scharf)
- Apr. 21, 1835 New Jersey Railroad forces the resignation of Ephraim Beach as Chief Engineer to save money; Assistant Engineer Lorenzo A. Sykes promoted to Chief Engineer as a replacement; Board authorizes purchase of one or more locomotives. (MB)
- Apr. 23, 1835 Brooklyn & Jamaica Railroad opens Atlantic Avenue from the East River to present Flatbush Avenue. (NYState)

- Apr. 23, 1835 Southwark Railroad Board rescinds grant to Joseph Snowden and decides to build Swanson Street Branch itself; appoints committee to confer with Camden & Amboy Railroad regarding landing freight at its Prime Street wharf. (MB)
- Apr. 23, 1835 NC&F appoints committee to confer with Camden & Amboy Railroad on operating a New York-Baltimore line through in one day. (MB)
- Apr. 23, 1835 Delaware & Maryland Railroad names Benjamin P. Fowler Resident Engineer of Western Division and William Henry Vining Assistant Engineer of Western Division. (MB)
- Apr. 23, 1835 Bath & Coney Island Turnpike Company incorporated in N.Y. (PL)
- Apr. 25, 1835 Week ending this day, the Philadelphia & Trenton Railroad carries 2,723 passengers; is surveying for a railroad along the Trenton & New Brunswick Turnpike and building a 60 x 90 foot depot at Front & Harrison Streets in Kensington. (PhlPriceCurrent)
- Apr. 25, 1835 Danville & Pottsville Railroad Board orders Moncure Robinson to examine route between Mount Carbon and Port Clinton and prepare estimate; authorizes celebration at top of Mahanoy Plane to mark completion of Eastern Division. (MB)
- Apr. 25, 1835 Hartford & New Haven Railroad organized; Pres. James Brewster (1788-1866); Chief Engineer Alexander C. Twining(1801-1884). (NHCorp, Harlow)
- Apr. 26, 1835 William Strickland reports to the Cope Commission; is skeptical of the “tramway” solution and sees that the source of congestion is the presence of the old-fashioned market sheds in the middle of Market Street between 8th Street & 2nd Street; Strickland advocates dispersing the markets to new cast-iron market houses on the side alleys and building a 4-track railroad of edge rails down Market Street to 3rd and then down Dock Street to the Drawbridge Lot near the river with branches running north and south along the wharves between Vine & South Streets and another on Market Street from Broad Street to the Schuylkill; estimates the cost at \$270,000. (Schwartz)
- Apr. 26, 1835 A Michigan sheriff arrests the Ohio boundary commissioners southwest of Adrian, and shots are fired. (Waggoner)
- Apr. 27, 1835 Subscription books for Pennsylvania & Ohio Canal opened at Philadelphia Exchange; all \$780,000 stock allotted to Philadelphians subscribed in one hour. (PhlPriceCurrent, ClvlndHrld, HistPrtgCo)

- Apr. 27, 1835 Garber & O'Connor's Pittsburgh Transportation Line cuts freight rates via the Philadelphia & Columbia Railroad to equal rates by Union Canal. (PhlPriceCurrent)
- Apr. 29, 1835 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad orders survey by W. Milnor Roberts, Chief Engineer. (HazReg)
- Apr. 29, 1835 Public meeting held at Norwich, Conn., in favor of a railroad to Worcester, Mass., and a connecting steamboat line on Long Island Sound. (ARJ)
- Apr. 30, 1835 Post Office Dept. complains of delays to the long-distance mails caused by locomotive accidents on the Camden & Amboy Railroad. (HistRyMail)
- Apr. 30, 1835 New York & Erie Railroad names Benjamin Wright Chief Engineer and James Seymour Division Engineer of Eastern Division. (Mott, AR)
- Spring 1835 The firm of Garrett & Eastwick [Philip Garrett and Andrew M. Eastwick] takes a contract to build a locomotive for the Beaver Meadow Railroad & Coal Company; they employ Joseph Harrison, Jr. (1810-1874), who has worked at the Norris Works, as foreman. (Scharf)
- May 1, 1835 Camden & Amboy Railroad cuts Philadelphia-Trenton fare to 25 cents to fight Philadelphia & Trenton Railroad. (StGaz)
- May 1, 1835 NC&F places new steamboat *Constitution* in service; enrolled to the Pennsylvania, Delaware & Maryland Steam Navigation Company on May 25 and operated between Philadelphia and New Castle. (MB, Heyl)
- May 1, 1835 Benjamin Wright organizes field parties for the New York & Erie Railroad survey. (Mott)
- May 1, 1835 Pres. Andrew Jackson names his close adviser Amos Kendall (1789-1869) Postmaster General, replacing William T. Barry (1784-1835), who is appointed Minister to Spain; Kendall restores the Post Office to solvency in two years, aided by the economic boom of 1835-1837, and increases the Post Office revenues by 50%; Kendall also replaces John McLean's meritocratic approach with the policy of using local postmasterships to reward local party workers; the South perpetuates its control of the Federal Government by rewarding its northern supporters with postmasterships. (CongBio, wiki, John)
- May 4, 1835 Cope Commission reports to the Philadelphia City Councils recommending a regular railroad of edge rails down Market Street to 3rd Street and the Delaware River, but without any central freight depot, and

the removal of the Market Street market houses to the side streets and alleys. (Schwartz)

- May 5, 1835 North Hempstead & Flushing Turnpike & Bridge Company incorporated in N.Y. to build from present Northern Boulevard & Union Avenue east through Hempstead Harbor to Glen Clove Road. (PL, Seyfried)
- May 5, 1835 Louis McLane (1786-1857), a Delaware politician lately Pres. Jackson's Secretary of State, is elected Pres. of the Morris Canal & Banking Company at a salary of \$6,000 to provide a front of respectability; Jonathan Goodhue (1783-1848) and Henry Hicks are elected to the Board; the Board resolves to open a branch bank in Wall Street. (Munroe)
- May 5, 1835 First European common-carrier railroad opens between Brussels and Malines in Belgium. (Mercer - verify)
- May 6, 1835 Regular Democratic caucus, minus the Wolf Democrats, meeting at Lewistown, nominates Henry A. Muhlenberg (1782-1844) for Gov., completing the party split; Muhlenberg campaigns on an amalgamation of conflicting local issues, supporting the Public Works in Philadelphia, opposing it in off-line Berks County, and favoring extensions in Mercer and Erie Counties. (Snyder)
- May 6, 1835 James Gordon Bennett (1795-1872) launches the New York *Herald*, the prototype of the mass-circulation newspaper; unlike Benjamin Day and the *Sun*, Bennett is motivated entirely by money; his penny paper features legitimate news scoops and investigative exposés, along with stories of crime and scandal, and "personals" ads; it passes the *Sun* and the London *Times* in circulation within four years. (Burrows/Wallace)
- May 9, 1835 New Pennsylvania Improvement loan for \$959,600 entirely taken by Bank of Pennsylvania at 12% premium.
- May 9, 1835 Northern Liberties & Penn Township Railroad Board approves plan of toll house to be built west of Broad Street. (MB)
- May 9, 1835 Philadelphia & Trenton Railroad Board authorizes issue of 600 new shares; authorizes purchase of omnibuses to run between Kensington and Philadelphia. (MB)
- May 10, 1835 Second track of Portage Railroad opens; Canal Commissioners place first locomotive, *Boston*, built by the Mill Dam Foundry Company, on "long level" between Planes No. 1 and No. 2 of Portage Railroad; second and third locomotives, *Delaware* and *Allegheny*, are built by Edward A.G. Young of New Castle, Del., and are less successful; both soon break crank axles; state begins providing all motive power, whether locomotives or

horses; partial use of locomotives cuts cost from \$2.31 per ton to \$1.20 per ton, round trip; *Boston* is believed to have been Stephenson c/n 27 originally built for the Boston & Worcester Railroad and rebuilt by the Mill Dam Foundry. (CC, RRH101)

- May 11, 1835 New York, controlled by Van Buren's Albany Regency, passes a law for widening and deepening the Erie Canal to 70 x 7 feet and doubling locks with the dimensions (110 x 18) to be set by the Canal Commissioners, at such time as they hold it to be in the public interest; supersedes the law of 1834 which only covered the portion east of Syracuse; Regency policy is essentially Jeffersonian: minimal government, little or no public debt, and a decentralized agrarian society. (Sweet, Shaw)
- May 11, 1835 Stockholders of Baltimore & Port Deposit Railroad approve immediate construction. (MB)
- May 11, 1835 Little Schuylkill & Susquehanna Railroad receives letters patent. to build from a point on the head of the Little Schuylkill Railroad to the Susquehanna River at Catawissa. (PaArch)
- May 11, 1835 Susquehanna Steam Navigation Company incorporated in N.Y. by the owners of the steamboat just completed at Owego; is to operate from the Wyoming Valley to the upper North Branch for the purpose of transporting anthracite coal; may improve the river between Owego and the Pennsylvania state line. (PL)
- May 12, 1835 Philadelphia & Trenton Railroad elects new board of Trenton & New Brunswick Turnpike Company, including Richard Morris, Edward Curtis and John Naglee; Charles L. Schlatter presents profiles and estimates. (MB, Benedict - note Curtis was a director in 1833, and Naglee replaced John Savage as the P&T representative)
- May 12, 1835 Steamboat *Susquehanna* of the Susquehanna Steamboat & Navigation Company leaves Owego, N.Y., for Wilkes-Barre, arriving the same day, but it is not successful and is out of service by 1838. (Harvey)
- May 12, 1835 First 15 miles of Sandy & Beaver Canal placed under contract. (BaltAm)
- May 14, 1835 Joint Companies begin operation of packet line on Delaware & Raritan Canal to Trenton and Princeton connecting with Camden & Amboy steamers at Bordentown; not successful and not operated after 1835 season. (ad)
- May 14, 1835 Cumberland Valley Railroad opens books at Carlisle. (Wilson)
- May 1835 Baldwin completes 4-2-0 *Black Hawk* (c/n 11) for Philadelphia & Trenton

- Railroad; its first locomotive with outside cylinders. (Lovell)
- May 1835 Edward F. Gay surveys Marietta Railroad from Marietta to the head of the Columbia Plane; being promoted as a plane bypass. (HazReg)
- May 1835 New York Legislature authorizes the Rensselaer Institute to establish a Dept. of Mathematical Arts and grant two new bachelor's degrees in Natural Science and Civil Engineering. (Rezneck - check PL)
- May 1835 Edward H. Gill (1806-1868) named Chief Engineer of the Sandy & Beaver Canal. (CnlCrnts)
- May 19, 1835 York & Maryland Line Railroad organized at Baltimore; Alexander Nisbet elected Pres. (Val, C&C)
- May 19, 1835 Girard Savings Institution of Philadelphia, later the Girard Trust Company, organized by Benjamin W. Richards (1797-1851) and other merchants; it is renamed the Girard Beneficial Association on May 21. (GirTrst)
- May 20, 1835 West Philadelphia Railroad organized at Merchants Exchange; private company to build line to avoid Belmont inclined plane; Henry Leech, Pres. and Henry R. Campbell, Chief Engineer. (ad , AR)
- May 20, 1835 Books for the Delaware & Atlantic Railroad opened in Philadelphia; is to be extended from New Lisbon to the Atlantic coast between Barnegat and Tuckerton. (ARJ)
- May 21, 1835 D. Leech & Co. advertises passenger packets running from Philadelphia to Pittsburgh in 4½ days. (PRRColExpo)
- May 21, 1835 Pennsylvania & Ohio Canal Company organized at New Castle, Pa.; Abner Lacock elected Pres.; Col. Sebried Dodge and James D. Harris appointed Chief Engineers of Construction. (HistPrtgCo)
- May 1835 Committee of Philadelphia City Councils reports favoring construction of the City Railroad on Market Street from Broad Street to 3rd Street and then via 3rd Street and Dock Street to the Delaware River; to be suitable for the cars used on the Philadelphia & Columbia Railroad (i.e., not a tramroad with plain granite sills, which would not accommodate railroad wheels); will require the demolition of the market sheds in Market Street. (Scharf)
- May 1835 Jonathan Knight begins B&O surveys from Cumberland, Md., to Pittsburgh and Wheeling; now use grades of 50 feet per mile without inclined planes; in 1831, it was thought that any grade over 35 feet per mile would require planes; inclined planes are now obsolete except for

mine railroads, only a year after the Allegheny Portage Railroad goes into operation. (Dilts, AR)

- May 23, 1835 Baltimore & Port Deposit Railroad adopts Harris Creek route; Board authorizes application to Canton Company of Baltimore for depot site. (MB)
- May 23, 1835 Pres. Abner Lacock appoints his old protégé James D. Harris Chief Engineer of the Pennsylvania & Ohio Canal at \$2,000 a year; Harris has been removed from the West Branch Division Canal after breaking with Gov. George Wolf over the Bank issue. (Cummings - see above)
- May 25, 1835 Camden & Amboy Railroad redeems the shares fraudulently issued by former Secretary Jeremiah H. Sloan in 1834 for \$41,794. (MB)
- May 25, 1835 Philadelphia & Trenton Railroad orders Trenton & New Brunswick Turnpike Company to build at least one mile of railroad along its roadbed as soon as possible. (MB)
- May 25, 1835 Delaware & Maryland Railroad names James P. Stabler Assistant Engineer & Superintendent of Construction. (MB)
- May 25, 1835 James River & Kanawha Company organization meeting convenes at Richmond; acquires all rights and property of old James River Company for \$1 million, plus the \$21,000 annuity to the holders of the original James River Company stock; Joseph C. Cabell (1778-1856), Pres.. (Dunaway - what is date of transfer?)
- May 25, 1835 Corporators of the Buffalo & Mississippi Railroad meet at Elkhart, Ind., and resolve to inquire of the Secretary of War the state of the railroad survey between Maumee Bay and the Mississippi River ordered by Congress. (LS&MS AR)
- May 26, 1835 First locomotive placed on the Boston & Lowell Railroad in Massachusetts. (Stimson)
- May 27, 1835 Wyndham Robertson, Moncure Robinson, John Brockenbrough and others favor a continuous railroad for the James River & Kanawha Company; Joseph C. Cabell and Chapman Johnson carry the majority of stockholders in favor of a canal. (Dunaway)
- May 28, 1835 Philadelphia & Trenton Railroad appoints committee to extend its road to Willow Street immediately by whatever route. (MB)
- May 28, 1835 Organization of the James River & Kanawha Company completed with the election of Joseph C. Cabell (1778-1856) of Nelson County,

Jefferson's partner in founding the University of Virginia and a member of its Board of Visitors, as Pres. (Dunaway)

- Spring 1835 Delaware & Atlantic Railroad opens for passenger service between Kinkora and Juliustown; road extends to Greenwood Lower Mills near later New Lisbon for hauling wood to Delaware River; at Kinkora crosses Camden & Amboy to a wharf at Browns Point; operated by horse power only; a locomotive was tried but proved too heavy. (Woodward, Wetzel - verify)
- June 1, 1835 Philadelphia & Delaware County Railroad Board votes to confer with Wilmington & Susquehanna Railroad; Gen. Robert Patterson (1792-1881) is leading director. (MB)
- June 1, 1835 Cornelius Vanderbilt's steamboat *Lexington* makes its first trip from New York to Providence as a day boat in competition with the three night lines; built at the New York shipyard of Joseph Bishop and Jeremiah Simonsen (Vanderbilt's brother-in-law) and capable of running through in 12:30, or 6 hours better than the previous time. (Dunbaugh, Stiles - Harlow has 5/31, Stimson has 5/22?)
- June 1, 1835 Noble County, Indiana, created from non-county area; not fully organized. (Long)
- June 2, 1835 Cumberland Valley Railroad receives letters patent. (PaArch)
- June 3, 1835 Public meeting held in Philadelphia to opposed tearing down the market sheds in Market Street to extend the City Railroad to the Delaware River; the railroad extension is opposed by those merchants who have already moved their warehouses to Broad Street and supported by those who remain near the river. (Scharf)
- June 4, 1835 New Jersey Railroad appoints George Lee Schuyler (1811-1890) Superintendent, replacing Ashbel Corey, resigned. (MB)
- June 4, 1835 Market men who have stalls in Philadelphia's Market Street sheds hold a meeting in Independence Square to protest the extension of the City Railroad and elimination of the sheds as benefitting only the wholesale merchants. (Schwartz)
- June 4, 1835 Strasburg Railroad receives letters patent; work was probably stopped by the Panic of 1837 before any part was completed. (PaArch, Kiscaden)
- June 4, 1835 Hartford & Springfield Railroad incorporated in Conn.; no work done under this charter. (NHCorp)

- June 1835 NC&F sells steamboats *New Castle* and *Independence*. (MB)
- June 1835 Southwark Railroad opens. (Val - verify - see 10/34 - MB rept to state says open 6/17/35)
- June 1835 West Chester Railroad depot opens in Philadelphia on east side of Broad Street south of Race; includes an inn known as the "West Chester House." (Moore - verify - south or north of Race?)
- June 1835 Wilmington & Susquehanna Railroad places line under contract. (AR)
- June 5, 1835 Fairfield County Railroad incorporated in Conn. to build to Danbury. (NHCorp)
- June 6, 1835 Future PRR official and telegraph pioneer David McCargo (1835-1902) born at Pittsburgh. (Wilson)
- June 8, 1835 Jersey City ferry begins night operation with the *Washington*, running half-hourly until 1:00 AM; causes an increase in the sale of lots. (McLean)
- June 8, 1835 Hudson & Berkshire Railroad begins surveys; construction interrupted by the Panic of 1837. (Gerstner)
- June 8, 1835 Pennsylvania & Ohio Canal Company begins surveys on the Ravenna Summit. (HistPrtgCo)
- June 11, 1835 Canal Commissioners approve location of Tangascootack Line of West Branch Division Canal. (CC)
- June 11, 1835 Boston & Providence Railroad opens between Canton Jct. and India Point on the Skeeconk River in East Providence, completing the line from Boston with the exception of the Canton Viaduct. (Humphrey NB: ARJ? says open with horse power 6/2 and steam 6/27 - check - Stiles has open 6/15; built primarily with New York capital; Pres. and four of seven directors from New York; also control the Boston & New York Transportation Company operating steamboats on Long Island Sound; gives the B&NYT Co. exclusive landing rights at the railroad dock [when?]; although shut out of a direct connection, Cornelius Vanderbilt slashes the fare to \$3 and offers superior speed with his steamboat *Lexington*, cutting New York-Boston time to 14:30 - Dunbaugh says NY-Bos under 24 hrs with opening of B&P)
- June 12, 1835 NC&F Board authorizes final settlement with Chesapeake & Delaware Canal under supposed 1834 contract. (MB)
- June 15, 1835 Engineer James Worrall (1812-1885) begins preparations for building a

railroad on the right-of-way of the Trenton & New Brunswick Turnpike, including buying ties, etc., under the supervision of Superintendent Staats Van Deusen; about \$10,613 spent and 5 miles of rails laid before work is stopped. (MB, Benedict)

- June 1835 Chief Engineer James D. Harris appoints his old friend and protégé William B. Foster, Jr., as Principal Assistant Engineer on the Pennsylvania & Ohio Canal; Foster has been suffering from malarial fevers in Kentucky. (Cummings)
- June 1835 Daniel Drew, A.P. St. John, et al., reestablish the People's Line of steamboats as an opposition line between New York and Albany. (Stiles, Morrison)
- June 1835 Lehigh Coal & Navigation Company contracts for the portion of its Upper Grand Section from Mauch Chunk up to Quakake Creek (Penn Haven); Edwin A. Douglas, Chief Engineer; the fall of the river is so great that most of the route is slackwater with very high dams and high lift locks. (Mathews/Hngfrd)
- June 1835 Future Cincinnati railroad entrepreneur William H. Clement (1815-1887) graduates from Rensselaer Polytechnic Institute at Troy. (White)
- June 1835 State of Virginia transfers property of old James River Company to James River & Kanawha Company in return for 5,000 shares. (Bias)
- June 1835 Jordan, Henry & Co. begins two months of smelting iron with charcoal and a hot blast. (Yates)
- June 1835 In high water, the small steamboat *Science* is the only boat to successfully ascend the Wabash River from Lafayette to Logansport and return. (Powell)
- June 1835 Ohio act creates Lucas County from the disputed territory in the Maumee Strip. (Waggoner - verify PL?)
- June 1835 Alarmed by the growing number of Irish Catholic immigrants, New Yorkers led by James Watson Webb (-), publisher of the *Courier & Enquirer*, form the Native American Democratic Association, the first nativist political party in the U.S.; they call for political office to be limited to native-born Americans; they run a ticket in the Nov. elections but draw few votes; however, nativist fears continue to grow, and the issue gains traction in the 1840s and 1850s, when the tide of immigration increases. (Burrows/Wallace)
- June 16, 1835 Long Island Rail Road Company (LIRR) commissioners meet at Phenix

- Bank in New York and elect directors, including John Delafield (1786-1853), Pres. of Phenix Bank, William S. Smith, Knowles Taylor (1794?-1850) and Valentine Hicks (1782-1850). (MB)
- June 17, 1835 LIRR organized; Knowles Taylor (1794?-1850) elected Pres., W.F. Blydenburgh VP; John Delafield, Treasurer. (MB)
- June 17, 1835 Imported Stephenson 4-2-0 *McNeill* placed in service on Paterson & Hudson River Railroad; assembled at Paterson machine shop of Rogers, Ketchum & Grosvenor, who, like Matthias Baldwin, use the experience to enter the locomotive business. (Lucas)
- June 17, 1835 James River & Kanawha Company appoints Benjamin Wright Chief Engineer; his son Simon W. Wright, Daniel Livermore and Charles Ellet, Jr. appointed Assistant Engineers. (Lewis)
- June 17, 1835 Pennsylvania & Ohio Canal Company lets the first contracts for the section west of Ravenna, but the route is soon changed to run via Cuyahoga Falls. (HistPrtgCo)
- June 18, 1835 LIRR selects William Gibbs McNeill as Chief Engineer over Isaac Knight of Baltimore, Walter Gwynn of Portsmouth, Va., and Capt. Andrew Talcott. (MB)
- June 18, 1835 Norristown & Valley Railroad receives letters patent. (PaArch, Rdg)
- June 18, 1835 Public meeting held at Kittanning, Pa., to promote the incorporation of a company to improve the Allegheny River from Pittsburgh to the New York state line for steamboat navigation. (HazReg, Smith/Armstrong)
- June 22, 1835 Steamboat *Constitution* makes first trip between Philadelphia and Cape May; running time 7:12 down and 5:43 back. (Niles, HazReg)
- June 22, 1835 Delaware & Maryland Railroad lets contracts between Wilmington and Charlestown, Md. (MB)
- June 22, 1835 W. Milnor Roberts reports on location of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (HazReg)
- June 23, 1835 Baltimore & Port Deposit Railroad Board authorizes application to Canton Company of Baltimore for a depot site. (MB)
- June 24, 1835 Boston & Lowell Railroad opens for revenue service between Boston and Lowell, Mass.; oldest component of the Boston & Maine Railroad system; originally there are no intermediate stops. (Humphrey, Barrett)

- June 24, 1835 Erie & Kalamazoo Railroad Board authorizes the completion of the road to Toledo. (Waggoner)
- June 26, 1835 Committee of Philadelphia & Delaware County Railroad and Wilmington & Susquehanna Railroad votes to employ common engineer to locate line between Philadelphia and Wilmington. (MB)
- June 26, 1835 Boston & Lowell Railroad opens; oldest part of the Boston & Maine Railroad system. (Poor, NHCORP)
- June 27, 1835 Former Del. Gov. Caleb P. Bennett breaks ground for Wilmington & Susquehanna Railroad near Wilmington. (Wilson, Niles, Scharf)
- June 27, 1835 Cumberland Valley Railroad organized at Carlisle; Thomas Grubb McCulloh (1785-1848) of Chambersburg, Pres. (C&C, HistFranklinCo)
- June 27, 1835 Boston & Maine Railroad incorporated in N.H.; eventually becomes the dominant railroad system in northern New England outside the state of Maine. (ICC)
- June 28, 1835 Future Lines West official William Ashbridge Baldwin (1835-1911) born at Philadelphia. (MB)
- June 29, 1835 Joint Companies authorize survey of branch between Spotswood and New Brunswick; order trustee Abraham Brown to sell Sloan's Schuylkill County coal lands for at least \$55,000; Brown tries to work coal lands on own account, and dispute drags on for over ten years. (MB)
- June 29, 1835 Canal Commissioners contract for shops of Columbia Railroad at Parkesburg, Pa. (CC)
- June 30, 1835 Ordinance of District of Northern Liberties authorizes Philadelphia & Trenton Railroad to extend track on Maiden Street from Front Street to Cohocksink Creek to the boundary of Kensington. (Digest)
- July 1, 1835 New Jersey Railroad & Transportation Company pays its first dividend of 3%; over 90% of the stock is held by Nevins, Townsend & Co. and their associates, the rest by only 46 Jerseymen. (AR)
- July 1, 1835 Baltimore & Port Deposit Railroad contracts for grading from Baltimore to Gunpowder River. (MB)
- July 1, 1835 Herman Haupt (1817-1905) graduates from West Point 31st in a class of 56 and is commissioned a second lieutenant in the 3rd Regiment of Infantry; he has improved greatly in his last two years and become sober and religious; the only other people of future fame in the graduating class

are future Lincoln Cabinet member Montgomery Blair (1813-1883) at no. 18 and Gettysburg commander George Gordon Meade (1815-1872) at no. 19. (Wilson, Haupt, Cullum)

- July 1, 1835 B&O runs locomotive and car for directors to Bladensburg near District of Columbia line. (AR)
- July 1, 1835 Benjamin H. Latrobe, Jr., leaves B&O to work full time for Baltimore & Port Deposit Railroad; also takes Henry R. Hazlehurst and James Murray from the B&O as his assistants. (Dilts, AR)
- July 1, 1835 Norwich & Worcester Railroad organized. (nhrhta - not correct name?)
- July 2, 1835 Western Transportation Company (Leech's Line) begins advertising connecting stagecoach or coaches for hire from Hollidaysburg to Bedford for summer resort service. (PhlPriceCurrent)
- July 2, 1835 Convention held at Worcester, Mass., in favor of extending the Boston & Worcester Railroad towards New York. (Bliss)
- July 2, 1835 Summit line of Wabash & Erie Canal opens between Fort Wayne and Huntington, Ind., at the forks of the Wabash; first boats travel from Fort Wayne to Huntington and return next day. (IndJrnl)
- July 3, 1835 Stockholders of Philadelphia & Delaware County Railroad order a resurvey. (MB)
- July 3, 1835 New York Canal Commissioners resolve to proceed with enlargement of Erie Canal for 225-ton boats; 60 x 6 prism and 105 x 15 locks. (Whitford, Poor)
- July 3, 1835 Boston & Worcester Railroad completes line between Boston and Worcester, Mass. (Poor, NHCorp, GrnBk)
- July 3, 1835 Pres. Jackson agrees with Ohio Gov. Lucas for the peaceful completion of the resurvey of the Harris Line. (Waggoner)
- July 4, 1835 B&O completes Thomas Viaduct over Patapsco River at Relay on Washington Branch; 8-arch span is designed by Benjamin H. Latrobe, Jr. (AR)
- July 4, 1835 Proprietors of the original plat of Port Lawrence in the disputed "Toledo Strip" agree to subscribe to the Erie & Kalamazoo Railroad. (Waggoner)
- July 4, 1835 Official excursion held on Wabash & Erie Canal at Fort Wayne. (IndJrnl, Helm/Allen)

- July 6, 1835 Mad River & Lake Erie Railroad appoints James H. Bell as Chief Engineer. (Peeke)
- July 8, 1835 The remains of Chief Justice John Marshall (1755-1835), who has died in Philadelphia on July 6, are sent to Richmond via the New Castle & Frenchtown route. (Scharf)
- July 8, 1835 Susquehanna Canal Company organized; Edward F. Gay chosen Chief Engineer. (ARJ)
- July 9, 1835 First public railroad in France opens between Etienne and Lyons. (Mercer - verify)
- July 10, 1835 NC&F committee reports that full winter operation is not practical as the Elk River is narrow and ice-filled and ice drifts down Susquehanna. (MB)
- July 10, 1835 Steamboat *Susquehanna* returns to Owego, N.Y., with cargo of flour after making round trip to Wilkes-Barre. (HazReg)
- July 12, 1835 Riot of Irish laborers on the Wabash & Erie Canal at Largo; supposedly many of the same people who rioted on the Chesapeake & Ohio Canal in 1834; the Corkonians have been assigned to the upper end of the canal and the Fardowners to the lower end to keep them apart, but they have marched on the center in an attempt to drive the others off the entire canal; militia is called in from Logansport, Huntington and Fort Wayne to restore order. (Clark)
- July 15, 1835 William Strickland presents revised survey for Philadelphia & Delaware County Railroad from Broad Street & Passyunk Avenue to Delaware state line, crossing Schuylkill near Golden Swan tavern and avoiding large bridge required by first survey. (MB)
- July 1835 8-wheel passenger car *Victory* is run for the first time on the Philadelphia & Columbia Railroad out to the Columbia Bridge with guests and a band. (Scharf)
- July 1835 Wilmington & Susquehanna Railroad orders 2,000 tons of 40-lb. English bridge rail through A. & G. Ralston; it is the first railroad in the world to use bridge rails, an inverted U-section; begins correspondence with Baltimore & Port Deposit Railroad to arrange connection, orders one locomotive from Bury and one from Baldwin. (AR, ARJ, Gerstner, ADow)
- July 1835 Construction begins on Wilmington & Susquehanna Railroad. (AR)

- July 1835 Henry Bartow, Cashier of the Commercial Bank of Albany, and some associates stage an attempted corner in the stock of the New York & Harlem Railroad using embezzled funds; they push the price up to 190 before the corner collapses when they run out of money. (Harlow)
- July 16, 1835 Marietta Railroad received letters patent. (PaArch)
- July 17, 1835 Wrightsville & York Railroad receives letters patent. (PaArch)
- July 18, 1835 Tioga Navigation Company receives letters patent. (PaArch)
- July 20, 1835 Philadelphia & Trenton Railroad Board authorizes contracting for anthracite-burning locomotive at Baltimore; authorizes contracting with parties to carry passengers between Morrisville and Trenton. (MB)
- July 20, 1835 Norristown & Valley Railroad organized at Philadelphia; Peter Wager, Pres. (MB)
- July 20, 1835 B&O begins regular service between Baltimore and Bladensburg on its Washington Branch; Washington station is at 2nd Street & Pennsylvania Avenue, N.W. (AR)
- July 25, 1835 Philadelphia & Trenton Railroad Board authorizes issuing a further 500 shares. (MB)
- July 28, 1835 Canton Viaduct completed; Boston & Providence Railroad opens over entire length between Boston and India Wharf on the east side of Providence Harbor; connects with the Boston & New York Transportation Company steamboats forming first steamboat/rail direct line between New York and Boston. (Humphrey - H says not open to India Wharf til 12/35; Gerstner has 7/25 - Harlow has 12/35 as opening date of Skeekonk River Bridge into Providence - AAR has reg. service 8/20)
- July 29, 1835 Philadelphia & Trenton Railroad stockholders approve purchase of Trenton & New Brunswick Turnpike and increase of capital stock to \$1 million. (MB)
- July 31, 1835 Danville & Pottsville Railroad contracts with A. & G. Ralston for 260 tons of iron for 14 miles of Western Division. (MB)
- Summer 1835 Robert F. Stockton purchases control of Philadelphia & Trenton, including Trenton-Delaware Bridge and Trenton & New Brunswick Turnpike, on own account to end its legal battle to extend railroad to junction with New Jersey Railroad at New Brunswick; later reimbursed by Joint Companies. (Delaware Bridge was purchased before P&T) (occurred bet Aug. and Nov.!)

- Summer 1835 ___ Gooding surveys for a canal between Jeffersonville and Indianapolis. (Esarey)
- Aug. 3, 1835 Books opened for the Western Railroad Corporation (Mass.). (Bliss)
- Aug. 3, 1835 Whigs take control of the Indiana Legislature. (Fatout)
- Aug. 4, 1835 Eleazar Lord, Goold Hoyt and Elihu Townsend resign from the New York & Erie Railroad Board over disagreement with Pres. James Gore King's policy of beginning construction in the middle of the line. (CHTP 19)
- Aug. 4, 1835 Georgia Railroad Board contracts an additional 25 miles; all workers are white men paid \$14 per month plus board. (Ward)
- Aug. 4, 1835 Lycoming Coal Company at Farrandsville finally secures the services of a skilled Welsh iron worker, Edward Thomas (1790-), and English coal miners; Thomas arrives in Nov. 1835; he hopes to win the American patent for smelting with anthracite and get in on the ground floor of the first U.S. ironworks to be integrated on the Welsh model, but he has signed on with a company miles from the anthracite fields; furthermore, the company's lands contain good fire clay but poor quality coal and only small amounts of very low-grade iron ore. (Knowles)
- Aug. 7, 1835 After failure to obtain legal redress, the creditors of the Bank of Maryland, which includes many of poor or modest means, begins stoning the houses of John Glenn and Reverdy Johnson in Monument Square; the bank failures have wasted over \$2 million in capital. (Scharf, Shalhope - Scharf also has 8/6 - verify BaltAm)
- Aug. 7, 1835 Three days of riots begin in Baltimore, sparked by a year-long pamphlet war provoked by Evan Poultney, Pres. of the failed Bank of Maryland; expresses popular resentment of ordinary people who had lost money in bank failures; 8-10 killed by the militia. (Scharf, Dilts)
- Aug. 7, 1835 Steamboat *Susquehanna*, built at Owego, N.Y., by George M. Hollenback, Henry F. Lamb and James Pumpelly (1775-1845), arrives at Wilkes-Barre, having descended the river in 8 hours; it returns to Owego with a cargo of anthracite coal, but on its second voyage, it breaks its shaft and sinks at Nanticoke Dam. (Bradsby)
- Aug. 7, 1835 Ohio mobilizes its militia units to protect its disputed boundary with Michigan in the "Toledo War." (Waggoner)
- Aug. 8, 1835 Baltimore Mayor Jesse Hunt is unable to maintain order, and attacks on the houses of people associated with the failure of the Bank of Maryland

continue.(Shalhope)

- Aug. 8, 1835 The houses of Reverdy Johnson (1796-1876), John Glenn, Evan T. Ellicott (1793-1867) and others associated with the Bank of Maryland are sacked and their furniture burned in the street. (McGrain, Niles, Dilts)
- Aug. 8, 1835 Williamsport & Elmira Railroad receives letters patent. (PaArch)
- Aug. 9, 1835 The anti-bank crowds in Baltimore are swelled by dockworkers and other laborers who have received their weekly pay and gone to taverns; mounted militia tries to run down and shoot the crowd in Monument Square, which only enrages them further; John Glenn's house is broken into and sacked. (Shalhope)
- Aug. 10, 1835 In the face of yesterday's defeats, the Baltimore Militia fails to muster, leaving the anti-bank-fraud mob in control of the streets; rioters who have been jailed are forcibly freed; at night, Reverdy Johnson's mansion is sacked and his furniture, carpets and books burned in the street; the homes of John B. Morris, Evan Ellicott and Mayor Jesse Hunt are also attacked; a public meeting places retired Gen. Samuel Smith (1752-1839) and the militia in charge of the city. (BaltAm, Shalhope)
- Aug. 10, 1835 First 13 miles of Eastern Division of Pennsylvania & Ohio Canal between Mahoningtown and Youngstown let at New Castle. (HazReg, Durant)
- Aug. 11, 1835 Philadelphia & Trenton Railroad authorizes issue of 4,000 shares; Edward Curtis of New York takes entire amount. (MB)
- Aug. 11, 1835 Baltimore Mayor Jesse Hunt, who had been implicated in the bank scandals and failed to keep order, resigns over the riots; Gen. Anthony Miltenberger is named Mayor pro-tem. (BaltAm)
- Aug. 13, 1835 New Jersey Railroad Board appoints committee to negotiate with Camden & Amboy over location of terminus at New Brunswick. (MB)
- Aug. 14, 1835 NC&F Board authorizes importing edge rail for second track. (MB)
- Aug. 15, 1835 Philadelphia, Germantown & Norristown Railroad opens between Manayunk and Norristown, completing the line. (Scharf)
- Aug. 1835 Construction begins on the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; Chief Engineer W. Milnor Roberts has located the section between Harrisburg and Portsmouth. (C&C)
- Aug. 1835 New York & Erie Railroad names Moncure Robinson and Jonathan Knight as consulting engineers to review the 1834 survey. (Mott)

- Aug. 1835 Surveys for the James River & Kanawha Company canal are begun between Maiden's Adventure Falls, the head of the old James River Company's works, and Lynchburg; Benjamin Wright is Chief Engineer, with son Simon W. Wright, Daniel Livermore and Charles Ellet, Jr., as Assistant Engineers. (Dunaway)
- Aug. 1835 Meetings held in Cincinnati to promote a railroad to Charleston, S.C., to rival links to the Northeast. (ARJ)
- Aug. 1835 One of the original stockholders of the Trenton & New Brunswick Turnpike who is sympathetic to Camden & Amboy sues in N.J. Court of Chancery for injunction to stop it from building a railroad as a misuse of company funds; the original papers from this suit have not survived. (StGaz)
- ca. Aug. 1835 Corning Company formed by Erastus Corning, Watts Sherman, Thomas W. Olcott, Hiram W. Bostwick, and others, to speculate in land and develop a town (later Corning, N.Y.) at the head of the Chemung Canal feeder, which can also serve as a transshipment point for coal brought from the Tioga County (Pa.) Field. (Neu)
- Aug. 1835 "Irish War," a faction fight between "Corkonians" and "Fardowners," occurs on the line of the Wabash & Erie Canal near La Gro, Ind.; the men had supposedly come from the Chesapeake & Ohio Canal, where they had clashed before; about 200 are arrested. (Helm/Wabash)
- Aug. 1835 Fort Wayne Branch of the State Bank of Indiana opens. (VllyUpprMaumee)
- Aug. 21, 1835 Cumberland Valley Railroad appoints W. Milnor Roberts Chief Engineer. (HistFranklinCo)
- Aug. 22, 1835 Northern Liberties & Penn Township Railroad Board appoints committee to arrange connection with Philadelphia, Germantown & Norristown Railroad, which is to extend down 9th Street to Willow. (MB)
- Aug. 24, 1835 New York Branch of the Bank of the United States withdraws \$500,000 in specie from the state banks. (NYPost/Stokes)
- Aug. 25, 1835 B&O Washington Branch opens between Bladensburg and Pennsylvania Avenue in Washington with formal celebration; a 17-car train drawn by 4 locomotives leaves Baltimore and meets a second train with dignitaries coming from Washington at Bladensburg; station is a lodging house at the northwest corner of 2nd Street & Pennsylvania Avenue. (AR, Thomas, Scharf)

- Aug. 25, 1835 Laborers accidentally break open a box coming from New York on the Delaware River steamboat; it is found to contain abolitionist literature being shipped to the South; the contents are then thrown into the river; the abolition movement, though small, is growing more strident. (Scharf)
- Aug. 27, 1835 Delaware & Maryland Railroad orders survey from Charlestown, Md. to Susquehanna River. (MB)
- Aug. 27, 1835 Cornelius Vanderbilt sells his lucrative New York-Elizabethtown ferry and the steamboats *Cinderella* and *Water Witch* to Edward Kellogg, John H. Smith, George Gault, Nestor Houghton, George Lockwood, Robert T. Haws and Ephraim Corning for \$74,000 and free passage on the boats, the boats not to operate on the Hudson above New York; Vanderbilt uses the money to build the *Cleopatra* for his Providence Line. (Stiles)
- Aug. 27, 1835 Trials of Thomas Ellicott, Evan Poultney, William Ellicott and Samuel Poultney for complicity in the 1834 failure of the Bank of Maryland begin in Bel Air; Reverdy Johnson and his co-conspirator Attorney General Richard W. Gill use their control of the prosecution to obscure their own roles and that of their friends and put the entire blame on the Ellicotts and Poultnes. (Shalhope)
- Aug. 30, 1835 Disgraced former Postmaster General William T. Barry (1785-1835) dies at Liverpool en route to his new post as minister to Spain. (CongBio)
- Sep. 2, 1835 In a public letter, Philadelphia & Trenton Railroad lawyer John Sergeant denies reports that he said the Trenton & New Brunswick Turnpike has no right to build a railroad in a private conversation. (StGaz)
- Sep. 2, 1835 Benjamin Wright, Moncure Robinson and Jonathan Knight report on survey for New York & Erie Railroad; Charles Ellet's survey calls for an inclined plane to descend to Lake Erie at Dunkirk, and the report calls for further surveys to find a grade that can be negotiated by locomotives. (HazReg, Ellis/Cattaraugus)
- Sep. 3, 1835 Fourth locomotive placed on Portage Railroad; *Pittsburg [sic!]*, built by McClurg, Wade & Co. of Pittsburgh as copy of *Boston* (CC); based on Stephenson design; first locomotive built west of Allegheny Mountains. (HazReg)
- Sep. 3, 1835 City of Philadelphia offers to renew NC&F's lease of Chestnut Street wharf for \$3,500 per year for seven years or \$2,500 for five years; Camden & Amboy Railroad, which shares wharf, refuses to renew as exorbitant and will use its own pier just to the south. (MB)

- Sep. 5, 1835 Northern Liberties & Penn Township Railroad Board considers extending its road south along Delaware River from Willow to Vine Street and connecting with any railroad built to that point. (MB)
- Sep. 6, 1835 Michigan Gen. Joseph W. Brown arrives at Toledo with a force of 1,200 militia to prevent the organizing of the Ohio Lucas County Court set for next day. (Waggoner)
- Sep. 7, 1835 Philadelphia & Trenton Railroad cuts service from three to two round trips with stage connection between Trenton and New Brunswick. (StGaz)
- Sep. 7, 1835 Gen. Samuel Smith, 83 years old, elected Mayor of Baltimore, in part for his role in quelling last year's bank riots. (Shalhope)
- Sep. 7, 1835 The Ohio judges and a picked force of militia cross into the disputed territory at 1:00 AM, reach Toledo at 3:00 AM, and immediately hold the first court for Lucas County. (Waggoner)
- Sep. 7, 1835 Allegan County, Mich., fully organized with county seat at Allegan. (Long)
- Sep. 8, 1835 N.J. Court of Chancery begins hearing Trenton & New Brunswick Turnpike suit; postponed because of illness of defense counsel John Sergeant. (NilesReg)
- Sep. 8, 1835 William Strickland reports to Philadelphia & Delaware County Railroad on crossing Schuylkill at Penrose Ferry. (MB)
- Sep. 9, 1835 Convention held at Ellicottville, N.Y., to push for a railroad running north to Lake Erie. (Ellis/Cattaraugus)
- Sep. 10, 1835 Towboat *Pennsylvania* of Philadelphia Steam Tow-Boat Company launched from yard of John Vaughan & Son; Rush & Muhlenberg are unable to install the engine in timely manner, and the boat is not completed until 1836. (PhlCmmrclLst)
- Sep. 10, 1835 Canal convention held at Erie to push for extension of Pennsylvania Canal there. (HazReg)
- Sep. 10, 1835 Michigan Gen. Joseph W. Brown orders his militia to return to their homes, ending the "Toledo War." (Waggoner)
- Sep. 14, 1835 Philadelphia & Trenton Railroad files 575 separate court claims for damages against Trenton Delaware Bridge Company for charging their passengers excessive tolls. (NilesReg)

- Sep. 14, 1835 Trenton Delaware Bridge Company appoints a committee to negotiate with the Philadelphia & Trenton Railroad. (MB)
- Sep. 14, 1835 Eleazar Lord resigns as VP & Treasurer of the New York & Erie Railroad; he is replaced as Treasurer by Peter G. Stuyvesant, who serves without salary. (Rept)
- Sep. 1835 Baldwin completes first locomotive for New Jersey Railroad & Transportation Company, 4-2-0 *Newark* (c/n 16). (Lovell)
- Sep. 1835 West Philadelphia Railroad is under construction. (HazReg)
- Sep. 1835 James Moore of Chester County is surveying the Oxford Railroad of Chester County; to run from the Fountain Inn on the Philadelphia & Columbia Railroad to Port Deposit. (HazReg)
- Sep. 1835 Howard Stansbury (1806-1863), U.S.A. civil engineer, engaged by Gov. Noah Noble to survey for railroads between Madison and Columbus and between Jeffersonville and Columbus. (Anderson - or mid-May?)
- Sep. 1835 Pres. Andrew Jackson removes Stevens T. Mason as Gov. of Michigan Territory for his refusal to relinquish the "Toledo Strip" unilaterally; Jackson is worried about the potential loss of Ohio, Indiana and Illinois Democratic votes in the 1836 election, as these greatly outnumber the number of votes in Michigan; the dispute then moves to Congress as part of a statehood bill. (Dunbar - may be 5/29? verify Sobel)
- Sep. 16, 1835 Baltimore-Washington mail contract is transferred from stagecoaches to the B&O once a day, the night mail to go by stagecoach; the mail contractors Stockton & Stokes are to provide stagecoaches if the trains fail to make the proper connections. (HistRyMail, Holmes/Rohrbach)
- Sep. 16, 1835 Chief Engineer James H. Bell reports on the location of the Mad River & Lake Erie Railroad between Sandusky and Tiffin; it is completely dishonest; he claims difficult terrain on the direct route and creates a detour to the east over rougher ground to pass through York Cross Roads, aka Amsden Corners, where he and friends own the land, thence by West Lodi and Republic; this route is through a limestone country with little water for locomotives; Thomas G. Amsden, Frederick A. Chapman and other landowners at Amsden Corners donate the right-of-way and subscribe \$1,000. (Peeke, RRH, cityofbellevue.com)
- Sep. 17, 1835 General William Henry Harrison and Gov. Joseph Vance break ground for Mad River & Lake Erie Railroad at Sandusky; the first railroad in Ohio; Ohio gauge is set at 4'-10" to match New Jersey gauge and that was originally chosen for New York & Erie Railroad. (Peeke, Smiths)

- Sep. 1835 Wilmington & Susquehanna Railroad surveys extension from Charlestown, Md. to point on Susquehanna River opposite Havre-de-Grace in order to connect with Baltimore & Port Deposit Railroad by ferry. (AR)
- Sep. 1835 Rails laid over Columbia-Wrightsville bridge; locomotives cannot pass over bridge because of clearance and steep grades at each end; cars are transferred by horses; bridge remains unaltered until burned in the Gettysburg campaign in 1863. (in use for pass & ft. by 10/35 - Columbia Spy quoted in HazReg of 10/3)
- Sep.? 1835 Adams & Co. establishes an express line over the National Road in connection with ___ Green of Baltimore and Maltby & Holt, oyster dealers of Baltimore; known as the "Oyster Line"; uses light four-horse wagons in relays. (Crumrine - verify date Adams & Co - may be Alvin Adams alone)
- Sep. 18, 1835 Editor James Gordon Bennett in the New York *Herald* exposes the corner in New York & Harlem Railroad stock; Henry Bartow flees to Canada. (Harlow)
- Sep. 23, 1835 Norristown, Berks & Lehigh Railroad receives letters patent. (PaArch)
- Sep. 25, 1835 Chief Engineer William Gibbs McNeill makes report on survey to extend Baltimore & Susquehanna Railroad to York Haven or Wrightsville.
- Sep. 25, 1835 D. Leech & Co's. Western Transportation Company, a Main Line transporter, begins advertising it will forward freight to and from Kentucky, Illinois, Missouri, Alabama and Mississippi. (PhlPriceCurrent)
- Sep. 27, 1835 Locomotive inventor Phineas Davis (1800-1835) is killed when a new locomotive he is test-driving is derailed by a broken rail on the B&O's Washington Branch near Baltimore. (AR)
- Sep. 28, 1835 Pres. Finley of Baltimore & Port Deposit Railroad notifies Delaware & Maryland Railroad that they will terminate at Havre-de-Grace instead of opposite Port Deposit, clearing way for D&M to locate to a point on the opposite bank of the Susquehanna, now Perryville. (MB)
- Sep. 28, 1835 Potter County, Pa., fully organized and detached from McKean County with county seat at Coudersport. (Long)
- Sep. 29, 1835 William Strickland reports to Philadelphia & Delaware County Railroad on revised survey. (MB)
- Sep. 25, 1835 New York & Erie Railroad issues its first annual report; cites the threat of

the Pennsylvania canals siphoning off the trade of the upper Susquehanna River system in New York State. (AR/HazReg)

- Sep. 30, 1835 Jonathan Knight reports on B&O surveys between Cumberland and Wheeling with "branch" to Pittsburgh; can be done without inclined planes with cost of \$4.6 million. (AR)
- Oct. 2, 1835 American settlers in what is then the northern part of the Mexican state of Coahuila y Texas begin a revolution, at first against the current central government in Mexico City, but eventually for complete independence. (Howe)
- Oct. 3, 1835 New York & Harlem Railroad Board holds an excursion from City Hall to Harlem to show off the railroad and the work of excavating the tunnel. (Stokes)
- Oct. 5, 1835 Philadelphia & Trenton Railroad Board authorizes making contract to carry mail. (MB)
- Oct. 5, 1835 First vessel passes through West Philadelphia Canal, which allows masted vessels to pass around west abutment of Permanent Bridge at Market Street. (HazReg)
- Oct. 6, 1835 Matthew Newkirk of Philadelphia, who has invested about \$50,000 in Baltimore & Port Deposit Railroad, writes to Board demanding that Pres. Finley resign and be replaced by someone who will be more aggressive in collecting from delinquent subscribers and pushing project forward; suggests Roswell L. Colt or John A. Latrobe, brother of Chief Engineer Benjamin H. Latrobe. (MB)
- Oct. 7, 1835 Stockholders of Camden & Amboy Railroad order Board to put an end to opposition of Philadelphia & Trenton Railroad by an amalgamation of interests. (MB)
- Oct. 7, 1835 Herman Haupt resigns from the Army to become Assistant Engineer under Henry R. Campbell; he is soon employed by Campbell as transitman on surveys for the never-built Norristown, Berks & Lehigh Railroad and later the Norristown & Valley Railroad; two of his West Point classmates have previously taken jobs under Campbell. (Ward, Wilson)
- Oct. 8, 1835 Ebenezer Finley resigns as Pres. of Baltimore & Port Deposit Railroad. (MB)
- Oct. 9, 1835 NC&F Board authorizes abandoning portion of its turnpike in Maryland to Cecil County. (MB)

- Oct. 12, 1835 Joint Board authorizes Camden & Amboy and Delaware & Raritan to end opposition of Philadelphia & Trenton Railroad by merger or purchase. (MB)
- Oct. 12, 1835 New Board elected by Baltimore & Port Deposit Railroad, including Matthew Newkirk, Charles W. Karthaus and Jacob I. Cohen, Jr. (1789-1869); Roswell L. Colt elected Pres., replacing E.L. Finley. (MB)
- Oct. 12, 1835 Louis McLane and Joseph L. Joseph of the Morris Canal & Banking Company are authorized to negotiate for the New York branch and business of the Bank of the United States. (Munroe)
- Oct. 13, 1835 Trial of Trenton & New Brunswick Turnpike begins in N.J. Court of Chancery. (StGaz)
- Oct. 13, 1835 Coalition of Anti-Masons and Whigs sweep Pennsylvania elections after Democrats split into rival factions headed by Gov. George Wolf and Henry A. Muhlenberg (1782-1844); Joseph Ritner (1780-1869) elected Governor; Coalition takes the House, but Democrats retain the Senate; Ritner has no legal training or administrative experience, leaving the legislators led by Thaddeus Stevens to make policy, although Ritner does not hesitate to make his wishes known through the veto. (Snyder)
- Oct. 13, 1835 Meeting held at Cleveland in support of a railroad to Columbus and Cincinnati. (ARJ)
- Oct. 15, 1835 Henry R. Campbell reports on survey of West Philadelphia Railroad; route later used by PRR but following Lancaster Avenue east of 52nd Street and looping south to Chestnut Street in West Philadelphia before terminating at Market Street Bridge. (AR, map)
- Oct. 15, 1835 John B. Jervis makes a report and estimate for enlarging that part of the Erie Canal between Albany and Rome. (Sweet)
- Oct. 1835 James Moore (1813-1897), Chief Engineer, is surveying the Oxford Railroad between the Philadelphia & Columbia Railroad between Coatesville and Gap and Port Deposit via Oxford. (HazReg)
- Oct. 1835 Baltimore & Susquehanna Railroad adopts a route between Timonium and York. (AR)
- Oct. 1835 Lehigh Coal & Navigation Company contracts the balance of the Upper Grand Section of the Lehigh Canal from Penn Haven up to Wrights Creek (White Haven). (Mathews/Hngrfrd)
- Oct. 1835 New York Canal Board changes dimensions for proposed enlargement of

- Erie Canal to 70 feet wide by 7 feet deep with 110 x 18 foot locks for 240-ton boats. (Poor)
- Oct. 1835 Hugh McCulloch (1808-1895) becomes Cashier & Manager of the Fort Wayne Branch of the State Bank of Indiana. (Poinsatte)
- Oct. 1835 Rensselaer Institute graduates its first four civil engineers. (Rezneck)
- Oct. 18, 1835 Boston, Norwich & New London Railroad breaks ground at Norwich; James Laurie (1811-1875), Chief Engineer. (Farnham)
- Oct. 19, 1835 New Jersey Railroad Board adopts location between Newark and New Brunswick made by Lorenzo A. Sykes. (MB)
- Oct. 19, 1835 Frederick C. Mills makes a report and estimate for enlarging that part of the Erie Canal between Jordan and Rochester. (Sweet)
- Oct. 20, 1835 Holmes Hutchinson makes a report and estimate for enlarging that part of the Erie Canal between Rome and Jordan; the Canal Commissioners adopt a prism 70 x 7 x 42 and locks 110 x 18; they estimate the larger size will cut transportation costs exclusive of tolls in half. (Sweet)
- Oct. 21, 1835 Philadelphia & Trenton Railroad Board receives written opinion of John Sergeant on legality of issue of 500 shares of stock to Charles Macalester (1798-1873); authorizes locating a depot in Northern Liberties. (MB)
- Oct. 21, 1835 Nathan S. Roberts makes a report and estimate for enlarging that part of the Erie Canal between Rochester and Buffalo.(Sweet)
- Oct. 22, 1835 NC&F appoints committee to meet with Camden & Amboy Railroad and B&O on operating a through mail line between New York and Washington. (MB)
- Oct. 22, 1835 Floods in western Pennsylvania damage Beaver Division Canal; destroy Dam No. 4 of Franklin Line navigation and put entire line out of action.
- Oct. 23, 1835 W. Milnor Roberts reports on survey of Cumberland Valley Railroad from Harrisburg to Chambersburg; estimate \$564,665 for a single track and \$141,000 additional for a second track. (HazReg, Rept)
- Oct. 23, 1835 John B. Jervis and Frederic C. Mills recommend 80 x 8 as the dimensions or an enlarged Erie Canal. (Sweet)
- Oct. 1835 Jersey City ferryboat *New Jersey* launched. (ARJ)
- Oct. 25, 1835 Contracts for Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad

awarded to William Cameron (1795-1877) and James Cameron (1801-1861), brothers of Simon Cameron. (MB)

- Oct. 26, 1835 A brawl occurs at a New York City Democratic meeting at the Military & Civic Hotel on the Bowery & Broome Street between Tammany regulars and the followers of radical journalist William Leggett (1801-1839), who has been expelled by Tammany Hall after he has denounced Pres. Jackson for banning abolitionist literature from the mail; Leggett espouses an extreme opposition to all forms of special privilege, including special acts of incorporation, exclusive licenses, banks, paper money, and all collusion and mutual back-scratching between politicians and business interests; his goal is the entrepreneurialism of individual small proprietors operating on a level playing field; he demands incorporation by general laws available to all; like later libertarians, he also denounces government regulation and government support of cultural and charitable endeavors; Leggett seeks to take control of the local party from bankers Gideon Lee and Preserved Fish; the reformers forcibly eject the Tammany men, who turn off the gas light in revenge; the reformers then use the new “loco-foco” friction matches to light candles, from which action, radical Democrats are branded “Loco Focos” by conservative Democrats and Whigs. (infoplease.com, Burrows/Wallace)
- Oct. 27, 1835 Isaac R. Trimble named Chief Engineer of Baltimore & Susquehanna Railroad, replacing William Gibbs McNeill.
- Oct. 29, 1835 New Long Bridge built across the Potomac by the federal government opens, although not complete; replacing the bridge destroyed by ice in Feb. 1831. (NatIntlgncr) opened by Pres. Jackson. (Wilson)
- Oct. 29, 1835 Future railroad entrepreneur and anthropologist Robert Henry Lamborn (1836-1895) born near Kennett Square, Pa., to an old Quaker family; he begins his scientific studies under his uncle Jacob Pierce, the librarian of the Academy of Natural Sciences of Philadelphia; he then studies at the famed Royal Saxon School of Mines at Freiburg and the Ecole des Mines at Paris before receiving a Ph.D. from the University of Geissen; he returns to the U.S. after the start of the Civil War and later joins the PRR at Altoona. (ANSP, RyW)
- Oct. 31, 1835 Postmaster General Amos Kendall writes to P. S. Loughborough, ordering him to begin with the railroads starting with the B&O and progressing north through the Boston & Providence to ascertain on what terms they will carry the mails and whether they will run a night line or a second mail; Kendall speculates that if they refuse, Congress might have the power to put locomotives on railroads to haul mail trains with priority over all other traffic, just as they do on common roads, although Loughborough is not to press this point; negotiations are to be based on the railroads

carrying a locked box or chest of mail as the stagecoaches now do, although they may also furnish a locked car or compartment. (HistRyMail)

- Fall 1835 Hon. Sidney Breese of Illinois publishes a pamphlet advocating a central railroad from the end of the Illinois & Michigan Canal at Peru to the confluence of the Ohio and Mississippi Rivers at Cairo. (Perrin)
- Nov. 1, 1835 Henry R. Campbell completes survey of West Philadelphia Railroad. (date of map once in PRR Real Est. Dept.)
- Nov. 1, 1835 Richard Peters, Jr. (1779-1848) issues prospectus for Western Schuylkill Basin & Railroad calling for a large basin above the Fairmount Dam with a railroad down the west bank of the Schuylkill to join the West Philadelphia Railroad and Philadelphia & Delaware County Railroad; Peters owns real estate on the west side of the Schuylkill, including the family seat "Belmont". (HazReg, ColFamPa)
- Nov. 1, 1835 Surveys for Tioga Navigation Company's railroad begun under Benjamin Wright, consulting engineer. (ARJ)
- Nov. 2, 1835 Democrats sweep Michigan elections, electing Stevens T. Mason (1811-1843) Gov., and taking both houses of the Legislature. (Shade)
- Nov. 3, 1835 Public meeting held at Brownsville, Pa., to promote construction of a railroad between Cumberland and Pittsburgh on line later completed by B&O, with a branch from Brownsville to Wheeling. (HazReg)
- Nov. 5, 1835 Philadelphia & Trenton Railroad authorizes purchase of coal-burning locomotive from Ross Winans. (MB)
- Nov. 5, 1835 P.S. Loughborough writes to the presidents of the four companies constituting the projected line between Philadelphia and Baltimore to ask at what price they will carry the mail, or as an alternate, running a government mail car. (HistRyMail)
- Nov. 5, 1835 New York & Erie Railroad lets its first contracts on the section between Calicoon and Deposit along the Delaware River; Pres. King has not decided on the location between the Hudson and Delaware Rivers; Eleazar Lord, who owns land at Tappan Slote (Piermont) and wants that as the eastern terminus, has resigned as VP. (Mott)
- Nov. 6, 1835 Meeting held in Warren, Ohio, in support of the Erie & Ohio Railroad (chartered in 1832) to be built between Ashtabula and a point on the Ohio River in Columbiana County. (ARJ)
- Nov. 7, 1835 John Elgar of York secures patent for plan of section boats made of

compartments 7' x 20' which can be combined end-to-end and side-by-side to form a canal boat and taken apart to be transshipped on railroad cars; John Dougherty of the Reliance Transportation Company becomes Elgar's assignee in Pennsylvania and begins experiments to perfect the invention, which is impractical in its original form; Dougherty devises workable joints and uses round-bottomed boat sections carried in a cradle instead of square sections to reduce height to be able to pass bridges and tunnels. (Hartman)

- Nov. 7, 1835 Pres. James Gore King and Comptroller Samuel B. Ruggles (1800-1881) breaks ground for the New York & Erie Railroad at sunrise at Deposit, N.Y. on Delaware River; contracts had just been let for section between Calicoon and Deposit. (Minor, Mott)
- Nov. 7, 1835 P. S. Loughborough writes to E. A. Stevens, James S. Green and Garret D. Wall of the Joint Companies on terms for carrying the mail. (HistRyMail)
- Nov. 1835 NC&F purchases steamboat *Ohio* to accommodate increasing traffic. (MB)
- Nov. 10, 1835 New stockholders of Philadelphia & Trenton Railroad, including Thomas Biddle & Co., R. & I. Phillips, Israel Phillips and John Moss, write to Board claiming to be nearly whole of owners and "suggesting" that the P&T avail itself of the experience of Edwin A. Stevens, Robert L. Stevens and Robert F. Stockton; in a separate letter to Pres. Naglee, note the opportunity for P&T to acquire stock of Trenton Delaware Bridge Company. (MB)
- Nov. 10, 1835 Citizens committee in Beaver County calls for railroad from Conneaut Harbor on Lake Erie down Pymatuning, Shenango and Beaver River to Beaver Point. (HazReg)
- Nov. 11, 1835 Joint Companies sign agreement with Philadelphia & Trenton Railroad; Camden & Amboy to carry all traffic of P&T between Sand Hills, Burlington County, and New York at \$2 per passenger or 8 cents per ton-mile; P&T not to send any traffic east of Trenton by any other route and maintain rates between Philadelphia and Trenton. (MB)
- Nov. 11, 1835 Joint Companies respond to P. S. Loughborough that they cannot surrender the road to the Post Office Dept. but are willing to negotiate for carrying the mail. (HistRyMail)
- Nov. 12, 1835 William G. McNeill submits surveys to LIRR Board. (MB)
- Nov. 12, 1835 McKee, Clarke & Co. at Pittsburgh reorganized as T.S. Clarke & Co.; operators of Ohio River steamboats and ___ Line on Main Line. (ad)

- Nov. 13, 1835 Philadelphia Board of Trade again pushes the necessity of extending the City Railroad in Market Street, citing the experience of Baltimore in extending tracks through the streets to the wharves. (Schwartz)
- Nov. 13, 1835 Philadelphia & Trenton Railroad Board authorizes advertising that it will apply to next Legislature to build a railroad from the Trenton Delaware Bridge to a station in the city of Trenton. (MB)
- Nov. 14, 1835 Philadelphia & Trenton Railroad Board approves purchase of Trenton Delaware Bridge Company and for the right to lay rails over it and secure charter for extending into Trenton; to purchase stagecoaches for service to New York and contracting with Camden & Amboy Railroad for transportation of New York passengers; authorizes free passes for Camden & Amboy officers and directors; a single track is then built in the north wagon way of the Trenton Delaware Bridge. (MB, Griggs)
- Nov. 1835 Cumberland Valley Railroad contracts grading between Carlisle and a point three miles west of the Susquehanna River and between Shippensburg and Chambersburg. (CERept)
- Nov. 16, 1835 Philadelphia & Trenton Railroad cuts service to a single round trip between Philadelphia and Trenton and a round trip between Trenton and Bristol to connect with the Joint Companies' steamboats; Delaware & Raritan Canal begins operating a passenger packet between Trenton and New Brunswick to serve intermediate points that might have supported the opposition line. (StGaz)
- Nov. 16, 1835 Pennsylvania & Ohio Canal Company relets contracts for its Western Division, which is relocated to run to Akron via Cuyahoga Falls. (HistPrtgCo)
- Nov. 17, 1835 Baltimore & Port Deposit Railroad approves "Lower Route" and orders placed under contract from Gunpowder River to Havre-de-Grace; orders survey and acquisition of right-of-way from Havre-de-Grace upstream to Conowingo Bridge (current U.S. 1) and back down east bank to site of Perryville; appoints John Elgar to go to England to superintend order for rails. (MB)
- Nov. 18, 1835 Roswell L. Colt resigns as Pres. of Baltimore & Port Deposit Railroad; Lewis Brantz (1776-1838) elected. (MB)
- Nov. 18, 1835 Edward R. Biddle writes to his cousin Nicholas Biddle noting that the charter of the Morris Canal & Banking Company will be extremely useful in extending the powers of the Bank of the United States when its federal charter expires, and it can be bought cheaply. (Munroe)

- Nov. 18, 1835 Meeting held in Waynesburg, Pa., in favor of having the state improve the navigation of the Monongahela River. (Crumrine)
- Nov. 20, 1835 Henry R. Campbell reports on the survey for the Norristown & Valley Railroad between Norristown and Downingtown. (MB)
- Nov. 22, 1835 Isaac R. Trimble reports on extension of Baltimore & Susquehanna Railroad to York.
- Nov. 23, 1835 Southwark Railroad authorizes construction of branch up Swanson Street from Washington to Cedar Street to reach warehouse of Joseph Snowden; also authorizes construction of three more passenger cars. (MB)
- Nov. 23, 1835 Wilmington & Susquehanna Railroad's Committee on Locomotives, consisting of Wilmington machinist Mahlon Betts (1795-1867), William Strickland, and John C. Trautwine, reports; have examined locomotives at Baltimore, Philadelphia and Boston; reject Phineas Davis's vertical boilers as too complicated; recommend purchasing one each from Stephenson, Bury, Baldwin and Locks & Canals at Lowell. (BdPap)
- Nov. 25, 1835 In letter to *Trenton Emporium* Robert F. Stockton calls and effort to build a competing line across New Jersey a plot to defraud the state treasury; however, offers to surrender the Delaware & Raritan Canal (which is as yet far from profitable and being supported by the Camden & Amboy Railroad) to the state at cost. (StGaz)
- Nov. 25, 1835 Railroad convention convenes at Brownsville in support of completion B&O from Cumberland to Pittsburgh. (HazReg, Dilts)
- Nov. 25, 1835 Andrew Carnegie (1835-1919), perhaps most famous PRR alumnus, born in Dufermline, Scotland, son of an ineffectual skilled hand-weaver soon to be rendered redundant by textile factories and a domineering mother; his maternal grandfather, Tom Morrison, is an atheist and radical. (Wall, Nasaw)
- Nov. 26, 1835 LIRR Board authorizes lease of Brooklyn & Jamaica Railroad. (MB)
- Nov. 26, 1835 Delaware & Maryland Railroad lets contracts between Charlestown, Md., and Susquehanna River. (MB)
- Nov. 26, 1835 Western Division of Danville & Pottsville Railroad opens between Sunbury and Stambach's Tavern (Paxinos), Pa., with the coaches *Mahanoy* and *Shamokin* drawn by horses. (Bell/Numbrlnd - or 12/26?? - see HazReg)

- Nov. 27, 1835 Public meeting held at Greencastle, Pa., in support of a railroad from Chambersburg to Williamsport on the Potomac River. (ARJ)
- Nov. 28, 1835 First LIRR locomotive *Ariel* (c/n 19), 4-2-0, completed by Baldwin Locomotive Works for the Brooklyn & Jamaica Railroad. (Berliner, BLW, PR)
- Nov. 28, 1835 New Jersey Railroad Secretary John P. Jackson responds to the request of Postmaster General Amos Kendall by agreeing to carry the Great Mail for one year from Jersey City to New Brunswick or as far as the line extends; they will carry it in 3 hours to Rahway and 4 hours to New Brunswick; if the contract is for four years they will carry the Great Mail and the day mail for \$250 per mile combined. (HistRyMail)
- Nov. 28, 1835 Petitions for and against extending the City Railroad down Market Street to the Delaware River aired in City Councils; those merchants who have moved to Broad Street are opposed, while those who have remained by the Delaware River are in favor; Common Council passes resolution, 11-7, for a railroad on Market, 3rd and Dock Streets, with double track east of 5th Street and altering market shed in center of Market Street to suit; also calls for studies for extending railroad up 9th Street to meet PG&N and alternate route on Filbert, 8th, Walnut and Dock Streets. (HazReg, Cutler/Roberts)
- Nov. 30, 1825 Pennsylvania Canals close for the winter. (PhlCmmrclLst)
- Late 1835 Merchant banking house of Morrison, Cryder & Co. formed in London to obtain a share of the American business. (Hidy)
- Dec. 1, 1835 West Branch Division Canal opens from Lock Haven to Queens Run Dam with pool navigation to Farrandsville. (CC)
- Dec. 2, 1835 In his last annual message, outgoing Gov. George Wolf, urges that the taxes enacted in 1831 to meet shortfalls; call for the completion of the Erie Extension and North Branch Extension Canals. (PaArch)
- Dec. 2, 1835 Canal Commissioners in their annual report suggest extravagant expansion of Public Works, including North Branch Extension to New York line, canal or slackwater between Pittsburgh and Beaver, slackwater on Allegheny River between Freeport and Franklin, extension of Beaver Division canal to Conneaut Lake and Erie, slackwater on Monongahela River to Virginia line, Susquehanna & Lehigh Canal, and canal between West Branch and Allegheny River. (CC)
- Dec. 2, 1835 Meeting at Woodbury, N.J., court house in favor of a railroad from Woodbury to Camden. (Stewart)

- Dec. 3, 1835 First New Jersey Railroad & Transportation Company locomotive *Newark* (BLW c/n 16) makes test run between Jersey City and Elizabethtown. (NwkEagle)
- Dec. 3, 1835 West Philadelphia Railroad, which hopes to be completed in Aug. 1836, petitions City Councils for permission to lay rails on Schuylkill Permanent Bridge at Market Street; Select Council orders ordinance drawn up for extending City Railroad down Market, 3rd and Dock Streets with double track east of 8th Street. (HazReg)
- Dec. 4, 1835 Edward F. Gay resigns as Principal Engineer of Philadelphia & Columbia Railroad and canal to be Chief Engineer of Susquehanna & Tide Water Canal; since Gay is associated with the Democratic Party, he probably seeks new employment in anticipation of being purged by the Anti-Masons. (CC)
- Dec. 4, 1835 Philadelphia & Trenton Railroad Board notes that Robert F. Stockton and Edwin A. Stevens have advised by letter (won't grant personal interview) that P&T invest its surplus funds in Camden & Amboy stock; as this is not permitted by law, P&T resolves to deposit \$80,000 in the Schuylkill Bank of Philadelphia at 5%. (MB)
- Dec. 4, 1835 Canal Commissioners buy tract of John G. Parke, who had claim against them for damages, as site of repair shops of Philadelphia & Columbia Railroad; community that grows up around shops given name of Parkesburg. (CC)
- Dec. 5, 1835 New Jersey Railroad & Transportation Company holds opening excursion with locomotive between Newark and Elizabethtown; locomotive runs backwards pushing train as no turntable at Elizabeth. (NwkEagle)
- Dec. 5, 1835 Girard Estate, which is a stockholder in the Schuylkill Permanent Bridge, issues report in favor of laying rails and converting it to a free bridge. (HazReg)
- Dec. 5, 1835 Branch of the State Bank of Illinois opens at Chicago, the first bank at Chicago; John H. Kinzie, Pres. (Huston)
- Dec. 6, 1835 William Joyce Sewell (1835-1901), future Senator and Pres. of West Jersey Railroad, born in Castlebar, Ireland; emigrates to U.S. in 1851. (CongBio)
- Dec. 6, 1835 Philadelphia & Reading Railroad opens between Reading and Pottstown with horse power. (Nolan/Hocker)

- Dec. 7, 1835 NC&F contracts with Post Office Dept. for daily mail line. (MB)
- Dec. 7, 1835 Future civil engineer and explorer George Earl Church (1835-19) born at New Bedford, Mass., the descendant of *Mayflower* Pilgrims, including Edward Winslow; Church becomes famous for engineering work and exploration in Latin America. (Neville)
- Dec. 7, 1835 24th Congress convenes with Democrats in control of both houses, having recaptured the Senate. (wiki, Howe)
- Dec. 7, 1835 Illinois Gov. Joseph Duncan addresses a special session of the Legislature calling for a huge state system of internal improvements. (Smith)
- Dec. 8, 1835 National debt paid off for the first and only time; a surplus continues to accumulate from the tariff and booming federal land sales in the West. (Howe has 1/35 - what is date of Pres. Jackson's message?)
- Dec. 8, 1835 James Howard reelected Pres. of Baltimore & Susquehanna Railroad, replacing Alexander Nesbit, resigned. (MB)
- Dec. 10, 1835 Schuylkill Permanent Bridge Company refuses any connection with West Philadelphia Railroad as the railroad company refuses to support the bridge company's campaign to oppose removal of tolls. (HazReg)
- Dec. 10, 1835 Philadelphia Select Council passes ordinance authorizing construction of City Railroad from Broad Street down Market Street to 3rd Street, then down 3rd to Dock Street and Delaware River by vote of 14-4. (HazReg has ordinance being tabled in Common Council)
- Dec. 10, 1835 NC&F Board authorizes renewal of Chestnut Street wharf for five years at \$2,500 per year; authorizes sale of lots in Delaware City and toll houses on turnpike. (MB)
- Dec. 10, 1835 Edwin Schenck reports to Howard Stansbury of the U.S. Topographical Engineers on surveys for railroads between Madison and Indianapolis and between Columbus and Jeffersonville. (Blank)
- Dec. 15, 1835 Anti-Mason Joseph Ritner inaugurated as Governor of Pennsylvania; in inaugural speech pledges economy and caution in management of Public Works and reluctance to begin new projects while old ones are unfinished. (PaArch)
- Dec. 1835 Cumberland Valley Railroad contracts for the grading of the remainder of its line. (CERept)
- Dec. 1835 Skeekonk River Bridge of the Boston & Providence Railroad opens.

(Harlow - permits ferry connection with New York, Providence & Boston??)

- Dec. 1835 Daily mail coach established between Newark and Mount Vernon, Ohio. (NNHill/Licking)
- Dec. 1835 Chicago Road completed from Detroit to the Indiana state line near New Buffalo following the old Sauk Trail along the southern border at a cost of \$87,000. (Parks)
- Dec. 16, 1835 Fire destroys 52 acres of New York business district south of Wall Street and east of Broadway, including the Merchants Exchange, which contains the offices of the stock exchange, Chamber of Commerce, post office and the New Jersey Railroad and also houses a brand new heroic statue of Alexander Hamilton; \$18-20 million in property destroyed; the fire also serves to remove many houses and converted houses, and the area is rebuilt as a purely commercial district during the speculative building boom of 1836, completing its transformation into a center of finance and trade; many businessmen associated with the New York & Erie and other railroads suffer heavy losses. (Stokes, Wyckoff, MB, Lockwood, Mott)
- Dec. 16, 1835 Baltimore & Port Deposit Railroad adopts location from Havre-de-Grace to Conowingo Bridge. (MB)
- Dec. 17, 1835 Upon return from the Brownsville Convention, John P. Kennedy exhorts Baltimoreans to put all effort into the B&O, saying the Baltimore & Susquehanna Railroad won't be able to compete with the Susquehanna & Tide Water Canal. (Dilts)
- Dec. 18, 1835 Nicholas Biddle writes to W.R. Reed, Chairman of the Pennsylvania House Ways & Means Committee, on the subject of securing a Pennsylvania state charter for the Bank of the United States so as not to dissipate its capital and assets now centered at Philadelphia. (Govan)
- Dec. 18, 1835 Charter supplement changes the name of the Georgia Railroad Company to the Georgia Railroad & Banking Company, granting banking powers in lieu of a \$500,000 state-guaranteed loan; capital increased to \$2 million, of which half may be used for banking purposes; the bank to be located in Athens. (Cumming, Ward)
- Dec. 19, 1835 Thaddeus Stevens calls for the appointment of a Pennsylvania legislative committee to investigate "the evils of Free Masonry," which proves a public forum to browbeat prominent Democrats, including ex-Gov. George Wolf, Chief Justice John B. Gibson, George M. Dallas and Francis R. Shunk; the inquisition backfires, alienating many Whigs and driving the Democrats together. (Klein)

- Dec. 19, 1835 Cincinnati & Charleston Railroad incorporated in S.C.; to build from a point on the South Carolina Canal & Railroad towards Cincinnati; the first big trans-Appalachian railroad project in the deep South. (ICC)
- Dec. 21, 1835 New Jersey Railroad opens for revenue service between Market Street, Newark, and Elizabeth, N.J., with four round trips for passengers only. (NwkEagle)
- Dec. 21, 1835 A Lancaster County merchant complains of poor service on Philadelphia & Columbia Railroad; of 17 locomotives, only 3 are operational; say he will refuse to ship on the railroad as long as locomotives are used. (PhlPriceCurrent)
- Dec. 21, 1835 Raleigh & Gaston Railroad incorporated in N.C. to build from Raleigh to the terminus of the Greenville & Roanoke Railroad at Gaston on the Roanoke River with connections to Petersburg, Va. (Brown)
- Dec. 24, 1835 Philadelphia ordinance orders the construction of a double track extension of the City Railroad from Broad down Market Street to 3rd Street and down Dock Street to the Delaware River; the market sheds between 3rd & 8th Streets are to be rebuilt with iron fronts, and the tracks run on either side; cost is put at \$70,000. (Rept, Schwartz)
- Dec. 26, 1835 New Jersey Railroad Board approves new contract with Proprietors of the Bridges over the Rivers Passiac & Hackensack; by now, Nevins & Townsend have acquired substantial number of bridge shares in interest of NJRR. (MB)
- Dec. 28, 1835 Northern Liberties & Penn Township Railroad Board reports that store house has been leased to Jacob Martin for five years; have advertised for proposals for operators to carry passengers to Fairmount. (MB)
- Dec. 29, 1835 Robert F. Stockton reads a paper at meeting of Joint Board offering to sell Camden & Amboy and Delaware & Raritan Canal to State of New Jersey. (MB)
- Dec. 31, 1835 New Jersey Railroad runs opening excursion to Rahway, N.J.; two cars are derailed at speed by a misplaced switch at Elizabethtown on the return trip, injuring many passengers. (NwkEagle, ARJ)
- 1835? A locomotive is tried briefly on the New York & Harlem Railroad, but its boiler bursts. (NYAnnReg/Stokes - Greene has 6/28/34!!)
- 1835 Supplement to New Jersey Railroad increases stock from \$750,000 to \$1,125,000, of which the extra \$375,000 is reserved to state. (Lane)

- 1835 New Brunswick Steam Boat & Canal Transportation Company establishes Coal Barge Line through Delaware & Raritan Canal; also Canal Freight Barge Line. (Thompson)
- 1835 John Jacob Astor (1763-1848) acquires large block of Delaware & Raritan Canal stock. (Thompson)
- 1835 Proceedings in N.J. Court of Chancery as Joint Companies contest right of Trenton & New Brunswick Turnpike to build a railroad on its right of way. (MB)
- 1835 Pennsylvania's total expenditure on Public Works stands at \$19.33 million; total income received to date is only \$1.26 million, or 6.5% return. (Worthington - is this gross return or net?)
- 1835 Passenger traffic on the Main Line is 15,437 westbound and 9,563 eastbound; 29,740 tons of freight westbound, 15,439 tons eastbound and 7,540 tons of local freight. (Storey)
- 1835 Canal packets *Gertrude* and *George Denison* launched from the yard of Derrick Bird at Wilkes-Barre; the first packets to operate on the North Branch Division between Northumberland and Wilkes-Barre; operated by a company headed by Miller Horton and A.O. Cahoon. (Annls of Luzerne, Harvey)
- 1835 People's Line runs through between Philadelphia and Pittsburgh in 60:00 using a combination of the Philadelphia & Columbia Railroad and stages on the Southern Turnpike. (StdHistPitts)
- 1835 David Leech and Thomas S. Clarke of Pittsburgh establish Pioneer Fast Line for passengers only. (Watkins, StdHistPitts - verify).
- 1835 South Gardens are completed at the Fairmount Water Works with an esplanade overlooking the river and the old steam engine house refurbished as a refreshment saloon; the area becomes immensely popular for recreation and is easily reached by "pleasure cars" operating over the Philadelphia & Columbia Railroad. (Gibson)
- 1835 Edward F. Gay surveys line to bypass Columbia Plane and through Gulph Valley to bypass Belmont Plane.
- 1835 Hother Hagé, formerly a canal engineer in Pennsylvania and Ohio, becomes the engineer for the West Feliciana Railroad in Louisiana; he returns to Pennsylvania next year. (CnlCrnts)

- 1835 Henry Morris and Thomas T. Tasker (1799-1892) join Stephen P. Morris as partners in the Pascal Iron Works as Morris, Tasker & Morris (?). (Scharf)
- 1835 Shropshire-born ironmaster William Firmstone (1810-1877), who has just come to the U.S., succeeds in making iron with coke made from Broad Top coal at the Mary Ann Furnace in Huntingdon County, Pa.; the sulfur content of the coal proves too high. (Swank, Warren)
- 1835 Henry Leaman builds a hotel on his farm, which become the station for Leaman Place on the Philadelphia & Columbia Railroad. (Ellis/Evans)
- 1835 Lehigh Coal & Navigation Company contracts for a descending navigation consisting of three “bear trap” locks and dams to permit floating logs and rafts from the Great Falls at Stoddartsville down to the canal at White Haven. (Mathews/Hngrfrd)
- ca. 1835 Ario Pardee, depressed by the isolation of Beaver Meadow, resolves to resign, but in traveling to Philadelphia to do so, he stops to see his old friend Edwin A. Douglas at Mauch Chunk who convinces him of the advantage of staying on; Pardee considers this the turning point of his life, from which he becomes a coal and iron millionaire. (Bradsby)
- 1835 Boatmen on the Schuylkill Canal refuse to load coal for less than \$1.25 per ton at Pottsville; the coal operators have them found guilty of conspiracy in Nov. 1935; they are fined 1 cent and costs of \$1,500. (Yearley)
- 1835 Danville & Pottsville Railroad surveys for an extension to Port Clinton. (AR)
- 1835 Danville & Pottsville Railroad carries 4,188 tons of coal to the Schuylkill Canal from the mine near Girardville in the Mahanoy Valley. (AR)
- 1835 City of Baltimore subscribes for 7,600 shares to the Susquehanna Canal Company; total capital of the company is \$1.5 million. (Rept 1839)
- 1835 Abner Lacock named Commissioner of Pennsylvania & Ohio Canal; resigns in Nov. 1836 because of illness brought on by exposure. (by 4/35)
- 1835 William B. Foster, Jr., joins engineer corps of Pennsylvania & Ohio Canal in charge of a division. (Wilson, Hare - may be after Anti-Masons take over - check CC)
- 1835 Maryland act authorizes the abandonment of the Columbia Turnpike (U.S. 29) to the counties of Anne Arundel and Montgomery. (Scharf - verify

PL)

- 1835 Baltimore merchant banker George Peabody (1795-1869) travels to London to negotiate an \$8 million loan for the state of Maryland. (DAB)
- 1835 Last section of the Washington & Pittsburgh Turnpike Road completed. (Crumrine)
- 1835 Second daily steamboat packet line established between Pittsburgh and Louisville. (PhlCmmrclLst)
- 1835 Frederick Chapman, James Hollister, Josiah Hollister, Thomas G. Amsden, L. G. Harkness and Pickett Latimer buy 50 acres at York Cross Roads on the Huron County side and have it surveyed into village lots, anticipating the arrival of the Mad River & Lake Erie Railroad. (Baughman)
- 1835 Indiana authorizes a new \$227,000 canal loan and surveys for the Wabash & Erie Canal east of Fort Wayne and between Lafayette and Terre Haute, plus additional canals, railroads and turnpikes; four survey teams organized by Col. Howard Stansbury. (Fatout - in spring)
- 1835 Nathan B. Palmer (1790-1875), later Pres. of the Madison & Indianapolis Railroad, settles in Indianapolis as State Treasurer. (Sulgrove)
- 1835 Illinois act authorizes the building of 42 state roads throughout the state. (Smith - verify PL)
- 1835 Stagecoaches begin operating between Detroit and Fort Dearborn over the Chicago Military Road. (Dunbar)
- 1835 Hampshire & Hampden Canal finally reaches Northampton, Mass., completing the canal from New Haven; cannot compete with steamboats on the Connecticut River. (Kirkland)
- 1835 Holland Land Company sells the remainder of its holdings in western New York State to a new company of Dutch investors. (French - verify)
- 1835 Rensselaer Polytechnic Institute begins offering a full civil engineering course devised by Amos Eaton (-); 19 of 35 graduates in the years 1835-37 become civil engineers; 29 of 77 graduates in the depression years 1838-43 do so. (Calhoun)