

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

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**1870**

**All Data Subject to Correction and Change  
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- Jan. 1, 1870      PRR modifies Philadelphia & Erie lease; PRR to operate it at cost; P&E to get balance of gross receipts less advances; usually operates at a loss because must compete with NYC&HR and Erie routes but with much higher expenses because of grades and lack of local traffic. (Rosenberger - retro date? passed later in year)
- Jan. 1, 1870      West Pennsylvania Division created from Western Pennsylvania Railroad and Indiana Branch with Robert Neilson (1837-1896) as Superintendent and Resident Engineer; headquarters at Blairsville. (AR); Bald Eagle & Clearfield Division renamed Tyrone Division with headquarters at Tyrone. (MB)
- Jan. 1, 1870      Delaware Division of PW&B created. (Wilson-check - watkins & wilson say under Isaac.N. Mills (1836-1913), formerly the station agent at Perryville as General Agent - No - 2/1/1881 - Hayes says in 1870 E.Q. Sewall resign as Assistant Superintendent and A. Brown as Freight Agent and thereafter operated as Delaware Division of PW&B with H.F. Kenney Supt. and Isaac N. Mills General Agent - see 10/70 - no PW&B MB - need to check officer list in Guide? unclear if Del. RR becomes a Division)
- Jan. 1, 1870      Junction & Breakwater Railroad opens between Georgetown and Lewes, Del. (SmyrnaTimes)
- Jan. 1, 1870      John L. Caldwell appointed Superintendent of Maryland & Delaware Railroad. (ARJ)
- Jan. 1, 1870      Felician Slataper (1828-1906) appointed Chief Engineer of the PFW&C, replacing H. A. Graham, resigned. (Guide - verify)
- Jan. 1, 1870      Boston, Hartford & Erie Railroad passes interest payments; bondholders, including Cornelius Vanderbilt, agree to waive collection. (USRR&MR)

- Jan. 1, 1870 Michigan Central Railroad leases Michigan Air Line Railroad between Three Rivers and Jackson, cutting 16 miles off the route between Detroit and Chicago; extended from Three Rivers to South Bend in 1871. (GrnBk, Marsh)
- Jan. 1, 1870 Grand River Valley Railroad opens between Hastings and Grand Rapids, completing the line from Jackson. (Meints, Baxter)
- Jan. 1, 1870 Peninsular Railway opens between Battle Creek and Bellevue, Mich. (Meints)
- Jan. 1, 1870 Northern Pacific Railroad Association makes supplementary contract with Jay Cooke & Co. as its exclusive financial agent; the number of extra shares issued by the Association to Cooke is increased from 6 to 12, giving him half the total; the amount of stock subscribed by each of the 24 shares is reduced to \$93,4000 at once and \$40,500 on the completion of each 25 miles; the NP is to be located at once from the mouth of the Montreal River on Lake Superior to the Red River, crossing the Lake Superior & Mississippi Railroad at the Dalles on the River St. Louis; construction of the NP east of the crossing is to be postponed, and all work done from the Dalles to the Red River; the Duluth and St. Louis River Land Companies are to transfer half their lands and water powers to the NP at cost; the bonds issued to retire the \$600,000 in old stock at 50 are to be issued at par instead of 88; \$5 million is to be raised for construction within 30 days; the Association is to establish an independent land company (the Lake Superior & Puget Sound Company), of which Cooke will own 12 of the 24 shares; the agreement is signed by Cooke, NP Pres. J. Gregory Smith, and R.D. Rice, George W. Cass, Ashbel H. Barney, William B. Ogden, J. Edgar Thomson, and William G. Fargo for the Executive Committee. (Oberholtzer, NYT, Lubetkin)
- Jan. 1, 1870 Georgia Gov. Rufus B. Bullock, who had come from New York in 1859, installs an inexperienced henchman, Foster Blodgett (1826-1877) as Superintendent of the state-owned Western & Atlantic Railroad; he discharges long-serving Democratic patronage employees. (Stover, Woolley)
- Jan. 2, 1870 PW&B service interrupted by storm waters washing over Bush River trestle. (USRR&MR)
- Jan. 2, 1870 Judge Thomas Mellon (1813-1908) retires from the bench and establishes private banking house of T. Mellon & Sons at Pittsburgh with sons Andrew W. Mellon (1855-1937) and Richard Beatty Mellon (1858-1933). (HistPitts)
- Jan. 2, 1870 Kansas Pacific Railway Pres. John D. Perry writes to William Jackson Palmer that the KP can be built to New Mexico without additional subsidy. (Petrowski)
- Jan. 3, 1870 Wilmington & Reading Railroad opens for revenue passenger service between Wilmington and Coatesville. (AR)

- Jan. 3, 1870 New York Bridge Company breaks ground for the Brooklyn tower of the Brooklyn Bridge between Fulton Street, Brooklyn, and City Hall in Manhattan; the chief difficulty is the sinking of pneumatic caissons for the foundations of the towers. (Schuyler, Stiles)
- Jan. 4, 1870 Jay Cooke gives a final refusal to Sen. James G. Blaine's offer to market the bonds of the Little Rock & Fort Smith Railroad. (Oberholtzer)
- Jan. 4, 1870 Military government of Georgia reimposed under Gen. Alfred H. Terry (1827-1890), a proponent of Radical Reconstruction. (Woolley)
- Jan. 5, 1870 Hunters Point & South Side Railroad incorporated in New York under articles dated Dec. 27, 1869 to build from Fresh Pond to the East River between Hunters Point and Ravenswood in the interest of the South Side Railroad Company of Long Island; this will give the South Side an adequate ferry terminal opposite New York instead of having to haul trains with dummy locomotives through Williamsburg; Charles Fox, Pres. (Val, NYState, C&C)
- Jan. 5, 1870 Public meeting in Philadelphia to promote Henry M. Hamilton's National Railway; Henry Lewis (1824-1886) of Philadelphia is Pres.; Henry M. Hamilton, VP. (StGaz, Guide)
- Jan. 5, 1870 PRR men, including J. Edgar Thomson, Tom Scott, Herman J. Lombaert, are elected to the Board of the Lykens Valley Coal Company. (MB)
- Jan. 5, 1870 At Cleveland & Pittsburgh Railroad annual meeting, William M. ("Boss") Tweed and his henchman Peter B. Sweeney, Tom Scott and Henry Harley are elected to Board; Samuel J. Tilden and Alexander S. Diven dropped. (MB)
- Jan. 5, 1870 Wilmington & Manchester Railroad (N.C.) sold at foreclosure to William T. Walters representing the Southern Railway Project Syndicate for \$525,000, wiping out the local management led by George W. Swepson, which had resisted the takeover. (Hoffman, ICC, ARJ)
- Jan. 5, 1870 *New York Post* runs an editorial attacking John C. Fremont and the frauds associated with the Memphis, El Paso & Pacific Railroad. (ARJ)
- Jan. 6, 1870 Terms of lease of Philadelphia & Erie Railroad modified from 30% of gross earnings to the net earnings after operating costs and interest on funded debt. (Wilson)
- Jan. 6, 1870 Last non-PRR men leave the Board of the Lykens Valley Coal Company; J. Edgar Thomson is elected Pres.; the new Board declines the lease to Boyd, Stickney & Co. negotiated by the old Board. (MB)

- Jan. 6, 1870 Massillon & Cleveland Railroad Board authorizes settling with the contractors. (MB)
- Jan. 7, 1870 John C. Fremont writes a long letter to the *New York Post* defending his actions on the Memphis, El Paso & Pacific Railroad; says now controls the Memphis & Little Rock Railroad, the San Diego & Gila Railroad and one in Arizona, plus 1,000 acres in Norfolk for a terminal and that the project is going ahead. (ARJ)
- Jan. 7, 1870 Plymouth, Kankakee & Pacific Railroad incorporated in Indiana for the purpose of building a line from the PFW&C at Fort Wayne passing south of Chicago to a junction with the Chicago & Rock Island Railroad in Illinois. (GrnBk, Poors)
- Jan. 1870 William Jackson Palmer approaches J. Edgar Thomson for support in wresting control of the Kansas Pacific Railway management from the St. Louis group headed by John D. Perry. (Petrowski)
- Jan. 10, 1870 Edward Hoopes elected Pres. of West Chester & Philadelphia Railroad, replacing Marshall B. Hickman. (MB)
- Jan. 10, 1870 When Charles E. Smith (1820-1900) is unable to stand for reelection, Franklin B. Gowen (1836-1889) is elected Pres. of the Reading in his own right; he abandons the conservative policies of Smith, who concentrated on the coal trade and did not threaten the PRR; Gowen is determined to build the Reading into a rival trunk line in the PRR's heartland and becomes the PRR's implacable enemy; the PRR will play the role of Moby Dick to Gowen's obsessed Capt. Ahab. (Schlegel, Hare)
- Jan. 10, 1870 Standard Oil Company incorporated in Ohio, succeeding partnership of Rockefeller, Andrews & Flagler; capital of \$1 million; directors are John D. Rockefeller, William Rockefeller, Henry M. Flagler, Samuel Andrews and Stephen V. Harkness; controls about 10% of U.S. oil refining capacity; Standard Oil then makes contract with LS&MS to ship 60 cars per day from Cleveland in return for lower rate. (Nevins, Johnson/Cuyahoga)
- Jan. 10, 1870 John C. Fremont goes to Washington to review lobbying for Southern Transcontinental Railway bill; Memphis, El Paso & Pacific Railroad securities are disbursed as bribes by his agents. (Taylor)
- Jan. 10, 1870 Georgia Gov. Rufus Bullock convenes the Legislature elected in 1868 with a Republican majority; under a new federal law, they are required to take a test oath prescribed by the Fourteenth Amendment; African American members are re-seated and 23 whites expelled; Bullock secures the election of his friend Benjamin F. Conley (1815-1885) as Pres. of the Senate; the Legislature passes both the Fourteenth and Fifteenth Amendments; Bullock's actions result in

splitting the Republicans into Radical and Moderate factions. (Woolley, Duncan, Parks)

- Jan. 11, 1870 Manchester & Barnegat Bay Railway organized; submit proposal that United Companies guarantee \$300,000 bonds and operate on completion. (Brinckmann)
- Jan. 11, 1870 Hugh J. Jewett elected a director of the St. Louis, Vandalia & Terre Haute Railroad. (MB)
- Jan. 11, 1870 Gen. Winfield Scott Hancock writes to Jay Cooke informing him that the Missouri River provides adequate transportation to his forts and that if the Northern Pacific Railroad is pushed west, it will provoke a war with the Sioux that will be over before the railroad can contribute to military operations. (Oberholtzer)
- Jan 12, 1870 Ground broken for Frederick & Pennsylvania Line Railroad midway between Littlestown and Taneytown. (ARJ)
- Jan. 13, 1870 Jim Fisk replaces Samuel J. Tilden on Cleveland & Pittsburgh Railroad Executive Committee. (MB)
- Jan. 13, 1870 Sen. William Pitt Kellogg (1830-1918) of Louisiana introduces a bill to aid the construction of the Southern Pacific Railroad (Texas) from Marshall, Texas, to San Diego, with branches (called the Southern Pacific Railroad); also a bill making a land grant for the North Louisiana & Texas Railroad to build from Vicksburg, Miss., to the Texas state line. (CongGlobe)
- Jan. 14, 1870 Moderate Republicans begin to break with Georgia Gov. Rufus B. Bullock and join with the Democrats against the Radicals and African Americans. (Duncan)
- Jan. 15, 1870 First masonry placed for western pier of Eads Bridge. (Jackson)
- Jan. 15, 1870 Reuben Hitchcock appointed Receiver of Atlantic & Great Western Railway in Pennsylvania, giving him control of entire line. (Minor)
- Jan. 1870 PRR completes new grain warehouse north of Market Street in West Philadelphia; 555' x 125'; PRR had built its Washington Street grain elevator on Chicago plan of storing different grains together by grade, while Philadelphia custom was to store each lot separately; the grain warehouse is designed so that each carload may be kept in a separate bin. (USRR&MR has done in issue of 2/26 - verify PubLdgr)
- Jan. 1870 Breaker of the Short Mountain Coal Company is destroyed by fire, and the mines of the Short Mountain Coal Company and Lykens Valley Coal

Company are drowned. (MB)

- Jan. 1870 Short Mountain Coal Company stockholders authorize sale of property to Lykens Valley Coal Company. (Digest)
- Jan. 1870 Virginia Military Court of Appeals voids 1862 sale of Alexandria & Washington Railroad to Alexander Hay, et al., and also the 1863 Virginia act legalizing the sale. (Digest)
- Jan. 1870 Toledo, Peoria & Warsaw Railway and Columbus, Chicago & Indianapolis Central Railway begin through car service between Columbus and Peoria via Logansport. (Stringham)
- Jan. 1870 Benjamin E. Smith elected Pres. of the Columbus & Hocking Valley Railroad, replacing Peter Hayden, retired. (Studer - see 1869)
- Jan. 1870 A San Francisco paper reports that 300 Chinese laborers have gone via the Central Pacific and Union Pacific to work on the Southern Transcontinental route in Texas. (ARJ)
- Jan. 1870 Anthracite Board of Trade of Schuylkill County serves notice to the coal miners that it wants the basis of wages reduced from \$3 per ton at Port Carbon to \$2, which would cut miners' wages from \$14 per week to \$10 per week; WBA orders a general strike for an 8-hour day and the old basis; the Shamokin, Lehigh and Northern Regions remain at work. (Roberts)
- Jan. 17, 1870 Joint Board of United Companies appoints committee to consider plans for Harsimus Cove; Gen. Pres. Ashbel Welch presents a report recommending a system of wire rope towage to replace steam tugs on Delaware & Raritan Canal. (MB)
- Jan. 17, 1870 Herman Haupt and Tom Scott meet in Washington at a reception for Pres. Grant; discuss Shenandoah Valley Railroad project and decide to build it. (NYT, Ward)
- Jan. 17, 1870 J. Edgar Thomson writes to William Jackson Palmer declining further involvement in Kansas Pacific Railway; Thomson is wearing himself out and says he will confine PRR control of connecting railroads to points east of Chicago and the Mississippi River. (Petrowski)
- Jan. 17, 1870 Josiah C. Reiff informs William Jackson Palmer that the Ohio parties led by Robert M. Shoemaker are willing to sell their interest in the Kansas Pacific Railway for 25 cents on the dollar; the Ohioans have been disenchanted with the project since the St. Louis group refused Thomson's advice in 1867; Palmer now concentrates on a north-south railroad running from Denver to Mexico. (Petrowski)

- Jan. 17, 1870 Sen. Jacob M. Howard of Mich. introduces a bill to aid a railroad from Missouri and Arkansas to the Pacific via the southern route. (CongGlobe)
- Jan. 17, 1870 Manchester & Camden Railway files maps with the N.J. Secretary of State. (NJCorp)
- Jan. 17, 1870 Stevens family associate Mifflin Paul (1814-1890) files the plat of Sea Bright, N.J. (Moss)
- Jan. 17, 1870 Fort Wayne, Jackson & Saginaw Railroad opens between Reading, Mich., and Angola, Ind. (Meints)
- Jan. 18, 1870 Columbia & Port Deposit Railroad Board authorizes taking bids for the section between Columbia and Safe Harbor. (MB)
- Jan. 18, 1870 First through passenger train via the CB&Q system arrives at Council Bluffs from Chicago. (Ystrdy&tdy)
- Jan. 19, 1870 VP Schuyler Colfax lays before the Senate the report of the Louisville Convention in favor of the Southern Pacific Railroad on the 32<sup>nd</sup> parallel route. (NYT)
- Jan. 20, 1870 Sen. John Scott of Pennsylvania introduces a supplement to extend the time for the Baltimore & Potomac Railroad to complete its line into the District of Columbia and to change its route along the canal. (CongGlobe)
- Jan. 21, 1870 Little Miami Railroad Pres. Hugh J. Jewett presents a lease of the company to the PC&StL Railway and PRR. (MB)
- Jan. 21, 1870 McIntyre Coal Company incorporated in Pa. by Charles J. Langdon (1849-1916) and other businessmen of Elmira, N.Y., to operate northeast of Ralston, Pa.; the company constructs an inclined plane 2,300 feet long at a 45-degree angle to lower coal to the Elmira & Williamsport Railroad; there is a second plane 170 feet long above this one; production sometimes exceeds 200,000 tons a year. (PaSecyState, Meginnis/Lycoming)
- Jan. 22, 1870 Charles James Faulkner elected Pres. of the Martinsburg & Potomac Railroad, replacing Jacob Ropp. (C&C)
- Jan. 22, 1870 Cleveland, Mt. Vernon & Delaware Railroad assumes lease of Massillon & Cleveland Railroad from Pennsylvania Company. (Church - C&C has 1/2/70 effective 5/1)
- Jan. 22, 1870 CC&IC appoints James A. Roosevelt and Adrian Iselin special trustees to hold all securities and some real estate to adjust and settle all outstanding

loans. (MB)

- Jan. 24, 1870 John P. Usher takes draft of new legislation to aid Kansas Pacific Railway to Washington, but Congress takes no action. (Petrowski)
- Jan. 24, 1870 Jay Cooke telegraphs Northern Pacific Railroad Pres. J. Gregory Smith that the entire \$5.6 million has been subscribed. (Oberholtzer)
- Jan. 25, 1870 John W. Garrett writes to House of Delegates regarding recent resolution to annul B&O charter over failure to pay 20% of passenger receipts on Washington Branch; cannot do so without losing all business to Baltimore & Potomac Railroad; urges that both railroads be placed on the same footing and that Baltimore-Washington fare be cut 20%. (Pam)
- Jan. 25, 1870 Cincinnati & Muskingum Valley Railway incorporated in Ohio under articles dated Jan. 24 as the reorganization of the Cincinnati & Zanesville Railroad. (Church, C&C)
- Jan. 25, 1870 Little Miami Railroad stockholders approve the lease to the PC&StL Railway. (MB)
- Jan. 26, 1870 PRR creates Trustees of Insurance Fund and separate insurance account; 1½% of value of total loss of all property in case of fire to be paid into fund annually; makes first appropriation of \$52,500; fund is to cover all properties with extreme fire hazard; resolve to take measures to secure construction of cattle yards along road for stock trade. (MB)
- Jan. 26, 1870 Union Pacific Railroad appoints Theophilus E. Sickles (1822-1885) Chief Engineer in place of Gen. Granville M. Dodge, resigned. (Klein)
- Jan. 26, 1870 Pres. Grant signs bill readmitting Virginia to the Union after adopting a new constitution and ratifying the Fifteenth Amendment granting black suffrage. (Lowe)
- Jan. 27, 1870 PRR signs first contract with Pullman's Palace Car Company for sleeping and parlor car service, Pullman having purchased the Central Transportation Company; Pullman begins building new cars for PRR service to replace the Silver Palaces, many of which are wearing out; PRR builds 11 Pullman drawing room cars at Altoona. (MB, AR)
- Jan. 27, 1870 First annual meeting of the merged New York Central & Hudson River Railroad; Cornelius Vanderbilt, Pres., William H. Vanderbilt replaces Daniel Torrance as VP; James H. Banker, Treasurer; capital stock is set at \$90 million or an increase of \$44 million over the total for the two predecessor companies. (Stiles/MB)



- Jan. 28, 1870 Sen. Jacob M. Howard of Mich. introduces a bill to authorize the Kansas Pacific Railway to extend to El Paso. (CongGlobe)
- Jan. 29, 1870 North Carolina Legislature passes the Shoffner Act to permit Gov. William W. Holden to declare counties where there has been a breakdown of civil law and order to be in insurrection and use the state militia against the Ku Klux Klan. (Nelson)
- Jan. 31, 1870 CC&IC committee of James A. Roosevelt, Adrian Iselin and John Gardiner meet with PRR committee at Philadelphia. (MB)
- Jan. 31, 1870 Jay Gould orders Erie Railway to begin keeping a central personnel file on all employees for the purpose of discipline and promotion; first such system on a major railroad; PRR does not have centralized personnel records. (USRR&MR)
- Jan. 31, 1870 Rep. Daniel W. Voorhees of Indiana introduces a bill to authorize the Kansas Pacific Railway to extend to El Paso; no further action is taken on the House bill. (CongGlobe)
- Jan. 31, 1870 Associate Supreme Court Justice Robert Cooper Grier (1794-1870), a Jacksonian Democrat, retires in failing health; this, combines with the creation of a ninth member by the Judiciary Act of 1869, will allow Pres. Grant to make two Republican appointments. (wiki)
- Early 1870 Lake Shore Crude Oil Transportation Company organized to operate over the LS&MS between Oil Region and Cleveland.
- Early 1870? Cooper, Hewitt & Company's New Jersey Iron & Steel Company makes the first commercial runs of steel by the Siemens-Martin open-hearth process. (Paskoff ed - Swank has 12/1868!!)
- Feb. 1, 1870 PRR revises lease of CC&IC to PC&StL, reducing the rent of CC&IC so 30% gross earnings is equal to interest on \$15 million in First Mortgage bonds and \$821,000 in Second Mortgage bonds rather than \$22 million; all other bonds to be funded into new \$10 million Convertible bonds; PRR requires that CC&IC reduce its debt to \$15,821,000; PRR holds this is not a guarantee of interest, leading to a lengthy dispute with the CC&IC bondholders after the 1873 crash. (Church)
- Feb. 1, 1870 United Companies agree with Raritan & Delaware Bay Railroad, providing for reopening the lower part of its line in return for merging with the Long Branch & Seashore Railroad and making its Philadelphia connection via the Burlington County Branch of the Camden & Amboy Railroad. (NJCorp, Baer/Coxey)
- Feb. 1, 1870 Last span of Louisville Bridge completed; cost \$1.65 million; total length

5,218 feet; single track; 23 iron Fink deck truss spans, 2 Fink through truss spans over the channels, and a 264-foot swing draw span over the canal; the bridge has two 6-foot pedestrian sidewalks. (AR, Baird, C&C)

- Feb. 1, 1870 By now, persons subscribing to the Northern Pacific Railroad Association pool include J. Edgar Thomson, Tom Scott, J. Kennedy Moorhead, William Thaw, Charles I. Clarke, William McKnight, William Phillips, VP Schuyler Colfax. Gov. John W. Geary, Hugh McCulloch and S. Weir Mitchell. (Oberholtzer)
- Feb. 1, 1870 Barge containing Locomotive No. 1 and 12 cars for the Little Rock & Fort Smith Railroad hits a shoal while being towed up the White River and sinks in 10 feet of water. (Thompson)
- Feb. 2, 1870 Allegheny Valley Railroad opens bridge across Allegheny River between Venango City and Oil City, completing line from Pittsburgh to Oil City, Pa.; before this, oil was transferred through a pipe over the river. (Val, AR)
- Feb. 2, 1870 Senate debates the bill to extend the deadline for completing the Baltimore & Potomac Railroad until 1875; Sen. Cameron promises that it will be done by Apr. 1, 1871, but is having difficulties with terminals and tunnels at Baltimore and Washington. (CongGlobe)
- Feb. 2, 1870 Northern Pacific Railroad declares the \$2,007,500 in stock issued in 1864, on which only 10% has been paid in, forfeited. (ICC)
- Feb. 2, 1870 Georgia is the last ex-Confederate state to ratify the Fifteenth (Civil Rights) Amendment, which is a requirement for readmission; Kentucky ratifies the next day, giving it the votes for passage. (Woolley, wiki)
- Feb. 3, 1870 Penberton & New York Railroad incorporated in New Jersey in joint interest of New Jersey Southern Railroad and Joint Companies; to form link between NJS at Whittings and Joint Companies at Pemberton, completing a more direct line from Philadelphia to Long Branch; stock is owned by NJS, but \$375,000 First Mortgage bonds are to be guaranteed by the United Companies. (PL, Baer/Coxey)
- Feb. 3, 1870 Senate passes the bill to extend time for completing the Baltimore & Potomac Railroad. (CongGlobe)
- Feb. 4, 1870 Monongahela Valley Railroad renamed Pittsburgh, Virginia & Charleston Railway. (Val)
- Feb. 5, 1870 PRR signs a contract with the Westinghouse Air Brake Company. (BdF BF-61)

- Feb. 5, 1870 Property of Cincinnati, Lebanon & Xenia Railroad deeded to Robert Boake, et al., after foreclosure sale and by them to Asa Coleman; later reorganized as Miami Valley Narrow Gauge Railway in 1876. (C&C)
- Feb. 5, 1870 Illinois & St. Louis Bridge Company makes agreement with Andrew Carnegie, J. Edgar Thomson, Tom Scott, et al.; they are to build bridge with a bonus of \$250,000 if finished by Dec. 1, 1871; are to secure traffic contracts with St. Louis, Vandalia & Terre Haute Railroad and St. Louis, Alton & Terre Haute Railroad; are to negotiate sale of \$400,000 First Mortgage bonds at 10% commission. (Jackson)
- Feb. 5, 1870 Seaboard & Roanoke Railroad, Raleigh & Gaston Railroad, North Carolina Railroad, Baltimore Steam Packet Company (Old Bay Line) and Old Dominion Steamship Company sign a through traffic contract. (Nelson)
- Feb. 7, 1870 PC&StL Railway stockholders and Board approve revised lease of CC&IC Railway and lease of Little Miami Railroad; the CC&IC is to classify its indebtedness into \$15,821,000 7% Convertible bonds, of which the \$821,000 is to go to the holders of the Columbus & Indianapolis Central Railway Second Mortgage bonds; William Dennison elected a director. (MB)
- Feb. 7, 1870 Keystone Bridge Company contracts to build the Eads Bridge for \$1.46 million. (Jackson)
- Feb. 7, 1870 Sen. Jacob M. Howard reports a bill from the Committee on the Pacific Railroad to grant lands for the construction of a railroad from Missouri and Arkansas to the Pacific by the southern route. (CongGlobe)
- Feb. 7, 1870 In *Hepburn v. Griswold* the U.S. Supreme Court rules 4-3 that the Legal Tender Act of 1862, which created Greenbacks, is unconstitutional; Chief Justice Salmon P. Chase, who had administered the Greenback program during the Civil War as Secretary of the Treasury, holds that they were a wartime emergency measure only, that the continued issue of Greenbacks is causing rampant inflation, and that the Constitution bans the issue of bills of credit or paper money under ordinary circumstances; realizing that Pres. Grant is in the process of appointing two new Justices, the government asks the case to be reargued. (thegoldstandardnow.org, 75 US 603)
- Feb. 7, 1870 Pres. Grant nominates former Joint Companies lawyer Joseph P. Bradley (1813-1892), a moderate Republican, to be an associate justice of the Supreme Court; he is confirmed on Mar. 21. (DAB, wiki)
- Feb. 8, 1870 Henry M. Hamilton's agents introduce a bill in New Jersey Legislature to permit consolidation of short-line charters into the Millstone & Trenton Railroad forming through line between Philadelphia and New York. (StGaz)

- Feb. 8, 1870 Sen. Alexander Ramsey (1915-1903) of Minnesota introduces a joint resolution to allow the Northern Pacific Railroad to issue mortgage bonds on all its property including the land grant and to change its route in Washington Territory; the bill is opposed by the Union Pacific Railroad and other interests; Cooke doles out favors to Congressmen to gain support and agrees to aid the passage of the Southern Pacific Railroad bill. (Larson)
- Feb. 8, 1870 James River & Kanawha Company petitions the Virginia Legislature that the state surrender its interest in the company to the Federal government, so that it can be completed as an enlarged, toll-free, national public highway. (Dunaway)
- Feb. 8, 1870 Martinsburg & Potomac Railroad Board authorizes surveys from Martinsburg to the Potomac River and from Martinsburg to Winchester by Edward Watts of the Cumberland Valley Railroad. (ARJ)
- Feb. 8, 1870 Convention held in Williamsport in favor of the Jersey Shore, Pine Creek & Buffalo Railway, which is to be an independent railroad connecting with the Buffalo & Washington Railway in New York. (ARJ)
- Feb. 9, 1870 Sen. Zachariah Chandler of Mich. introduces another bill for a first class "National Railway" between New York and Washington capitalized at \$10 million. (CongGlobe, NYT)
- Feb. 9, 1870 Long Branch & Sea Shore Improvement Company incorporated in N.J.; purchases the land bought by John F. Chamberlain and J. McB. Davison in 1869 and improves the racetrack with a large grandstand and other facilities, creating the Monmouth Park Race Track. (Ellis)
- Feb. 9, 1870 Pa. act authorizes the Foster Coal & Iron Company to sell its property to the Westmoreland Coal Company. (PL)
- Feb. 10, 1870 Queen Anne's & Kent Railroad Board resolves to rent the Townsend Branch of the Delaware Railroad jointly with the Kent County Railroad. (MB)
- Feb. 11, 1870 Ashtabula, Youngstown & Pittsburgh Railroad incorporated in Ohio under articles dated Feb. 4 to build from Ashtabula to Youngstown. (Church, C&C)
- Feb. 11, 1870 Warsaw, Goshen & White Pigeon Railroad incorporated in Indiana. (GrnBk)
- Feb. 12, 1870 Park Avenue Railroad incorporated to build a street railway in Brooklyn, N.Y. from Fulton Ferry and Greenwood Cemetery via Water and Bridge Streets, Park Avenue, Vanderbilt Avenue, and 9<sup>th</sup> Avenue; later controlled by LIRR. (NYState, CorpHist)
- Feb. 12, 1870 PRR adopts the Westinghouse air brake as the standard for passenger cars. (BdF BF-61)

- Feb. 12, 1870 First train of 24 flat cars crosses Louisville Bridge; JM&I opens connection from 10th Street, Jeffersonville, to Clarksville (Louisville Bridge Jct.); Louisville Bridge line runs from the L&N near 10<sup>th</sup> Street up Maple Street to 14<sup>th</sup> Street, then up 14<sup>th</sup> Street to Portland Street and across to High Street on the line of 14<sup>th</sup> Street, curving to the river and then down to 9<sup>th</sup> Street in Jeffersonville. (AR, Dawson, ARJ)
- Feb. 12, 1870 Jeffersonville, Madison & Indianapolis Railroad opens a connection from 10<sup>th</sup> Street, Jeffersonville, to the Louisville Bridge Jct., now Clarksville (1.15 miles), and the original main line from 10<sup>th</sup> Street to Court Street is classified as a side track. (C&C)
- Feb. 12, 1870 St. Louis, Vandalia & Terre Haute Railroad contracts with Illinois & St. Louis Bridge Company to connect to Eads Bridge in East St. Louis. (MB)
- Feb. 12, 1870 Miners of the Lehigh Coal & Navigation Company strike, when the company refuses to grant terms equal to those in the Eastern Middle Field. (AR)
- Feb. 14, 1870 Peninsular Railway opens between Bellevue and Charlotte, Mich. (Meints)
- Feb. 15, 1870 West Jersey Railroad Board considers the request for aid from the Williamstown Railroad; authorizes the purchase of \$200,000 in Cape May & Millville Railroad bonds. (MB)
- Feb. 15, 1870 Kent County Railroad Board rejects the proposition of the Queen Anne's & Kent Railroad that it put its road in order as far as Sudlersville and build a turntable at Sudlersville, to be operated by the Kent County Railroad for one year; Kent County Railroad authorizes negotiations with the PW&B. (MB)
- Feb. 15, 1870 Future Lines West VP James Jewett Turner (1853-1928) first joins PC&StL Railway as a ticket sorter at Steubenville; he soon moves to become a telegraph operator at Richmond, Ind., on the CC&IC Railway. (MB)
- Feb. 15, 1870 Louisville Bridge Company adopts tariff for moving cars from 14<sup>th</sup> & Main Street Station in Louisville to L&N station. (AR)
- Feb. 15, 1870 Passaic Valley & Peapack Railroad, which has a charter to build from Newark, N.J., to the Delaware River near Milford, is renamed the New Jersey West Line Railroad. (Baird, Taber)
- Feb. 15, 1870 Ground broken for Northern Pacific Railroad at the Dalles, later Thomson and still later Carlton, Minn., at its junction with the Lake Superior & Mississippi Railroad west of Duluth; Gen. Ira Spaulding has been appointed Chief Engineer in Minnesota. (Oberholtzer, ICC)

- Feb. 1870 European & North American Railway is now open from Bangor to Mattawamkeag and from the U.S. border to St. John, N.B. (ARJ)
- Feb. 16, 1870 On behalf of PRR, State Senator Henezey introduces a bill to charter the National Improvement Company, to give PRR the power to consolidate holdings of western connections; the text has been drawn up by William A. Foster, Jr. for Tom Scott, H.H. Houston and William Thaw; the word "railroad" does not appear in the charter to avoid bringing it under the 1849 General Railroad Law; dummy incorporators include George B. Edwards and James S. Swartz; company would have almost unlimited power to engage or invest in any rail or water transportation activity anywhere in the U.S., issue any amount of stock, invest in any other companies and exercise powers of eminent domain. (PittsGaz, Maybee)
- Feb. 16, 1870 Supplement to Millstone & Trenton Railroad charter permitting consolidation of National Railway reported from committee with recommendation it not pass. (StGaz)
- Feb. 16, 1870 Columbus & Kinkora Railroad renamed Columbus, Kinkora & Springfield Railroad and authorized to extend over the old roadbed of the Delaware & Atlantic Railroad to New Lisbon on the Pemberton & New York Railroad; this will form a short route between Toms River, the seat of Ocean County, and the capital at Trenton, as well as a route for coal off the Belvidere Delaware Railroad. (PL, NJCourier)
- Feb. 16, 1870 New Jersey act confirms sale of Camden & Atlantic Railroad's Batsto Branch, which it had never accepted and which remained the property of contractors S.W. & W.A. Torrey, to the Raritan & Delaware Bay Railroad, which becomes its Atco Branch; Raritan & Delaware Bay Railroad (1869) renamed New Jersey Southern Railroad; must continue operation of its Port Monmouth line until the New York & Long Branch Railroad is completed. (PL, ICC, Val)
- Feb. 17, 1870 Pullman's Palace Car Company leases Central Transportation Company for 99 years, retroactive to Jan. 1, 1870, and absorbs its sleeping car fleet and patents; becomes the Central Transportation Division under D. T. Torrey, Superintendent, at Pittsburgh; gives Pullman, formerly confined to some Midwestern roads, an additional 6,000 route-miles; ends patent litigation between Central Transportation Company and Pullman; rent is \$264,00 per year, which is equivalent to 12% on the stock and 25% of the taxes; Pullman eventually comes to regret such generous terms; Pullman will restock the PRR lines with Pullman cars, as the old Silver Palaces are wearing out. ( , ARJ, NYT, USRR&MR, Guide - also leases Southern Transportation Company??)
- Feb. 17, 1870 Middle Creek Railroad renamed Sunbury & Lewistown Railroad. (Val)

- Feb. 17, 1870 Jersey Shore, Pine Creek & Buffalo Railway incorporated to build between the Williamsport area and Buffalo across northwestern Pennsylvania; Reading hopes to use it to reach the Buffalo gateway and achieve trunk line status. (GrnBk, )
- Feb. 17, 1870 Pa. act authorizes all railroads to lease or contract with other railroads, excepting the Pittsburgh & Connellsville Railroad. (PL)
- Feb. 17, 1870 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes issuing an additional \$500,000 stock; adopts Gorshon A. Jones's survey from the mines south of Millersburg via Napoleon and Mount Holly to the graded bed of the Springfield, Mt. Vernon & Pittsburgh Railroad in Knox County; the alternate route via Greersville would require a 2-mile tunnel. (MB)
- Feb. 17, 1870 Upper Lehigh Region miners' strike. (RickerDiary/RREmply- verify)
- Feb. 18, 1870 Cleveland, Mt. Vernon & Delaware Railroad issues \$1.5 million 7% Consolidated First Mortgage to J. Edgar Thomson and George W. Cass. (Church)
- Feb. 18, 1870 Formal ceremony opens Louisville Bridge; 16-car train with locomotives at each end crosses from Louisville to New Albany; one car derailed on return trip. (Dawson, ARJ)
- Feb. 18, 1870 Ithaca & Towanda Railroad in N.Y. renamed the Ithaca & Athens Railroad. (Baird)
- Feb. 18, 1870 Anthracite Board of Trade withdraws their Dec. 1869 offer of a \$2 basis for the sliding scale and offers \$2.50, which the miners also reject. (CmsrLabor AR)
- Feb. 19, 1870 Alexandria & Fredericksburg Railway signs memo of agreement with George B. Roberts for sale of all company securities to PRR. (MB)
- Feb. 19, 1870 Henry H. Houston buys 400 shares in the new Atlantic Refining Company headed by William G. Warden (1832-1895). (Contosta)
- Feb. 20, 1870 [William] Pierce Anderson (1870-1924), the future designer of Washington Union Station and Chicago Union Station born at Oswego, N.Y. (Chappell)
- Feb. 21, 1870 PRR, NYC&HR and Erie Railway agree to maintain Trunk Line rates in a schedule issued this day and to dismiss any officer quoting rates below the schedule. (Grodinsky)
- Feb. 21, 1870 United Companies agree with Adams Express Company to transfer all its through express operations from the Allentown Route to via Mantua Jct.

- Feb. 21, 1870 Rep. David Heaton (1823-1870), Republican of North Carolina, introduces a bill to incorporate the Southern Transcontinental Railway to supersede the scandal-tainted Memphis, El Paso & Pacific Railroad. (CongGlobe, Taylor)
- Feb. 22, 1870 New Jersey Railroad opens new direct route between East Newark Jct. and Market Street, Newark, including new iron Linville truss draw bridge (“Dock Bridge”) over Passaic River; used for through passenger and freight trains; local trains continue to operate via Centre Street. (NwkDlyAdvrt, C&C)
- Feb. 22, 1870 Camden & Amboy Railroad agrees to withdraw all suits against Camden & Atlantic Railroad and Raritan & Delaware Bay Railroad. (AR)
- Feb. 22, 1870 Future Lines West officer Arthur B. Starr (1848- ) joins the PRR system on the Engineer Corps of the Philadelphia & Erie Railroad. (MB obit)
- Feb. 22, 1870 Sen. Jacob Merritt Howard (1805-1871), Chairman of the Committee on Pacific Railroads, presents an extensive report of testimony in favor of the Southern Transcontinental Railroad. (NYT)
- Feb. 23, 1870 Northern Central Railway Pres. J. Donald Cameron reports on a contract with coal shipper Jervis Langdon (1809-1870) of Elmira; is to ship 200,000 tons a year from the Delaware & Hudson Canal Company, which is to be delivered to the NC at Sunbury; NC is to receive 1 cent per ton-mile. (MB, AR)
- Feb. 23, 1870 Bill to incorporate the National Improvement Company is struck from the calendar by Sen. Rutam of Beaver County. (Maybee)
- Feb. 23, 1870 PC&StL Railway leases Little Miami Railroad retroactive to Dec. 1, 1869 at 8%; lease includes Columbus & Xenia Railroad, Dayton & Western Railroad, portion of Richmond & Miami Railway, Cincinnati Street Connection Railway and Dayton, Xenia & Belpre Railroad; gives PRR direct access to Cincinnati and a second route between Columbus and Richmond, Ind., via Dayton; rival Cleveland, Columbus, Cincinnati & Indianapolis Railway retains joint operating rights over Columbus & Xenia. (Church)
- Feb. 23, 1870 Mississippi readmitted to the Union. (Clements)
- Feb. 23, 1870 Tennessee adopts a Reconstruction Constitution providing for African American suffrage. (Thorpe)
- Feb. 24, 1870 Revenue service begins over Louisville Bridge Company bridge over Ohio River between Louisville (11th Street) and Jeffersonville; connects with L&N at 11th and Maple Streets; operated jointly with Jeffersonville, Madison & Indianapolis Railroad without agreement; bridge designed by Albert Fink; first subdivided Warren truss bridge with 400' clear span; jointly owned by



- Jeffersonville, Madison & Indianapolis and Louisville & Nashville Railroads; L&N installs a steam hoist system for changing trucks from 4'-8½" to 5'-0" gauge. (AR)
- Feb. 24, 1870 New Jersey Warehouse & Guaranty Company incorporated to operate warehouse in Jersey City; later builds a grain elevator at Harsimus Cove. (NJCorps)
- Feb. 24, 1870 Pa. Supreme Court dismisses Atlantic & Great Western Railway First Mortgage bondholders' application for injunction blocking the lease to the Erie Railway. (ARJ)
- Feb. 24, 1870 Albany & Susquehanna Railroad (Binghamton-Albany) leased by the Ramsey-Morgan group to the Delaware & Hudson Canal Company, ending attempts by Jay Gould and Jim Fisk to acquire it for the Erie Railway; begins the transformation of the D&H from a coal carrier to New York City to a bridge railroad leading to northern New England and Canada, a function it will later perform for the PRR. (Val, CntryofPrgrss)
- Feb. 25, 1870 W.Va. act authorizes Shenandoah Valley Railroad to extend to the Potomac River; Jefferson County may subscribe. (CorpHist)
- Feb. 25, 1870 Sen. Henry W. Corbett (1827-1903) of Oregon introduces a bill (S-591) to promote commerce among the states (cover for the National Railway project); no action taken. (CongGlobe)
- Feb. 25, 1870 Alabama act creates a state endorsement of \$2.5 million in First Mortgage bonds of the Montgomery & Mobile Railroad. (ARJ)
- Feb. 25, 1870 Moshannon Coal Company incorporated in Pa. (Consol)
- Feb. 26, 1870 Manchester & Augusta Railroad incorporated in S.C.; later part of the Atlantic Coast Line. (ICC)
- Feb. 27, 1870 Receiver Reuben Hitchcock leases Atlantic & Great Western Railway to Erie Railway retroactive to Jan. 1, 1870. (Felton)
- Feb. 28, 1870 Reflecting its PRR alliance and without notice, the Adams Express Company switches from the CNJ via Allentown to the Camden & Amboy Railroad via Philadelphia. (RickerDiary/RREmply)
- Feb. 28, 1870 Caisson of east pier of Eads Bridge hits bedrock 92 feet below river. (Jackson)
- Mar. 1, 1870 Republican *Pittsburgh Daily Gazette* publishes the full text of the National Improvement Company charter, saying it "outmobilises the Credit Mobiliers of France or America." (PittsGaz)

- Mar. 1, 1870 Erie & Western Transportation Company executes new operating contract with J.C. & E.T. Evans; advances \$150,000 for construction of new boats and also pledges to establish a new line from Erie to Lake Superior connecting with Northern Pacific Railroad. (MB)
- Mar. 1, 1870 New York & Hempstead Plains Railroad incorporated in N.Y. to build from Hempstead to Bay Ridge. (NYState)
- Mar. 1, 1870 Cumberland Valley Railroad agrees to take \$300,000 First Mortgage bonds of Southern Pennsylvania Iron & Railway Company and operate it upon completion. (Watts)
- Mar. 1, 1870 At the urging of John H. Devereux, who has been approached by Henry M. Flagler, William H. Vanderbilt signs a traffic contract with the Standard Oil Company granting a substantial rebate in return for shipping 60 cars of refined oil daily over the Lake Shore & Michigan Central-New York Central route; previously, Rockefeller had only shipped over the NYC&HR when the lake and Erie Canal were closed. (Rozman)
- Mar. 1, 1870 Cumberland Coal & Iron Company conveys all property, including 7,000 acres of coal lands and its collector railroads, to the Consolidation Coal Company, making it the dominant operator in the Cumberland Coal Field. (B&O Val, Consol)
- Mar. 2, 1870 Bill to incorporate Mercer & Somerset Railway introduced in New Jersey House; designed by Camden & Amboy to occupy and interfere with route of Henry M. Hamilton's Millstone & Trenton Railroad; on same day, new bill introduced in Senate to permit merger of all of Hamilton's companies into Millstone & Trenton Railroad; offer to pay \$500,000 to state plus 1% tax; large public meeting held at Trenton in support of Hamilton's plan. (StGaz, NwkDIAd)
- Mar. 2, 1870 Charter supplement authorizes Baltimore & Potomac Railroad to increase stock from \$3 million to \$4 million. (Digest)
- Mar. 2, 1870 Maryland & Delaware Railroad Board authorizes applying to the City of Baltimore to endorse the company's First Mortgage bonds to ensure completion; authorizes the location of an extension from Easton to Oxford. (MB)
- Mar. 2, 1870 Jay Cooke writes to his brother Henry D. Cooke that he wants no dealings with John C. Fremont and his Arkansas bonds and Southern transcontinental scheme, as Fremont is completely unreliable in money matters; however, he does not want to make enemies of those behind the Southern route because of their clout in Congress, but they should be kept at arm's length. (Oberholtzer)

- Mar. 3, 1870 On a motion of State Sen. McConnell, consideration of the bill to incorporate the National Improvement Company is postponed for the present; PRR then substitutes a nearly identical bill for a "Pennsylvania Company." (PittsGaz)
- Mar. 3, 1870 Rep. Ebon C. Ingersoll (1831-1879) of Illinois reports bill HR-19 for a military and post road between New York and Washington from the Committee on Railways & Canals; incorporates the New York & Washington Railway at \$10 million; incorporators include J.C. Potts, J. Donald Cameron, William T. Walters, and Henry S. McComb; cannot sell to the B&O or other existing railroad without the consent of Congress; House defeats amendment by Thomas Swann of Maryland (and ex-Pres. of the B&O) to bar construction without state approval. (CongGlobe)
- Mar. 3, 1870 Gallipolis, McArthur & Columbus Railroad incorporated in Ohio; later part of the Hocking Valley Railway. (ICC)
- Mar. 3, 1870 Ocean Grove Camp Meeting Association of the Methodist Episcopal Church incorporated in N.J. to develop and run a Methodist summer resort on the north Jersey Coast south of Long Branch; Rev. Ellwood H. Stokes (1814-1897) of Red Bank elected Pres. (Gibbons)
- Mar. 3, 1870 In the wake of the Avondale Mine Disaster of 1869, Pennsylvania passes a more comprehensive mine safety law with its scope extended from Schuylkill County to all anthracite mines; the inspectors of mines compile the first regular annual statistics of employment and accidents, require the filing of accurate mine maps, and the provision of two or more exits from shaft and slope mines; boys under 12 are prohibited from working inside the mines. (PL, Aurand)
- Mar. 4, 1870 Detroit, Logansport & St. Louis Railroad conveys the property of the abandoned Toledo, Logansport & Northern Indiana Railroad to the Detroit, Eel River & Illinois Railroad under agreement of Feb. 23, 1870. (Church)
- Mar. 4, 1870 Sen. Jacob M. Howard introduces a resolution to request the Secretary of State to furnish the Senate with all correspondence relating to the Memphis, El Paso & Pacific Railroad frauds. (CongGlobe)
- Mar. 4, 1870 Kansas Pacific Railway lets contracts for 41 miles east from Denver. (ARJ)
- Mar. 7, 1870 Celebration held at Auburn, N.Y., to mark the opening of the Southern Central Railroad. (ARJ)
- Mar. 7, 1870 Rep. Martin Welker of Ohio introduces a bill to incorporate the Washington Belt Railroad Company. (CongGlobe)
- Mar. 7, 1870 Virginia Senate committee reports that the transactions establishing the

Chesapeake & Ohio Railroad and the contract with Collis P. Huntington are entirely legal. (ARJ)

- Mar. 7, 1870 North Carolina Gov. William W. Holden declares Alamance County, a center of Klan terror and the location of the North Carolina Railroad's Company Shops, to be in a state of insurrection. (northcarolinacollection)
- Mar. 8, 1870 In annual message, Virginia Gov. Gilbert C. Walker (1833-1885) urges the sale of the state's holdings of railroad securities. (Rept)
- Mar. 8, 1870 Maryland act authorizes the City of Baltimore to subscribe \$1 million to the stock of the Valley Railroad in Virginia. (PL)
- Mar. 8, 1870 Joseph Seligman (1819-1880) of J. & W. Seligman & Co. of New York elected to Board of Atlantic & Pacific Railroad as a condition for floating its securities. (Miner)
- Mar. 8, 1870 North Carolina Legislature repeals all previous appropriations to railroad companies and demands the return of any unsold bonds. (Brown)
- Mar. 8, 1870 Massachusetts Gov. William Claflin submits the report of the Executive Council on the Boston, Hartford & Erie Railroad to the General Court (Legislature); the directors now admit that the company has a large floating debt and that all the stock has been issued; Claflin says he will withhold the issuing of any more state bonds until there has been a legislative investigation. (NYT)
- Mar. 9, 1870 Sen. William P. Kellogg (1830-1918) of Louisiana introduces a bill (S-647) to aid the construction of a railroad from Marshall, Texas, to San Diego on the 32<sup>nd</sup> parallel; embodies the recommendations of several commercial conventions held in Louisville and elsewhere; referred to the Committee on the Pacific Railroad. (CongGlobe)
- Mar. 9, 1870 U.S. House of Representatives refuses to pass the latest National Air Line Railway bill. (USRR&MR)
- Mar. 9, 1870 Andrew Carnegie sails for England on the Cunard liner *Russia* to place Illinois & St. Louis Bridge Company bonds with J.S. Morgan & Co. (Nasaw)
- Mar. 9, 1870 At the first Board meeting in two years, Frederick Billings (1823-1890), a Vermont-born lawyer with prior investments in California and in Pacific railroads, is elected a director of the Northern Pacific Railroad. (Winks)
- Mar. 10, 1870 Lykens Valley Coal Company Board executes a five-year sales agency contract with Sinnickson & Co. and Hall Brothers & Co.; authorizes making a contract with the Short Mountain Coal Company, controlled by Boston

interests for the use of their slope near where the Short Mountain breaker burned. (MB)

- Mar. 10, 1870 Southern Pennsylvania Iron & Railroad Company contracts construction from South Penn Jct. on the Cumberland Valley Railroad to Richmond and Mercersburg to George Rice and Patrick Rehill. (C&C)
- Mar. 10, 1870 CC&IC stockholders ratify revises lease to PRR and PC&StL Railway. (ARJ)
- Mar. 10, 1870 North Carolina Gov. W.W. Holden appeals to Pres. Grant to suspend *habeas corpus* in certain areas so that Klan murderers can be summarily executed by courts martial. (Nelson)
- Mar. 10, 1870 Rep. Thomas Swann of Maryland (and ex-Pres. of the B&O) makes a major speech against the New York & Washington Railway bill, rehashing the old States Rights doctrines and precedents dating back to Pres. Madison, but delaying the vote. (CongGlobe)
- Mar. 10, 1870 Kalamazoo & South Haven Railroad opens between Kalamazoo and Kendall. (Meints - also has 3/1)
- Mar. 11, 1870 NYC&HR issues specifications for the iron-work of the proposed Union Passenger Depot (Grand Central Depot). (Guide)
- Mar. 11, 1870 The General Council of the Miners' & Laborers' Benevolent Association of the State of Pennsylvania incorporated in Pa.; subsumes the older Workingmen's Benevolent Association, although it is still referred to as the WBA. (PL)
- Mar. 1870 Pres. J. Edgar Thomson taken ill; attends no Board meetings until Oct. 3. (MB)
- Mar. 14, 1870 Columbia & Port Deposit Railroad contracts the portion in Maryland to Heckert & Co. (MB)
- Mar. 14, 1870 Shenandoah Valley Railroad organized at Luray, Va.; local lawyer Peter B. Borst elected Pres.; directors include William Milnes, Jr. (1827-1889), of Page County and Philadelphians William Painter (1838-1884), B.K. Jamison and George H. Bardwell. (Hildebrand)
- Mar. 14, 1870 Sen. Frederick A. Sawyer (1822-1891), Republican of S.C., introduces a bill (S-660) to incorporate the Southern Transcontinental Railway. (CongGlobe)
- Mar. 14, 1870 Sen. Frederick A. Sawyer of South Carolina introduces bill S. 660 for Southern Transcontinental Railway with John C. Fremont, John A.C. Gray, Enoch L. Fancher and Marshall O. Roberts as chief incorporators; this bill is

to replace the Memphis, El Paso & Pacific Railroad and give it a federal, transcontinental charter; a similar bill H.R. 1620 is introduced in House (on 3/28); a bill for the Southern Pacific Railroad is introduced in the Senate by James W. Flanagan of Texas; a Texas Pacific bill is introduced in the House (on 5/17) by Logan H. Roots (1841-1893), Republican of Arkansas; two Texas Pacific bills introduced in the Senate by William P. Kellogg of Louisiana, of which S. 647 has the support of the Tom Scott group. (Taylor - verify CongGlobe)

- Mar. 14, 1870 Pennsylvania Republican William Strong (1803-1895) is sworn in as one of Pres. Grant's new appointees to the Supreme Court; Joseph P. Bradley follows on Mar. 21. (wiki)
- Mar. 15, 1870 PRR General Superintendent Edward H. Williams resigns to become a partner in the Baldwin Locomotive Works; his assistant John H. Converse (1840-1910) follows him to Baldwin. (Wilson, USRR&MR)
- Mar. 15, 1870 A meeting of 76 Schuylkill coal operators agrees to maintain the offer of a \$2.00 basis and to suspend work on Apr. 2 if the men do not accept it; the men hold out for a \$3.00 basis. (CmsrLabor AR)
- Mar. 1870 Future PRR General Superintendent of Motive Power Alfred W. Gibbs (1856-1922) joins PRR as special apprentice at Altoona Shops. (NYT - verify)
- Mar. 1870 Columbia & Port Deposit Railroad lets contracts from Pennsylvania state line to intersection with Philadelphia & Baltimore Central Railroad north of Port Deposit. (ARJ)
- Mar. 1870 Allegheny Valley Railroad contracts with Oil Creek & Allegheny River Railway, Buffalo, Corry & Pittsburgh Railroad, and LS&MS for through passenger and freight line between Pittsburgh and Buffalo. (AR)
- Mar. 1870 Maryland act lifts the head tax to be paid on the B&O's Washington Branch. (ARJ)
- Mar. 1870 Winchester & Strasburg Railroad (B&O) opens, creating a link with the old Manassas Gap Railroad running south to Harrisonburg. (Hildebrand)
- Mar. 1870 John Alexander Clinton Gray (1815-1898), a retired merchant of New York who has become aware of John C. Fremont's activities with the Memphis, El Paso & Pacific Railroad, loans Fremont \$50,000 to help push his charter through Congress in return for an assignment of the French rails lying in New Orleans for failure to pay duties. (Taylor)
- Mar.? 1870 Gilead A. Smith establishes a land agency for emigrants in London with the encouragement of J. Edgar Thomson and other PRR officers; offers lands in

Minnesota, Kansas, Colorado, New Mexico and Nevada at 5-10 shillings per acre, but is unsuccessful. (Oberholtzer)

- Mar. 1870 General Council of the Workingmen's Associations meets at Tamaqua and severs all connections with the miners of the Delaware & Hudson Canal Company, DL&W and Pennsylvania Coal Company in the Northern Field after they refuse to support the strike. (Aurand)
- Mar. 1870 Schuylkill coal operators offer a compromise basis of \$2.50 a ton at Port Carbon; the miners reject it. (Roberts)
- Mar. 16, 1870 Rep. Ebon Ingersoll is unable to get a vote on the New York & Washington Railway bill. (CongGlobe)
- Mar. 17, 1870 Mercer & Somerset Railway incorporated in interest of United Companies for the sole purpose of interfering with location of the National Railway in central New Jersey. (PL)
- Mar. 17, 1870 New Jersey Midland Railway incorporated by special act of N.J. Legislature; is to build from Jersey City to the northwestern part of the state in the direction of Middletown, N.Y., where it will connect with the New York & Oswego Midland Railroad. (ICC)
- Mar. 17, 1870 Red Bank, N.J., incorporated as a town. (Ellis)
- Mar. 18, 1870 A syndicate formed by Jay Cooke & Co. and including E.W. Clark & Co., Drexel & Co., C. & H. Borie, S. & W. Welsh, W.H. Newbold Son & Aertsen and other Philadelphia bankers contracts to take \$2 million of PRR General Mortgage bonds at 90; this is the first true U.S. underwriting syndicate, in that it guarantees to the PRR that it will be paid on a certain date for any bonds it was not able to sell. (Oberholtzer, Larson, Carosso)
- Mar. 18, 1870 Sen. Charles D. Drake (1811-1892), Republican of Missouri, reports a bill (S-488) from the Committee on the Pacific Railroad to aid the Kansas Pacific Railway to extend to El Paso. (CongGlobe)
- Mar. 19, 1870 First through freight arrives at Pittsburgh over Allegheny Valley Railroad's new through route from Buffalo. (AR)
- Mar. 19, 1870 First two deaths from the bends occur at Eads Bridge caissons, followed quickly by four others; the men are working under a pressure of 4 atmospheres; total of 12 men killed in east caisson and one in west caisson, plus two crippled for life. (Jackson, Petroski)
- Mar. 19, 1870 Allegheny Transportation Company agrees with the Standard Oil Company (Ohio) to pay a rebate of 5 cents per bbl. on all oil moved to Cleveland to be

refined by them, in return for which the Standard agrees to ship to Cleveland only over the Atlantic & Great Western Railway. (Destler)

- Mar. 21, 1870 Rep. James S. Negley (1826-1901) of Pa. introduces a bill to promote commerce among the States, a version of the National Railway. (CongGlobe)
- Mar. 22, 1870 On application of Pres. Samuel M. Shoemaker, Virginia court orders receivers Oscar A. Stevens and W. Jackson Phelps to restore Alexandria & Washington Railroad to the company. (ARJ)
- Mar. 22, 1870 Ashtabula, Youngstown & Pittsburgh Railroad opens books at Ashtabula. (MB)
- Mar. 22, 1870 Dutchess & Columbia Railroad repossesses the half interest in its track between Hopewell Jct. and Wicopee Jct. from the Boston, Hartford & Erie Railroad. (NYState)
- Mar. 23, 1870 At request of Ashbel Welch, PRR Board appoints committee of three to recommend how to enlarge New York area facilities for western freight. (MB)
- Mar. 23, 1870 Maryland act authorizes the Columbia & Port Deposit Railroad to extend to any point on the Maryland-Delaware state line and connect with any railroad there; plan is to create a new outlet for coal to the Delaware River. (MB)
- Mar. 24, 1870 PRR leases Erie & Pittsburgh Railroad Company at 7% retroactive to Mar. 1; Jacob N. McCullough appointed General Manager and J.D. Layng Superintendent. (Church, ARJ)
- Mar. 24, 1870 Charter supplement authorizes Continental Improvement Company to reduce its capital stock. (PL)
- Mar. 24, 1870 Andrew Carnegie presents prospectus for Illinois & St. Louis Bridge Company to J.S. Morgan & Co. in London; Junius S. Morgan agrees to back Carnegie and later helps finance his other enterprises. (Jackson, Strouse)
- Mar. 24, 1870 Conewango Valley Railroad incorporated in Pa. as an extension of Dunkirk, Warren & Pittsburgh Railroad to build from Warren, Pa., to the New York state line. (GrnBk, Taber)
- Mar. 24, 1870 John C. Fremont issues a pamphlet addressed to Sen. Jacob M. Howard of Michigan, Chairman of the Committee on the Pacific Railroad and a foe of his pending bill, defending the Memphis, El Paso & Pacific; claims that the misleading statements made by the French promoters of the bonds come from their ignorance of American law. (Taylor - according to CongGlobe Fremont's letter is read in the Sen. on 3/25 and printed)
- Mar. 25, 1870 Pres. Grant signs Act of Congress extending time for completion of Baltimore



- & Potomac Railroad in D.C. to Feb. 1, 1875; may locate terminal at 9<sup>th</sup> & C Streets, S.W. (CongGlobe, Digest)
- Mar. 27, 1870 About 1,000 men arrive from Jefferson, Texas, to begin work on the Cairo & Fulton Railroad in Arkansas. (Wood)
- Mar. 28, 1870 Cornelius M. Meserole (1827-1880) proposes an exclusive 5-year contract to operate connecting steamboats between New York and Lewes for the Junction & Breakwater Railroad. (MB)
- Mar. 28, 1870 Terre Haute & Indianapolis Railroad Board authorizes a \$50,000 subscription to the Evansville, Terre Haute & Chicago Railroad and purchasing the stock of the Evansville & Crawfordsville Railroad; building a new engine house at Indianapolis. (MB)
- Mar. 28, 1870 Kansas Pacific Railway completed to Kit Carson, 487 miles west of Kansas City. (ARJ)
- Mar. 28, 1870 In U.S. House, Rep. Lewis McKenzie of Virginia introduces a bill (HR-1620) to incorporate the Southern Transcontinental Railway, covering John C. Fremont's project. (CongGlobe)
- Mar. 29, 1870 Pennsylvania Company bill passes the Pa. House; Tom Scott's lobbyist S.S. Moon sends a copy to Scott with a note to check that it is all right. (Maybee)
- Mar. 29, 1870 Jeffersonville, Madison & Indianapolis Railroad stockholders approve a subscription of \$100,000 to the New Albany & St. Louis Air Line Railway. (MB)
- Mar. 30, 1870 J.S. Morgan & Co. agrees to purchase \$1 million of Illinois & St. Louis Bridge Company First Mortgage bonds at 70 by Apr. 2, with option on the remaining \$460,000 at 72 til May 1; Carnegie and Thomson had hoped to be able to sell bonds at 85, which would yield their \$800,000 bonus; Morgan resells the entire amount in ten days at 90. (Jackson)
- Mar. 30, 1870 Miramar Iron Company incorporated in Pa. to operate in the Cumberland Valley; promoted and built by the brothers Daniel V. Ahl (1826-1892) and Peter A. Ahl (1817-1897) of Newville. (Rdg, HistCumbAdams)
- Mar. 30, 1870 Fifteenth Amendment guaranteeing African American suffrage adopted; Delaware does not ratify it until 1901, Maryland until 1973, and Tennessee last in 1997. (Clements, wiki)
- Mar. 30, 1870 Texas readmitted to the Union. (WwasW)
- Mar. 31, 1870 Pa. act extends the charter of the Erie Canal Company and allows it to build a

slackwater navigation (locks and dams) on the Ohio River between Pittsburgh and Beaver; also to sell the canal or convert it to a railroad. (MB)

- Mar. 31, 1870 Supplement to charter of Queenstown & Harrington Railway authorizes an extension westward to the west shore of Kent Island; may issue bonds. (PL)
- Mar. 31, 1870 Maryland act authorizes the City of Baltimore to endorse \$750,000 bonds of the Lynchburg & Danville Railroad in the interest of the B&O; measure is rejected by the voters. (PL, RRGaz)
- Mar. 31, 1870 W.Va. Sen. Waitman T. Willey (1811-1900) introduces a resolution calling for the War Dept. to survey for a line of improved water communication from the Ohio to the Atlantic via the Kanawha and James Rivers. (Dunaway)
- Mar. 31, 1870 National Association of General Passenger & Ticket Agents reaffirms its designation of the *Travelers Official Railway Guide* as the only officially sanctioned compilation of railroad timetables in its ongoing dispute with the earlier guide published by D. Appleton & Co. (Guide)
- Apr. 1, 1870 Major revision of PRR organization; A .J. Cassatt appointed General Superintendent of PRR succeeding Edward H. Williams, resigned to become a partner in the Baldwin Locomotive Works; Isaac L. Dripps (1810-1892), now Master Mechanic at Fort Wayne, appointed Superintendent of Motive Power & Machinery, replacing Cassatt; John Reilly promoted from Assistant Superintendent to Superintendent of Transportation, a new post in charge of car distribution; Chief Engineer-MofW John A. Wilson, who is passed over for post of General Superintendent, named Chief Engineer of Low Grade Line; replaced by Theodore I. Heizmann (1838-1911) with new title of Engineer of MofW; G. Clinton Gardner (1834-1904) named Assistant Superintendent of Motive Power & Machinery at Altoona. (MB, AR, Guide - RPI says John A. Wilson stays CE-MofW but is now in charge of building branch lines - no indication of change in JAW's duties in MB)
- Apr. 1, 1870 Future Chief Engineer William H. Brown appointed Resident Engineer of the Middle Division, replacing Robert Neilson, transferred. (PRRColExpo)
- Apr. 1, 1870 Pemberton & New York Railroad issues \$375,000 in 7% First Mortgage bonds guaranteed by the United Companies; this gives them a first lien on the property, so that it eventually becomes part of the PRR, not the CNJ. (C&C)
- Apr. 1, 1870 Individual stockholders of Wrightsville, York & Gettysburg Railroad transfer shares to PRR. (ARJ)
- Apr. 1, 1870 Lykens Valley Coal Company takes a new 20-year lease of the property of the Short Mountain Coal Company; mines are pumped out with two new steam pumps and operation resumes. (MB)

- Apr. 1, 1870 Sunbury & Lewistown Railroad issues \$ 1.2 million First Mortgage bonds, which are sold through William Painter & Co., bankers of Philadelphia; bonds are eventually dated Oct. 1, 1870. (Rept, C&C)
- Apr. 1, 1870 PC&StL appoints John Durand (1819-1891) General Superintendent of Pittsburgh & Cincinnati Division (PC&StL and Little Miami) and Daniel W. Caldwell (1830-1897) promoted to General Superintendent of Indianapolis & Chicago Division (CC&IC); headquarters relocated to Columbus; Hugh J. Jewett is First VP and David S. Gray (1829-1921) Second VP; A. J. McDowell promoted from Auditor to Comptroller; W. L. O'Brien, who had replaced P. W. Strader as General Ticket & Passenger Agent of the Little Miami Railroad, is made General Ticket & Passenger Agent of the PC&StL. (ARJ, USRR&MR, Guide)
- Apr. 1, 1870 Lake Shore & Michigan Southern stops honoring through tickets to and from the Philadelphia & Erie Railroad to Cleveland.
- Apr. 1, 1870 Reading extends its "Park Accommodation Trains" from Belmont to Manayunk for local passengers. (AR)
- Apr. 1, 1870 Anthracite coal miners in Schuylkill County strike to protest wage cuts imposed because of falling prices. (Rdg AR, Schlegel - Aurand says began in 1/70 and operators shut down their mine on 4/2 to force acceptance of a wage cut, which is correct - Munsell/Sch, Broehl has men demanding the \$3 basis of 1869; operators say too high to compete with Northern Field)
- Apr. 1, 1870 Gen. George B. Sargent arrives in Frankfurt-am-Main to raise money for the Northern Pacific Railroad in Prussia through the Frankfurt banking house of Moritz Budge and his New York correspondents Budge, Schiff & Co. (Oberholtzer)
- Apr. 1, 1870 Lake Superior & Mississippi Railroad issues \$3.2 million in 7% Second Mortgage bonds; sold at a discount of \$1.095 million. (ICC)
- Apr. 1, 1870 Capital of West Virginia moved from Wheeling to Charleston in the Kanawha Valley; it is returned to Wheeling between Feb. 20, 1875 and May 1, 1885. (Evans)
- Apr. 2, 1870 Caisson of west pier of Eads Bridge hits bedrock 86 feet below river. (Jackson)
- Apr. 2, 1870 Nesquehoning Valley Railroad opens for freight service from a connection with the Lehigh & Susquehanna Railroad north of Mauch Chunk (Nesquehoning Jct.) to a connection with the Catawissa Railroad at Tammanend; controlled by the Lehigh Coal & Navigation Company, giving them a link to the Mahanoy Coal Field and the upper Susquehanna Valley

- Apr. 2, 1870 parallel to the Lehigh Valley Railroad's Lehigh & Mahanoy branch. (AR)  
At suggestion of Senate Committee on Pacific Railroads, John C. Fremont writes to its Chairman Jacob M. Howard accusing Minister to France Elihu Washburne of using his position to break down the Memphis, El Paso & Pacific Railroad by interfering with the placement of its bonds in France; has caused the collapse of its stock on the New York Exchange; denies that company has forfeited its Texas charter. (NYT - NB this is the substance of the 3/24 brochure)
- Apr. 2, 1870 Schuylkill Coal Region shut down by a strike and lockout; the removal of its production raises the price and benefits other regions, which remain working. (CmsrLabor AR)
- Apr. 3, 1870 Kansas Pacific Railway opens to Kit Carson, Colo. (Guide)
- Apr. 4, 1870 Supplement to charter of Union Railroad Company of Baltimore repeals earlier routes; now to run from Western Maryland at northwestern city line or from the east end of the Baltimore & Potomac tunnel, or from the Northern Central at Belvidere bridge to Canton; all railroads entering Baltimore to have equal rights to use Union Railroad. (Digest)
- Apr. 4, 1870 Kent County Railroad opens between Masseys and Kennedyville, Md., running three times a week. (? - MB of 4/7 says to begin as soon as get ok to op. over Townsend Branch)
- Apr. 4, 1870 Charter supplement to the Maryland & Delaware Railroad authorizes a branch from some point in Talbot or Caroline County to connect with the Dorchester & Delaware Railroad; may change the location south of Easton. (PL)
- Apr. 4, 1870 Elkton & Massey's Railroad incorporated in Maryland by Jacob Tome, et al.; can hold the property of the old Eastern Shore Railroad (Md.) of 1835; is to receive the state appropriation of \$58,000 originally awarded to the Elkton & Sassafras Railroad when an equal amount is paid in by private subscribers. (PL)
- Apr. 4, 1870 Maryland act authorizes Franklin Railroad to extend to the Chesapeake & Ohio Canal at Williamsport only, but may cross the Potomac River anywhere between Hancock and Knoxville. (PL)
- Apr. 4, 1870 Maryland act authorizes Shenandoah Valley Railroad to extend north to Hagerstown. (PL, CorpHist)
- Apr. 4, 1870 Maryland act authorizes the Frederick & Maryland Line Railroad to extend to Washington, D.C. (PL)
- Apr. 4, 1870 Maryland passes a new general corporation law for railroads. (PL, Rdg)

- Apr. 4, 1870 Sen. James W. Flanagan (1805-1887), Republican of Texas, introduces a bill (S-748) to incorporate a Southern Pacific Railway to build from the Rio Grande (El Paso) to San Diego. (CongGlobe)
- Apr. 4, 1870 Subcommittee of the Senate Committee on Pacific Railroad meets to investigate the Southern Transcontinental Railway bill; John C. Fremont is ill and does not attend but is represented by his confederates. (Taylor)
- Apr. 4, 1870 Southern Central Railroad opens for revenue service between Owego and Auburn, N.Y. (Guide)
- Apr. 1870? Wicomico & Pocomoke Railroad is now extended to the Wicomico River at Salisbury. (ARJ)
- Apr. 5, 1870 State Line & Juniata Railroad incorporated in Pa. to build from Maryland state line on Licking Creek in Franklin County to Mt. Union and then in a northwestwardly direction to Lake Erie. (PL, Rdg)
- Apr. 5, 1870 Democrat-controlled New York Legislature passes a new charter for New York City (called the "Tweed Charter" after Boss William M. Tweed, whose bribery is said to have secured it); increases the power of the mayor to appoint department heads and commissions without the consent of the Council; aldermen are to be elected at large; ends state control of the Police, Fire and Sanitary Depts. (Stokes, Mandelbaum)
- Apr. 6, 1870 Morgan Improvement Company incorporated with blanket Pennsylvania special charter equal to the Continental Improvement Company; Richard D. Barclay, Samuel S. Moon and C. Grinnell as dummy incorporators; first a construction company for the Gilman, Clinton & Springfield Railroad, it later becomes the Manor Real Estate & Trust Company, the PRR's primary real estate subsidiary. (PL, MB)
- Apr. 6, 1870 Crescent Improvement Company incorporated with blanket Pennsylvania special charter equal to the Continental Improvement Company; Richard D. Barclay, Samuel S. Moon and C. Grinnell as dummy incorporators. (PL)
- Apr. 6, 1870 Pennsylvania act frees Philadelphia & Erie from maximum rate cap on goods (3 cents per ton-mile) and cars (2 cents per mile per four wheels) carried by independent transporting companies (in this case, the Empire Line) set by general law of Feb. 19, 1849.
- Apr. 6, 1870 Junction & Breakwater Railroad agrees to extend Cornelius M. Meserole's exclusive steamboat privileges from 5 to 10 years. (MB)
- Apr. 6, 1870 Pennsylvania act authorizes the Northern Central Railway to sell the

Wrightsville, York & Gettysburg Railroad to the PRR. (MB)

- Apr. 6, 1870 New York banker Morris K. Jesup elected to Board of Northeastern Railroad of South Carolina on the basis of his own stock purchases; company soon falls into the orbit of the PRR-Walters Southern Railway Project syndicate, and the Southern Railway Security Company eventually holds 9,129 shares at 10.50. (Hoffman)
- Apr. 6, 1870 Mount Pleasant & Broad Ford Railroad incorporated in Pa. to build from the Pittsburgh & Connellsville Railroad into the Connellsville Coke Field. (B&O Val)
- Apr. 7, 1870 Pennsylvania Company incorporated in Pa. as a substitute for the National Improvement Company under a broad "Tom Scott" charter as a holding company to control certain PRR-allied lines west of Pittsburgh and Erie; the principal changes are the change of name and alterations of the taxation clause. (Val, Maybee)
- Apr. 7, 1870 Pa. Gov. Geary vetoes act to grant \$6 million in aid to the Jersey Shore, Pine Creek & Buffalo Railway by exchanging JSPC&B bonds for the PRR bonds in the state treasury given as payment for the Main Line; exchange would have required PRR approval; bill also called for swapping bonds of the Allegheny Valley Railroad held by the state, \$1.6 million to the Pittsburgh, Virginia & Charleston Railway, \$1.4 million to the Clearfield & Buffalo Railway (Low Grade Line to the Buffalo & Washington in McKean County), and \$500,000 to the Erie & Allegheny Railway (A&GW to Erie). (PaArch, ARJ)
- Apr. 7, 1870 "Peninsula Railroad Company of the Eastern Shore of Maryland" incorporated in Maryland to build from Elkton to Salisbury; incorporators include George Vickers. (PL)
- Apr. 7, 1870 Jim Fisk is elected Col. of the Ninth Regiment of the New York National Guard, which has fallen on hard times since the Civil War; they look to Fisk to pay their expenses; Fisk commissions a \$2,000 uniform and packs the regiment with Erie Railway and Grand Opera House employees; other regiments refer to the Ninth contemptuously as "Fisk's Footmen." (Swanberg)
- Apr. 8, 1870 Pullman Palace Drawing Room Car for PRR service makes demonstration run between West Philadelphia and Trenton; 12 sections and 2 compartments, with 6-wheel trucks for quiet ride. (USRR&MR)
- Apr. 8, 1870 Toledo ordinance provides for leasing the Toledo & Woodville Railroad; the lessee is to provide a connecting railroad between Woodville and the Sandusky, Mansfield & Newark Railroad on the south and to Ann Arbor on the north. (C&C)

- Apr. 8, 1870 Wilcox & Howard Hill Improvement Company incorporated in Pa. to hold coal lands in McKean County; later becomes part of the Erie Railway system. (ICC)
- Apr. 9, 1870 Occidental Improvement Company incorporated with powers equal to the Continental Improvement Company, another "Tom Scott" company with Richard D. Barclay, Samuel S. Moon and C. Grinnell as dummy incorporators. (PL)
- Apr. 9, 1870 Central Improvement Company incorporated in Pa.; another Tom Scott holding company, for purpose of building the Shenandoah Valley Railroad; Herman Haupt later appointed Chief Engineer; J. Peter Lesley (1819-1903) to do geological work. (PL, Ward)
- Apr. 9, 1870 New Mexico Improvement Company incorporated in Pa. with powers equal to the Western Improvement Company; another "Tom Scott" company with Henry C. Spackman, Thomas D. Stovall, and Albert Hewson as dummy incorporators for the PRR interests; in the text of the act it is called the New Mexico Mining Company. (PL)
- Apr. 9, 1870 Rochester, Nunda & Pennsylvania Railroad Company incorporated in N.Y. to build from Mt. Morris to Town of Amity, Allegany County, forming part of a direct line between Rochester and Pittsburgh; Reuben P. Wisner, Pres. (Val, Corp Hist, C&C)
- Apr. 9, 1870 Jeffersonville, Madison & Indianapolis Railroad Board authorizes negotiating with the Louisville Bridge Company to lease to it the northern approaches to the bridge in Jeffersonville and to lease from the Bridge Company land for a depot in Louisville. (MB)
- Apr. 9, 1870 City of New Orleans and State of Louisiana transfer their 80,000 and 64,000 shares of New Orleans, Jackson & Great Northern Railroad stock to Henry S. McComb, who purchases it with proceeds from the sale of Mississippi Central Income and Equipment bonds. (Stover)
- Apr. 10, 1870 Trustees of the Toledo & Woodville Railroad makes a construction contract with J. Edwin Conant. (Waggoner)
- Apr. 11, 1870 New York Mayor A. Oakey Hall (1826-1898), front man of the Tweed Ring, appoints William M. Tweed Commissioner of Public Works and Tweed's henchman Peter B. Sweeny (1825-1911) head of the Park Board; Sweeney is given control of Central Park, previously an independent project of middle-class reformers; both Tweed and Sweeney are given almost unlimited opportunities to distribute patronage in the form of city jobs and contracts. (Stokes, Mandelbaum)

- Apr. 12, 1870 Frank Work, a Vanderbilt ally, elected a director of the LIRR. (MB)
- Apr. 12, 1870 Ohio act authorizes railroad companies to issue bonds with a majority vote of the stockholders; may be sold out of state or at a discount. (PL)
- Apr. 13, 1870 PFW&C Board adopts new bylaws and organization manual eliminating its operating officers. (MB)
- Apr. 13, 1870 Elite New Yorkers associated with the Union League establish the Metropolitan Museum of Art; John Taylor Johnston (1820-1893), Pres. of the CNJ and a discriminating art collector, is elected the first Pres.; the Museum moves into its first permanent home in Central Park in Mar. 1880, the original building is intact but now surrounded on all sides by later additions. (metmuseum.org, Burrows/Wallace)
- Apr. 14, 1870 Pa. act allows any canal company to subscribe to the stocks and bonds, or lease or merge with any railroad. (PL)
- Apr. 15, 1870 Sen. John Scott introduces a bill to permit the City of Washington to subscribe \$500,000 to the Baltimore & Potomac Railroad; referred to the Committee on the District of Columbia, where it is allowed to die; House Committee for the District of Columbia reports a substitute bill for the National Junction Railway, permitting it to pass south of the Mall instead of around the north side of the city, where it has to cross the B&O. (CongGlobe)
- Apr. 15, 1870 Ashtabula & New Lisbon Railroad Board resolves that they are unable to complete the railroad and call for its sale or lease. (MB)
- Apr. 15, 1870 Hugh Pitcairn (1845-1911), later a PRR official, resigns as Assistant Superintendent - Transportation of the Lehigh Coal & Navigation Company; replaced by Edwin K. Hyndman (1844-1884), later involved in coal and railroad development in the Connellsville Coke Region; Pitcairn becomes Assistant Superintendent of the Northern Division of the Evansville, Henderson & Nashville Railroad. (AR, Guide)
- Apr. 15, 1870 Republic Iron Company incorporated in Michigan to operate iron ore mines in the Marquette District; it is soon controlled by the Cambria Iron Company, and the ore is shipped to Ohio and Pennsylvania. (BethStl)
- Apr. 15, 1870 NYC&HR makes its first semiannual 4% dividend, totaling \$3.6 million, touted as the largest single dividend payment by a single corporation to date. (Stiles)
- Apr. 15, 1870 Patrick Burns, foreman at a colliery at Tuscarora, is murdered. (Riffenburgh)
- Apr. 1870 John Mifflin Hood (1843-1906) resigns as Chief Engineer & Superintendent



of Philadelphia & Baltimore Central Railroad to join a Florida railroad.  
(Memoir, WM)

- Apr. 1870 Press reports that PRR is reviving the moribund Fredericksburg & Gordonsville Railroad in Va., on which work was discontinued before the war; is to be extended to Orange and Charlottesville on the west and to Belle Plain on the Potomac River to the east, opposite the Popes Creek Branch of the Baltimore & Potomac Railroad. (ARJ)
- Apr. 1870 "Electric Line" of boats established between Wilmington, Del., and New York, running three times a week via the Delaware & Raritan Canal. (Ashmead)
- Apr. 1870 Lake Superior & Mississippi Railroad opens from Rush City to Hinckley, Minn. (Guide)
- Apr. 1870 Southern Pacific Railroad (Texas) now open to Hallsville, 20 miles west of Marshall. (ARJ)
- Apr. 16, 1870 William A. Baldwin becomes Superintendent of Philadelphia & Erie Railroad, replacing Alfred L. Tyler, resigned to become VP of South Carolina Railroad; Theodore N. Ely named Assistant Superintendent of P&E, Edmund L. Tyler named Superintendent of Middle Division of P&E, replacing Ely. (MB, AR - or 4/15 - Wilson has 4/15)
- Apr. 16, 1870 Southern Improvement Company incorporated in Pa. with powers equal to the Continental Improvement Company; another "Tom Scott" company with George Blake, D.F. Jones, Joseph Walter, Samuel S. Moon and Richard D. Barclay as dummy incorporators. (PL)
- Apr. 16, 1870 Senate Committee on Pacific Railroads reports that Memphis, El Paso & Pacific Railroad had failed to meet the requirements of its charter and has lost the right to demand more land from Texas. (Taylor)
- Apr. 16, 1870 Hamilton Land & Improvement Company incorporated in Pa. with a capital of \$50,000; incorporators are Charles Summerfield, Henry M. Dechert, Hartman Grau, Henry M. Smith Edward Lyster and John A. Palmer; relationship, if any, to Henry M. Hamilton's National Railway project or the New Jersey company of the same name is unclear. (PL)
- Apr. 16, 1870 Delaware Division Canal is finally reopened after repairing damage from the Oct. 1869 flood. (LC&N AR)
- Apr. 16, 1870 Ohio act authorizes railroads to issue preferred stock to redeem bonds. (PL)
- Apr. 16, 1870 Ohio Legislature adopts resolution in favor of the "Central Water Route" via

the Kanawha and James Rivers. (Dunaway)

- Apr. 18, 1870 Joint Board of United Companies agrees to aid Mercer & Somerset Railway providing residents raise \$150,000; order construction from Delaware River to Pennington once \$40,000 raised; Joseph P. Bradley resigns as director and Secretary of Joint Board to take his seat on the Supreme Court; replaced as Secretary by William H. Gatzmer; A.W. Markley of Camden named Agent for legal business; agree to operate Kinkora, Columbus & Springfield Railroad once company builds it. (MB)
- Apr. 18, 1870 A new freshet in the Delaware River puts the Delaware Division Canal out of service again. (LC&N AR)
- Apr. 18, 1870 Commonwealth Oil & Pipe Company incorporated in Pa. as the merger of the Western Oil & Pipe Company and the Rural Despatch Company; done in the interest of the PRR's Oil Creek & Allegheny River Railway. (Maybee, Johnson)
- Apr. 18, 1870 Michigan Central Railroad leases Grand River Valley Railroad, which becomes its Grand Rapids Division. (Marsh, Baxter)
- Apr. 19, 1870 Publisher George W. Childs (1829-1894) begins a series of attacks on the financing of the Northern Pacific Railroad in the Philadelphia *Public Ledger*. (Oberholtzer)
- Apr. 1870 PC&StL relaying track between Indianapolis and Richmond with fish-plate joints. (USRR&MR)
- Apr. 1870 Empire Transportation Company opens new freight depot covering two acres at Pier 38, North River, N.Y., near Debrosses Street; served by car floats from Jersey City.
- Apr. 1870 Delaware & Raritan Canal tests a system of opening lock gates with a steam engine at Trenton. (NwkDlyAd)
- Apr. 20, 1870 Brazilian government issues a concession to George Earl Church (1835-1910) personally for a railroad, separate from the Bolivian concession to the National Bolivian Navigation Company, along the Madeira and Mamoré Rivers, with a mineral land grant of 538 square miles. (Craig)
- Apr. 20, 1870 Junction Railroad incorporated in N.Y. in the interest of the NYC&HR to build a belt line around the northeastern side of Buffalo. (GrnBk)
- Apr. 21, 1870 Northern Pacific Railroad joint resolution passes the Senate 40-11; increases the width of the land grant to 120 miles through the territories to compensate for lands already taken up by settlers since 1864, changing the location as per

W. Milnor Roberts's surveys down the Columbia River to Portland instead of over the Cascades, the old route to be covered by a branch later; Sen. Simon Cameron had inserted a provision for only American iron or steel. (Oberholtzer)

- Apr. 21, 1870 W. Milnor Roberts makes his last report on his plan for the improvement of the Ohio River; a 6-foot depth is to be achieved by 66 dams with paired locks and chutes to pass boats in high water; the chutes are to be opened and closed using the hydraulic gates invented by Felix R. Brunot (1820-1898) of Pittsburgh; Roberts then resigns from government service and goes to work on the Eads Bridge; Pittsburgh industrialists generally support the plan, which rivermen and coal shippers oppose blocking the river. (ArmyEngr AR, Ljohnson)
- Apr. 23, 1870 LIRR Sag Harbor Branch opens between Hampton Bays and Bridgehampton. (Seyfried)
- Apr. 23, 1870 Reading, Lehigh Valley Railroad, Lake Superior & Mississippi Railroad, Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad and Philadelphia & Trenton Railroad apply to U.S. court in Philadelphia for injunction to block collection of federal income tax of 5% on interest and dividends for 1870 on grounds that it was a war measure only. (ARJ)
- Apr. 23, 1870 Kent County Railroad appoints John B. Wingate (1823?-1892) temporary Superintendent. (MB)
- Apr. 23, 1870 First 20 miles of the Little Rock & Fort Smith Railroad open, meeting the deadline for the land grant. (Thompson)
- Apr. 25, 1870 At annual meeting of New Orleans, Jackson & Great Northern Railroad, McComb group proceeds to elect a new Board in defiance of Gen. Pierre G. T. Beauregard, who refuses to give way; five of McComb's 19 directors are also members of Beauregard's Board, which continues to meet. (Stover)
- Apr. 26, 1870 St. Louis, Vandalia & Terre Haute Railroad opens between Effingham, Ill. and Indiana state line; Terre Haute & Indianapolis opens westward to Illinois line, including bridge over the Wabash River, completing a line between Terre Haute and St. Louis; first train operates between Effingham and Terre Haute. (AR, Val)
- Apr. 26, 1870 At meeting in Barnum's Hotel, Baltimore, William T. Walters, Benjamin F. Newcomer and Tom Scott agree to expand control of southern railroads in a more aggressive way, with the PRR admitted as a major partner. (Hoffman)
- Apr. 26, 1870 William T. Walters's Wilmington & Manchester Railroad reorganized as Wilmington, Columbia & Augusta Railroad; through it, Walters later obtains

control of the Cheraw & Darlington Railroad (Florence-Cheraw); Robert R. Bridgers is Pres., and members of the Southern Railway Project Syndicate hold 7 of the 10 Board seats, including William T. Walters, Benjamin F. Newcomer Samuel M. Shoemaker, J. Donald Cameron and J. Willis James. (Hoffman, ICC, ARJ)

- Apr. 27, 1870 PRR approves sale of Western Reservoir to John Reilly for \$2,500; later developed as summer resort for Pittsburgh elite until breaking of poorly-maintained dam creates Johnstown Flood of 1889. (MB)
- Apr. 27, 1870 PRR Board insists that Pres. Thomson take a leave of absence for health; it is likely that he has suffered his first major heart attack. (MB, Ward)
- Apr. 27, 1870 Sen. Simon Cameron introduces a bill for the Connecting Railway Company of Washington; bill dies in committee. (CongGlobe)
- Apr. 28, 1870 CC&IC issues \$10 million in 7% Convertible Income bonds for the purpose of reducing its other bonded debt to \$15,821,000 under the Feb. 1, 1870 lease to the PC&StL Railway; also to be used to pay the lessee for capital improvements, convertible into preferred stock. (MB, Church)
- Apr. 28, 1870 Lehigh Valley Railroad Treasurer C. C. Longstreth dies. (MB)
- Apr. 29, 1870 Work begins on Baltimore & Potomac Tunnel at Baltimore.
- Apr. 29, 1870 Mansfield, Coldwater & Lake Michigan Railway draws up articles of incorporation at Mansfield, Ohio. (MB)
- Apr. 29, 1870 The Atlantic Refining Company incorporated in Pa. by William G. Warden (1832-1895), Col. William Frew (1826-1880), Charles Lockhart (1818-1905), et al., to build a refinery at Point Breeze in South Philadelphia; it is managed by the partnership of Warden, Frew & Co., which is the Philadelphia affiliate of Lockhart & Frew of Pittsburgh. (PaCorps, Hidy&Hidy)
- Apr.? 1870 New Board elected on the Cairo & Fulton Railroad to revive the project. (Cook)
- Apr. 30, 1870 U.S. Supreme Court rules in the case of *J. Edgar Thomson, et al., v. Union Pacific Railway Company, Eastern Division*; (ARJ)
- Spring 1870 Camden & Amboy Railroad refuses the PRR's request to increase passenger train speeds for its fast through service; continues to take 3:15 to run New York-Philadelphia. (USRR&MR)
- Spring 1870 Jim Fisk has his Narragansett Steamship Company's surplus steamboat *Plymouth Rock* rebuilt at a cost of \$200,000 as a deluxe commuter boat for the

Sandy Hook Route run to Long Branch, where he is a frequent summer vacationer. (Dunbaugh)

- Spring 1870 Foster Coal & Iron Company merged into Westmoreland Coal Company by an exchange of stock. (WCCo - verify MB?)
- Spring 1870 Massillon & Cleveland Railroad opens from Massillon to Clinton, Ohio, in the Massillon Coal Field; the mines remained closed by strike until near the close of the season. (AR)
- May 1, 1870 PFW&C assigns lease of Massillon & Cleveland Railroad from PRR to Cleveland, Mt. Vernon & Delaware Railroad under agreement of Jan. 22, 1870. (MB, C&C)
- May 1, 1870 Shenandoah Valley Railroad begins surveys. (ARJ)
- May 1, 1870 Charles F. McKim (1847-1909) the future architect of Penn Station, returns from the Grand Tour and takes an entry-level job in the Boston architectural office of Gambrell & Richardson, where he works under Henry Hobson Richardson (1838-1886) as a draftsman; both Richardson and McKim have studied at the École des Beaux Arts in Paris, although McKim has been undistinguished as a student; while a brilliant architect, Richardson has little interest in presentation drawing, which McKim soon supplies; soon after, Richardson hires McKim's future partner, Stanford White (1853-1906), the son of a poor society dandy with great talent but little education; McKim also meets his second partner, William Rutherford Mead (1846-1928) in Richardson's office before he leaves in 1872. (Broderick, Moore)
- May 2, 1870 Union Railroad Company of Baltimore accepts charter supplement changing route; Canton Company of Baltimore now owns 2,000 shares. (MB)
- May 2, 1870 Kent County Railroad begins full weekday service between Masseys and Kennedyville, Md. (MB, Guide)
- May 2, 1870 PRR takes possession of Erie & Pittsburgh Railroad. (RRGaz)
- May 2, 1870 Missouri, Iowa & Nebraska Railway incorporated in Iowa and Missouri by the merger of the Iowa Southern Railway (1866) and the Alexandria & Nebraska City Railroad (1857); to build west from Keokuk; backed by the PRR group, including Andrew Carnegie and Benjamin E. Smith; it eventually becomes part of the CB&Q. (ICC, Grodinsky - check Overton)
- May 3, 1870 Joseph D. Potts elected a director of National Storage Company. (MB)
- May 3, 1870 Cleveland, Mt. Vernon & Delaware Railroad Board reports it has ordered a locomotive from the Baldwin Locomotive Works. (MB)

- May 4, 1870 Smithtown & Port Jefferson Railroad organized at Stony Brook, N.Y.; James M. Bayles, Pres.; articles of incorporation filed June 9. (C&C)
- May 4, 1870 Horace F. Clark (1815-1873), son-in-law of Cornelius Vanderbilt, elected Pres. of Lake Shore & Michigan Southern, and Augustus Schell (1812-1884) elected VP, bringing that road more firmly into the Vanderbilt camp; former Pres. E.B. Phillips is named General Manager of lines west of Toledo, and former First VP John H. Devereux General Manager of lines between Buffalo and Toledo. (ARJ, Rozman - AR has 5/3?)
- May 4, 1870 St. Louis, Vandalia & Terre Haute Railroad grants trackage rights to the St. Louis & South Eastern Railway for 0.75 miles from its intersection to East St. Louis. (MB)
- May 5, 1870 Sen. Willard Saulsbury (1820-1892) of Delaware introduces a bill for Federal aid to the Junction & Breakwater Railroad to build a pier at Lewes. (CongGlobe)
- May 5, 1870 South Pacific Railroad opens between Lebanon and Springfield, Mo. (Miner)
- May 6, 1870 Long Island City separated from the Town of Newtown and incorporated; it encompasses Hunters Point, Ravenswood and Astoria. (Stokes, Burrows/Wallace)
- May 6, 1870 Congressional resolution extends time for completion of first 20 miles of Cairo & Fulton Railroad and qualifying for land grant from Apr. 28, 1870, to Dec. 20, 1870. (ARJ)
- May 7, 1870 H.M. McCorkle elected Pres. of National Storage Company, replacing F.W. Green, resigned. (MB)
- May 9, 1870 LIRR extension opens between Bridgehampton and Sag Harbor. (Seyfried - Hazleton has first train arr. 6/8 - excursion??)
- May 9, 1870 United Companies General Pres. Ashbel Welch issues a notice calling for greater economies in operations. (PRRColExpo)
- May 9, 1870 Frankford & Holmesburg Railroad opens between Holmesburg Jct. and Bustleton, Pa. (C&C)
- May 9, 1870 Majority of the committee of the Massachusetts General Court investigating the Boston, Hartford & Erie Railroad is submitted; reveals the Boston, Hartford & Erie Railroad to have been plundered by John S. Eldridge, H. N. Farwell and Mark Healey, who have served as the Executive Committee and trustees of the Berdell mortgage; the state has sunk \$3.6 million into the road

with little to show for it; despite this, the majority recommends a further \$3.5 million state loan. (NYT, Kirkland)

- May 9, 1870 Management of the Berlin Bourse issues warning that unsound American railroad bonds may be marketed soon and to avoid those without a federal government guarantee. (Adler)
- May 10, 1870 Delaware Division Canal reopens after the second flood damage. (LC&N AR)
- May 10, 1870 Chief Engineer Robert H. Sayre reports to the Lehigh Valley Railroad Board that he has let contracts for a branch 2 miles in length to connect the Pennsylvania & New York Canal & Railroad Company with the Southern Central Railroad; also recommends purchasing a 1/3 interest in the Luzerne Coal & Iron Company at West Pittston; Board authorizes purchasing a half-interest in the lands of John T. Everhart on the Lackawanna River near Pittston; appoints Fred Mercur Superintendent of Construction of a new Coal Dept. to work the mines in the Wyoming Valley; Lloyd Chamberlain elected Treasurer, replacing Charles C. Longstreth, deceased; John R. Fanshawe elected Secretary, replacing Chamberlain. (MB)
- May 10, 1870 Minority of the committee of the Massachusetts General Court reports on the Boston, Hartford & Erie Railroad, recommending no further aid and merely securing the state's position. (NYT)
- May 12, 1870 Detroit River Railroad Tunnel Company incorporated to build a tunnel between Detroit and Windsor, Ont. (Trains)
- May 12, 1870 U.S. Senate Committee on Commerce is discharged at its own request from arranging for surveys to complete the James River & Kanawha Canal to the Ohio River, as the project is questionable. (ARJ)
- May 13, 1870 Senate passes bill granting \$225,000 to the Junction & Breakwater Railroad to build a pier at Lewes, provided satisfactory security is given by the State of Delaware. (CongGlobe)
- May 13, 1870 GR&I, Fort Wayne, Muncie & Cincinnati Railroad and Fort Wayne, Jackson & Saginaw Railroad contract for connecting their tracks in Fort Wayne. (Church)
- May 14, 1870 Andrew Carnegie leaves England for the U.S. (Jackson)
- May 14, 1870 Dunkirk, Warren & Pittsburgh Railroad and Conewango Valley Railroad merge to form Dunkirk, Warren & Pittsburgh Railway; Thomas Struthers of Warren, Pa., a director. (GrnBk, Poors)
- May 14, 1870 Maryland Jockey Club organized at Barnum's Hotel in Baltimore for the

purpose of reviving horse racing after the war; Gov. Oden Bowie, Pres.; it then makes arrangements to lease the Pimlico Race Track of the Maryland Agricultural & Mechanical Association for the months of May and Oct. for 10 years. (Scharf)

- May 1870 Queen Anne's & Kent Railroad board orders a train put on between Sudlersville and Centreville, Md. (Emory)
- May 1870 Maryland & Delaware Railroad resumes work below Easton, Md. (ARJ)
- May 1870 Extension of the Coal Run Branch opens on the Shamokin Division, Northern Central Railway. (AR)
- May 1870 CC&IC Railway completes a new enlarged roundhouse and shops on 20 acres west of 17<sup>th</sup> Street and north of the Wabash River at Logansport; construction has been supervised by Isaac Dripps. (Powell, Guide)
- May 1870? Union Transfer Company of Philadelphia has established the first regular baggage and passenger transfer in any U.S. city between stations and piers at Philadelphia with a fleet of 10 coupés; fare is \$1.00 for up to 2 miles up to \$2.50 for 5 miles. (Guide)
- May 1870? John M. Kimball promoted from Assistant General Passenger & Ticket Agent of the PFW&C to Assistant Superintendent of the Erie & Pittsburgh Railroad at Erie. (Guide)
- May 16, 1870 Jeffersonville, Madison & Indianapolis Railroad stockholders approve the construction of a president's business car. (MB)
- May 16, 1870 American Bottom Lime, Marble & Coal Company stockholders approve increase of capital stock from \$100,000 to \$300,000; Pennsylvania Company eventually acquired most of this stock for cash advances. (Church)
- May 17, 1870 John A.C. Gray's lawyer, Cortlandt Parker (1818-1907) of Newark, N.J., completes an affidavit of Emanuel Lissignol, consultant to the Memphis, El Paso & Pacific Railroad, outlining all the details of the French bond transaction. (Taylor)
- May 17, 1870 Sen. Jacob M. Howard, Chairman of the Committee on the Pacific Railroad, reports a substitute version of Sen. Kellogg's bill S-647 to aid a railroad from Marshall, Texas, to San Diego along the 32<sup>nd</sup> parallel, the so-called Southern Pacific bill; the committee has redrawn the bill entirely and has the support of the Tom Scott group; Sen. William P. Kellogg of Louisiana introduces a bill making a land grant to the North Louisiana & Texas Railroad to build between Vicksburg and the Texas state line; in the House, Rep. Logan H. Roots of Arkansas introduces a bill to incorporate the Texas Pacific Railroad,



which is referred to the Committee on the Pacific Railroad. (CongGlobe, Taylor - check NYT or Trib)

- May 18, 1870 LIRR Board authorizes an opening excursion for the Sag Harbor Branch. (MB)
- May 18, 1870 Park Avenue Railroad completes horse car line on Vanderbilt Avenue between Park Avenue and 9th Avenue & 20th Street in Brooklyn. (Seyfried - verify route)
- May 18, 1870 Potomac Railroad (Alexandria-Fredericksburg) organized in Baltimore; PW&B interest dominant; Henry D. Cooke, brother and Washington representative of Jay Cooke, Pres.; Isaac Hinckley, VP; directors include Jacob Tome, Samuel M. Felton, Enoch Pratt, et al. (ARJ)
- May 18, 1870 Coal operators belonging to the Schuylkill County Anthracite Board of Trade stop dead work at their mines, throwing the remaining employees out of work to force an end to the strike. (Aurand)
- May 18, 1870 Columbus, Ohio, transportation pioneer William Neil (1788-1870) dies at the home of his son-in-law William Dennison at Columbus. (greenlawncemetery, Taylor)
- May 19, 1870 Cairo & Fulton Railroad begins surveying between the White River and Little Rock. (Cook)
- May 20, 1870 Camden & Atlantic Railroad Board authorizes building an engine house at Haddonfield; granting a special rate for carrying lumber for the Atlantic City boardwalk. (MB)
- May 20, 1870 Mansfield, Coldwater & Lake Michigan Railway incorporated in Ohio under articles dated Apr. 29 to build from Mansfield to Michigan state line near Amboy. (Church, C&C)
- May 20, 1870 Sen. Jacob M. Howard fails to get bill for South Pacific Railroad (32<sup>nd</sup> parallel route) on the calendar. (NYT)
- May 20, 1870 William Buchanan (1830-1910), Master Mechanic of the NYC&HR, begins experimenting with track pans for taking water at speed. (USRR&MR)
- May 20, 1870 New Haven & Northampton Company Railroad opens between Collinsville and the Farmington River. (NHCorp)
- May 21, 1870 Berkeley County, W.Va., votes to subscribe \$200,000 to the Martinsburg & Potomac Railroad, half to be spent north of Martinsburg, and then the other half on the part south of Martinsburg. (Evans)

- May 21, 1870 Ohio & Michigan Railway incorporated in Michigan under articles dated May 19 to build from Ohio state line near Amboy to Allegan. (Church)
- May 21, 1870 Republican State Senator John W. Stephens is lured into a trap in a courthouse room in Caswell County, N.C., and murdered by the Ku Klux Klan; the sheriff and other officials are Klan members. (wiki, northcarolinacollection)
- May 23, 1870 New Jersey Railroad opens new station at Market Street, Newark, following completion of direct line from East Newark Jct.; old line becomes Centre Street Branch, but retains passenger service. (NwkDlyAd)
- May 23, 1870 CNJ places third switcher in service at Jersey City to handle Anchor Line and Empire Line freight. (RickerDiary/RREmply)
- May 23, 1870 Rockland Central Railroad incorporated in N.Y. to build from N.J. state line towards Haverstraw. (GrnBk)
- May 23, 1870 *Pullman Hotel Express* of Pullman sleeping, hotel and dining cars leaves Boston for San Francisco carrying members of the Boston Board of Trade. (Buder)
- May 23, 1870 Rep. Ebon Ingersoll of Illinois fails in an attempt to get the House consider the bill for a military and postal railroad between Washington and New York. (CongGlobe)
- May 24, 1870 Susquehanna Coal Company Board agrees to advance the Lehigh Coal & Navigation Company \$50,000 towards cost of extending a branch of its Lehigh & Susquehanna Railroad to Nanticoke to provide a rail outlet from its mines to New York; authorizes purchase of additional 565 acres at Nanticoke. (MB)
- May 24, 1870 Erie & Western Transportation Company contracts with Lake Superior & Mississippi Railroad, controlled by friends and officers of PRR, to establish a line of six propellers to Duluth; LS&M to provide through service between Duluth and St. Paul; contract is later opposed by minority LS&M stockholders and tied up in courts through mid-1870s. (MB)
- May 24, 1870 Jamestown & Franklin Railroad (LS&MS) opens to Oil City; this enables the LS&MS to compete for the shipment of crude oil to Cleveland for the first time; competition between the LS&MS and the Atlantic & Great Western Railway, plus the Lake Erie and Erie Canal route, gives Cleveland refiners a significant edge, as they can play the two railroads against each other. (Babcock, Martens, Granitz)
- May 25, 1870 PRR authorizes contract with Chicago, Pekin & Southwestern Railroad for trackage rights over PFW&C between Rock Island Jct. and bridge over

Chicago River. (MB)

- May 25, 1870 An Allegheny Valley Railroad train equipped with the Miller coupler strikes a mudslide at 40 MPH but does not telescope. (Aldrich)
- May 26, 1870 Cleveland, Mt. Vernon & Delaware Railroad contracts for the sale of \$700,000 in bonds to New York bankers Ruttan & Bonn at 82. (MB)
- May 26, 1870 Cincinnati & Muskingum Valley Railway organized; Hugh J. Jewett, Pres.; Christopher C. Waite (1843-1896), Chief Engineer, authorizes completion between Zanesville and Dresden. (MB, Church)
- May 26, 1870 B&O Pres. John W. Garrett addresses the Chicago Board of Trade on the virtues of the Pittsburgh & Connellsville Railroad as an outlet to the East. (ARJ)
- May 26, 1870 Northern Pacific Railroad joint resolution passes the House by 107 to 85; R.H. Lamborn wires Jay Cooke that the price of land at Duluth increased by 10% instantly. (Oberholtzer)
- May 27, 1870 Cleveland, Mt. Vernon & Delaware Railroad contracts grading and bridging for the first 10 miles from Millersburg. (MB)
- May 27, 1870 Pres. Grant signs a joint resolution of Congress amending the Northern Pacific Railroad charter to permit Jay Cooke to sell bonds backed by the land grant. (CongGlobe - see 3/30)
- May 27, 1870 Senate passes bill for National Junction Railway, amending it to pass from Georgetown to Rock Creek and down it and the Potomac River, passing south of the Mall to Virginia Avenue & South Capitol Street, with a branch through a tunnel under 1<sup>st</sup> Street to connect with the B&O. (CongGlobe)
- May 28, 1870 First freight car with feather key on axle permitting wheel gauge to be adjusted en route invented by William B. Snow leaves Jersey City on Erie Railway; arrives at Chicago on June 3 en route to West Coast. (ChiTrib, USRR&MR)
- May 28, 1870 Cairo & Fulton Railroad begins construction at North Little Rock. (encycofark)
- May 30, 1870 Mercer & Somerset Railroad organized. (TrueAm)
- May 30, 1870 Washington City Council approves route of Baltimore & Potomac Railroad on Virginia Avenue, K Street, 3rd Street and Virginia Avenue. (Moore)
- May 30, 1870 Pres. Grant signs the Northern Pacific Railroad joint resolution over considerable opposition in the Cabinet to such a large land grant.

(Oberholtzer)

- May 31, 1870 Hunters Point & South Side Railroad opens between Glendale (Fresh Pond Jct.) and Maspeth; controlled by South Side Railroad Company of Long Island. (Seyfried - verify)
- May 31, 1870 City of Baltimore passes ordinance repealing Union Railroad Company of Baltimore's right to build west of the city line, which is given to the Western Maryland Railroad; city-guaranteed bonds will only cover the portion east of Belvidere. (Digest)
- May 31, 1870 Washington ordinance authorizes Baltimore & Potomac Railroad to build tunnel between L & K Streets. (Digest)
- May 31, 1870 Northern Railroad & Navigation Company receives letters patent in Pa. (C&C)
- May 31, 1870 Congressional resolution authorizes the Northern Pacific Railroad to issue bonds. (ARJ, ICC)
- May 31, 1870 Cincinnati, Lafayette & Chicago Railroad Company (Ind.) incorporated in Indiana to build from Templeton to the Illinois state line. (GrnBk)
- May 31, 1870 Congress passes the First Enforcement Act or Ku Klux Act of 1870 designed to suppress the Ku Klux Klan and protect African American voting rights in the South; the act makes it a federal offense to deprive anyone of civil or political rights. (Clements, JSmith)
- June 1, 1870 Camden & Amboy Railroad begins operating Rocky Hill Railroad & Transportation Company under lease of Nov. 22, 1869. (Val)
- June 1, 1870 New Jersey Railroad guarantees bonds of Belleville & Newark Horse-Car Railroad. (Digest)
- June 1, 1870 Kent County Railroad and Queen Anne's & Kent Railroad take a one-year lease of the Townsend Branch of the Delaware Railroad. (MB - check C&C has 6/18/72)
- June 1, 1870 Pennsylvania Company organized at Philadelphia; all stock subscribed by William Thaw, H.H. Houston (950 shares each), George B. Edwards (50 shares), William H. Barnes and George B. Bonnell (25 shares each); Thaw elected Pres. and William H. Barnes Secretary & Treasurer. (MB)
- June 1, 1870 Citing rate-cutting by the Erie Railway and PRR, William H. Vanderbilt informs Jay Gould and Tom Scott that all understandings regarding passenger fares, excursions and livestock rates are cancelled; the NYC&HR cuts

Chicago-New York passenger fares by 25%, cuts livestock rates from \$125 per car to \$100, and eliminates through ticketing between the Great Western Railway of Canada and the Erie; the Lake Shore & Michigan Southern Railway also ceases cooperating with the Erie, leaving the PFW&C as its only friendly connection to Chicago. (NYT, ChiTrib, Stiles)

- June 1, 1870 Boston excursion arrives in San Francisco via San Jose Railroad. (USRR&MR)
- June 1, 1870 Sen. Edmund G. Ross (1826-1907) of Kansas introduces a bill to authorize the Kansas Pacific Railway to extend its railroad to El Paso. (CongGlobe)
- June 1, 1870 Canada Southern Railway begins surveys. (Tennant)
- June 1, 1870 James A. Bradley (1830-1921) buys the first lot at Ocean Grove, N.J., for \$86; the Ocean Grove Camp Meeting Association buys the entire 260 acres bounded on three sides by Long Pond (renamed Wesley Lake), Goose Pond (Fletcher Lake) and the ocean, and on the third by a turnpike road and later the NY&LB Railroad; this creates limited access, so the entire community can be shut down on Sundays for Sabbath observances and exclude undesirables such as saloon keepers. (Gibbons)
- June 1, 1870 New route opens between New York and Newport, R.I. via New Haven, the Shore Line, and the Newport & Wickford Railroad and also by the Stonington steamboats, avoiding Point Judith; brings Newport within 8 hours of New York. (ARJ)
- June 1, 1870 Coal and coke smelting pioneer Benjamin Perry (1797-1870) dies at Lamar Township, Clinton County, Pa.; his impressive grave monument later disappears, followed by the relocation of some of the bodies and the redevelopment of the Great Island Presbyterian Cemetery. (LckHvn Express, 2/23/2008)
- June 2, 1870 Pa. act authorizes turnpike, plank road and canal companies to abandon parts of lines; specifies Pennsylvania Canal Company may abandon any parts of the West Branch Canal or of the Juniata Canal west of Huntingdon. (Digest, Casebk)
- June 2, 1870 Kent County Railroad Board authorizes buying iron for the extension from Kennedyville to I.U. (Worton); arranging with a stagecoach to carry the mail from Kennedyville to Chestertown. (MB)
- June 2, 1870 Massachusetts House passes an aid package for the Boston, Hartford & Erie Railroad; the state is to give up the Berdell bonds it holds, and the bondholders are to do the same to finance the completion of the road. (NYT)

- June 2, 1870 William L. Scott, John F. Tracy and Milton Courtright of the Chicago, Rock Island & Pacific Railroad, elected to the Board of the Chicago & North Western Railway; Tracy is elected Pres. of the C&NW on June 3; Tracy is unable to carry through his plans of merging the two systems. (Ystrdy&Tdy, Hayes)
- June 3, 1870 Jay Gould replies to William H. Vanderbilt denying he is cutting rates; he also telegraphs Tom Scott who confirms that he has received a similar message from Vanderbilt and offering to carry the Erie Railway into Chicago over the PFW&C from Mansfield. (ChiTrib, NYT)
- June 4, 1870 NY&LB committee reports that William H. Gatzmer and Ashbel Welch of United Companies have rejected their proposal for a bridge across the mouth of the Raritan River at Perth Amboy but will approve a partial bridge and cable ferry. (MB)
- June 4, 1870 Virginia passes an act restoring the Alexandria & Fredericksburg Railway charter from expiration for failing to start work within the original 5-year time limit on assurance of the PRR that they will proceed; authorized to extend north to Long Bridge and to connect with Richmond, Fredericksburg & Potomac Railroad at its southern end. (Digest, Harrison)
- June 4, 1870 First train crosses the Shore Line Railway's bridge over the Connecticut River at Old Saybrook; regular service begins June 5, and the train ferry is abandoned. (NYT, NHC Corp)
- June 4, 1870 Rep. Alexander H. Jones (1822-1901), Republican of North Carolina, introduces a bill to incorporate the Western North Carolina Extension Railway as a branch of the Southern Transcontinental Railroad; no further action is taken this session. (CongGlobe)
- June 6, 1870 South Side Railroad Company of Long Island Board authorizes construction and lease of the Hunters Point & South Side Railroad, which will connect its main line to Bushwick to the East River at Hunters Point. (Val, C&C)
- June 6, 1870 Daniel T. Willets elected Pres. of the Hunters Point & South Side Railroad, replacing Charles Fox. (C&C)
- June 6, 1870 Cornelius Vanderbilt refuses to honor Erie Railway tickets between Buffalo and Niagara Falls/Suspension Bridge, cutting the Erie off from the Suspension Bridge gateway and access to the Great Western Railway of Canada and Michigan Central Railway. (ChiTrib)
- June 6, 1870 House indefinitely postpones a joint resolution granting the Memphis, El Paso & Pacific Railroad a right of way from El Paso to the Pacific. (NYT)

- June 6, 1870 Geneva & Ithaca Railroad incorporated in N.Y. to build from Ithaca to Geneva. (Baird)
- June 6, 1870 First railroad opens in Indian Territory (A&P??). (AAR)
- June 7, 1870 New management elected at Union Railroad Company of Baltimore; William G. Harrison, a city director, elected Pres.; call for a meeting with all other railroads in Baltimore; city names five directors and Canton Company of Baltimore six. (MB)
- June 7, 1870 New Haven, Middletown & Willimantic Railroad obtains trackage rights over the New York & New Haven Railroad between New Haven and Mill River Jct. (NHCorp)
- June 8, 1870 Decree of the Court of Common Pleas of Seneca County, Ohio, changes the name of the Columbus, Tiffin & Toledo Railroad to the Baltimore & Ohio, Toledo & Michigan Railroad; route changed to run from Lexington, Ohio, through Crestline and Toledo to Michigan state line. (C&C, Church)
- June 8, 1870 J. Edwin Conant contracts to build Toledo & Woodville Railroad for \$425,000 in city bonds; also to extend south to Mansfield and north to Ann Arbor; given up after spending \$15,000. (Church)
- June 8, 1870 Excursion train of eight cars carrying 400 guests opens the St. Louis, Vandalia & Terre Haute Railroad (Vandalia Line) between Indianapolis and East St. Louis. (AR, )
- June 8 1870 Port Huron & Lake Michigan Rail\_\_ opens between Emmett and Capac. (Meints)
- June 9, 1870 NYC&HR cuts livestock rate by 66% from \$120 per car to \$55. (ChiTrib)
- June 9, 1870 Erie Railway signs a contract to build its own line from Buffalo to the Niagara Falls/Suspension Bridge gateway to be done in 90 days. (ChiTrib)
- June 9, 1870 Smithtown & Port Jefferson Railroad incorporated in New York under articles dated June 1 to build from Northport to Port Jefferson. (CorpHist, C&C)
- June 9, 1870 Ashtabula, Youngstown & Pittsburgh Railroad organized; George W. Cass, William Harbaugh, William P. Shinn, William McCreery and Henry Hubbard elected directors. (MB)
- June 9, 1870 Baltimore & Ohio, Toledo & Michigan Railroad organized; Luther A. Hall, Pres.; J. H. Sargent, Chief Engineer & Superintendent. (C&C)
- June 9, 1870 Massachusetts Senate passes the Boston, Hartford & Erie Railroad aid bill.

(NYT)

- June 10, 1870 South Side Railroad of Long Island contracts to operate over unused portion of New York & Flushing Railroad between Long Island City and New York & Flushing Jct. (Haberman), which with the Hunters Point & South Side Railroad, will become part of its new main line; South Side also leases the Far Rockaway Branch Railroad of Queens County, N.Y., (Valley Stream-Far Rockaway) retroactive to Sep. 1869. (prob. 7/29/69, opening date (Val, - in another place says this date South Side surrenders lease - Seyfried has complete LIC-Haberman 5/31 - ARJ has formal open SS to Rockaway on 6/30 - no physical connection until 1872? - C&C has service not restored on old NY&F until 1872)
- June 10, 1870 Erie Railway cuts livestock rate to \$40 per car. (ChiTrib)
- June 10, 1870 Senate indefinitely postpones joint resolution granting Memphis, El Paso & Pacific Railroad right of way from El Paso to the Pacific; this kills the project, and its promoters turn to the South Pacific Railroad bill. (CongGlobe, NYT)
- June 10, 1870 Sen. Zachariah Chandler of Michigan attempts to report a bill from the Committee on Commerce "to promote commerce among the states and to cheapen transportation of the mails and of military and naval stores," a cover for the National Railway project, but is blocked by Sen. George Vickers of Maryland, killing the attempt for this session. (CongGlobe)
- June 11, 1870 George B. Roberts elected Pres. of Alexandria & Fredericksburg Railway and Tom Scott, Albert Hewson and John P. Green elected directors. (MB)
- June 11, 1870 House sends the bill to aid the Junction & Breakwater Railroad in building a pier at Lewes, Del., back to committee. (CongGlobe)
- June 11, 1870 William T. Jackson (1832- ) runs a passenger train between Crestline and Fort Wayne in 2:47 with hand brakes and wood fuel. (VillyUpprMaumee)
- June 11, 1870 Future Transportation Dept. official William L. Burt (1870- ) born at Lamokin, Pa. (PRRBio)
- June 11, 1870 New bridge over Connecticut River at Lyme opens on the Shore Line, eliminating a ferry. (ARJ)
- June 12, 1870 Best PRR New York-Chicago running time cut to 27 hours and 24 hours from Philadelphia for summer timetable; express trains cut to five stops between Philadelphia and Pittsburgh, and eastbound to only three stops for a brief period; makes use of new track pans at Sang Hollow and Derry. (AR)
- June 12, 1870 Through revenue service begins over Vandalia Line between Indianapolis and



East St. Louis. (AR, Perrin)

- June 13, 1870 Senate report finds that the Memphis, El Paso & Pacific Railroad has a valid charter and land grant from the State of Texas but without a special reservation of land that is preempted from taking up by settlers. (Taylor, CongGlobe)
- June 13, 1870 Peninsular Railway opens between Charlotte and Lansing. (Meints)
- June 14, 1870 Kent County Railroad Board orders stopping grading at I.U. Road and resuming the work on the route from I.U. to Chestertown. (MB)
- June 14, 1870 Indianapolis & Vincennes Railroad agrees for new First Mortgage bonds guaranteed by PRR to be substituted for those guaranteed by PC&StL Railway, CC&IC Railway and Indianapolis, Cincinnati & Lafayette Railroad; issues \$1.45 million Second Mortgage bonds to be issued to Ambrose E. Burnside for purpose of finishing road. (Church)
- June 14, 1870 Lehigh Valley Railroad Board authorizes extending the Lehigh Luzerne Branch down the Black Creek Valley to the mines of the Central Coal Company. (MB)
- June 15, 1870 Mobile & Montgomery Railroad closes bids for extending the road from Blakely across the bay into Mobile. (ARJ)
- June 1870 Crews locate the Low Grade Line of the Allegheny Valley Railroad between New Bethlehem and the mouth of Mahoning Creek; has grade of 52.8 feet per mile for 3 miles; resurvey to mouth of Red Bank Creek, saving \$600,000, with a maximum grade of 16 feet per mile. (AR)
- June 1870 Moncure Robinson discovers that the PRR interests are surveying a line parallel to his Richmond, Fredericksburg & Potomac Railroad between Quantico and Richmond. (Nelson - verify)
- June 1870 Northern Pacific Railroad contract let to Charles J. Canda (1838-1914) and Ferdinand E. Canda (1842-1920), two French immigrants. (Lubetkin)
- 1870? Northern Pacific Railroad contracts the construction from the Minnesota state line to Bismarck, Dakota Territory, to Payson, Canda & Co. (ICC)
- June 1870 Denver Pacific Railway completed between Denver and Cheyenne. (Petrowski)
- June 1870 Blocked in his effort to get his Southern Transcontinental Railway bill through the Senate, John C. Fremont makes a deal with the Tom Scott group by which he and his friends will be included in Scott's (Texas Pacific?) bill;

Fremont's friend, Marshall O. Roberts is to be Pres.; Fremont is to receive \$300,000 in paid up stock for his interest in the Memphis, El Paso & Pacific Railroad and \$300,000 in bonds for the amount actually expended by the MEP&P. (Taylor)

- June 1870 The stifling heat of an Arkansas summer stops construction of the Little Rock & Fort Smith Railroad, the rails being too hot to be picked up with bare hands. (Thompson)
- June 1870 Pres. Grant appoints Amos T. Akerman (1821-1880) as Attorney General for the purpose of stopping the Ku Klux Klan and enforcing voting rights; Congress also creates a full Justice Dept., and Benjamin H. Bristow (1832-1896) is appointed Solicitor General to assist in prosecutions. (JSmith)
- June 1870 Maj. William E. Merrill (1837-1891) is placed in charge of the Ohio River Improvement, replacing W. Milnor Roberts; he favors Roberts's plan of slackwater pools with locks and dams. (LJohnson)
- June 16, 1870 Georgia Gov. Bullock informs A.S. Buford that his report on a section of 20 miles of the Georgia Air Line Railroad is unsatisfactory; he has nonetheless given the state's endorsement on \$240,000 bonds but will not endorse the next 20 miles unless the law is fully complied with. (Duncan - line is open, ARJ)
- June 17, 1870 Supplement to bill authorizing the Baltimore & Potomac Railroad in the District of Columbia is introduced in the House by Rep. Calvin W. Gilfillan (1832-1901) of Pennsylvania; an amendment proposed by Rep. Lewis McKenzie (1810-1895) of Virginia, who is also Pres. of the Alexandria, Loudon & Hampshire Railroad, to give the AL&H, and all the other railroads on the Virginia side equal access to the bridge is defeated, but a more general amendment providing access by other railroads "on terms that can be agreed upon" is added; the managers of the bill stress eliminating the expense to the government of maintaining the present Long Bridge. (CongGlobe)
- June 17, 1870 Erie Railway cuts New York-Cincinnati fare from \$18.35 to \$17 and Louisville fare to \$21. (USRR&MR)
- June 17, 1870 Virginia passes a new act sought by Gen. William Mahone providing for the merger of the Norfolk & Petersburg, South Side and Virginia & Tennessee Railroads into the Atlantic, Mississippi & Ohio Railroad; Board of Public Works is to sell all stock in these companies, plus the unfinished Virginia & Kentucky Railroad from Bristol to the Cumberland Gap to the AM&O in return for \$4 million in state bonds and secured by a Second Mortgage on the property; a new \$15 million First Mortgage bond issue is to finance expansion; Richmond *Enquirer* had been main opposition to bill, along with B&O and Orange & Alexandria Railroads, which had hoped to use the V&T to extend south of Lynchburg. (Blake, Pearson)

- June 17, 1870 U.S. Court rules that McComb's is the legitimate Board of the New Orleans, Jackson & Great Northern Railroad; Gen. Beauregard continues to denounce McComb at every opportunity. (Stover)
- June 17, 1870 Canada Southern Railway organized; directors include William L. Scott, John F. Tracy, Sidney Dillon (1812-1892), Daniel Drew, William A. Thomson, Milton Courtright of the LS&MS, and others. (ARJ, Tennant)
- June 17, 1870 Senate begins debate on the Southern (Texas) Pacific Railroad bill. (CongGlobe)
- June 18, 1870 Sens. Cameron and Scott of Pa. shepherd the amended Baltimore & Potomac bill through passage in the Senate, stressing that it will relieve Congress from the expense of maintaining the Long Bridge; Cameron disarms Sen George Vickers of Maryland by stating that the bridge in the bill is not the one currently used by the Alexandria & Washington Railroad but neglects to mention that the old bridge is to be demolished. (CongGlobe)
- June 18, 1870 Wilmington & Reading Railroad holds a formal opening of its line between Wilmington and Reading. (ARJ)
- June 18, 1870 Oil Creek Extension of Jamestown & Franklin Railroad (Lake Shore & Michigan Southern) completed to Oil City and connection with the Oil Creek Railroad. (USRR&MR)
- 1870 Jamestown & Franklin Railroad opens between \_\_\_ and Oil City, enabling the Lake Shore & Michigan Southern to become a serious player in the oil trade. (- Nevins has 1867??)
- June 18, 1870 A remonstrance purporting to be from the "New Mexico Mining Company" and other residents of New Mexico is read in the Senate by Sen. Allen G. Thurman of Ohio; it objects to continuing the charter and land grant of the Atlantic & Pacific Railroad as tying up an immense land grant until the government can extinguish Indian titles in Indian Territory (Oklahoma) for the benefit of a company that has been unable to build more than a short piece of railroad; it favors allowing the Kansas Pacific Railway to build into New Mexico through Colorado, thus avoiding the question of Indian titles. (CongGlobe)
- June 18, 1870 Sen. Thomas Clay McCreery (1816-1890) of Kentucky presents a petition from the Southern Pacific Railroad of Texas asking that they have the right to construct the 32<sup>nd</sup> parallel route from Marshall to El Paso instead of the Texas Pacific Railroad. (CongGlobe)
- June 19, 1870 Through Pullman Palace sleeping cars established between Jersey City and

East St. Louis via Philadelphia and the Vandalia Line. (AR, PassDept)

- June 20, 1870 CNJ, Lehigh Valley Railroad and Reading sign contract with the “Pennsylvania Railroad & Allegheny Valley Railroad Oil Line” to carry oil to New York via the Allegheny Valley, Western Pennsylvania, PRR and the Allentown Route. (Rdg)
- June 20, 1870 Senate debates the Atlantic & Pacific Railroad bill and the Texas (Southern) Pacific Railroad bill; Sen. Morgan C. Hamilton of Texas tries to amend the latter to exclude all rights in Texas, begin at El Paso and change its name to the Pacific Railroad; Sen. Jacob M. Howard attempts to add an amendment granting the same rights to the Alabama & Chattanooga Railroad, the Vicksburg & Meridian Railroad and the North Louisiana & Texas Railroad, which are to build from Chattanooga to Marshall, Texas; Sen. John Scott of Pa. proposes an amendment to specify 4'-8½” gauge, whereas all southerners want it to be 5'-0" like the southern railroads. (CongGlobe)
- June 20, 1870 Future Lines West VP Daniel Trigg McCabe (1849-1931) joins PC&StL Railway as a clerk in the Auditor’s Office. (PRRBio, PaNews)
- June 20, 1870 Miramar Iron Company organized at Newville; Daniel V. Ahl (1822?-1892) elected Pres. (MB)
- June 21, 1870 Act of Congress gives Baltimore & Potomac (PRR) right to extend down Maryland Avenue and over Long Bridge; grants perpetual control of the Long Bridge at Washington, providing it maintains a public roadway; B&P is to build new connection at north end of bridge; is to make available to other railroads upon “such reasonable terms as may be agreed upon”; act secured through influence of Simon Cameron; blocks B&O expansion south of Washington; old A&W bridge is a simple pile trestle with four Howe truss spans at south end; bridge is entirely replaced by B&P with 18 Howe truss spans on stone piers with draw spans at north and south ends. (CongGlobe, Digest, Wilson)
- June 21, 1870 Property and franchises of Wrightsville, York & Gettysburg Railroad deeded to PRR; operation by Northern Central Railway ends. (Val)
- June 21, 1870 CC&IC Board orders all books brought to New York office. (MB)
- June 22, 1870 Wilmington & Reading Railroad opens for revenue service between Coatesville and Birdsboro, Pa., completing line from Wilmington. (AR)
- June 22, 1870 Connecticut Senate passes a bill for the merger of the New York & New Haven Railroad, the New Haven & Hartford Railroad, and the Shore Line Railway, but it is defeated in the House. (Baehr)

- June 22, 1870 Senate continues to debate the Texas (Southern) Pacific Railroad bill; Sen. William M. Stewart of Nev. proposes an amendment permitting the Southern Pacific Railroad of California to meet the TP at the Colorado River; Sen. George E. Spencer of Ala. seeks an amendment extending the same aid (land grant) to the Decatur, Aberdeen & Vicksburg Railroad between Decatur and Vicksburg; Sen. Morrill of Vermont responds with a facetious amendment, “that anybody in any state may have power to build a railroad from one spot to another spot, and shall have all the lands adjoining not claimed by any other railroad”; Sen. Charles D. Drake of Missouri proposes but fails to get an amendment to permit the Kansas Pacific Railway to extend south to meet the Texas Pacific on the Rio Grande with a land grant of 20 alternate sections on each side in the territories and 10 sections in the states; Sen. James W. Nye of Nevada then proposes an amendment changing the incorporators and adding John C. Fremont, the list having been given to him by friends of the bill as a means of bringing together the different factions fighting over the bill; Nye follows with fulsome praise of Fremont; Sen. Jacob M. Howard of Mich., Chairman of the Committee on the Pacific Railroad, reads a long and detailed denunciation of Fremont and the Memphis & El Paso frauds and holds the floor until adjournment. (CongGlobe)
- June 23, 1870 Sen. Jacob M. Howard resumes his airing of the Fremont frauds; Sen. Sumner of Mass., rises to the defense of Fremont based on his reputation as a war hero, fellow abolitionist and founder of the Republican Party, as does Sen. Nye of Nevada, who dismisses the “wail of a disappointed Frenchman”; Sen. Cameron also defends Fremont and tries to get an adjournment before a vote can be taken; an amendment proposed by Republican Sen. Willard Warner (1826-1906) of Alabama to add Fremont to the list of incorporators is defeated, but Sen. Nye’s amendment changing the entire list to the same end is passed; Nye’s amendment takes 45 incorporators from the original Kellogg (pro-Scott) bill, 21 from the Sawyer bill, 3 from both, and 55 others, including Fremont, who is put at the head of the list; northern and southern Senators then clash over whether the 32<sup>nd</sup> parallel line should be 4'-8½" or 5'-0" gauge before the Senate adjourns at 11:55 PM. (CongGlobe, Taylor)
- June 23, 1870 PC&StL Railway agrees to use the Louisville, Cincinnati & Lexington Railroad from its junction with the Kentucky Central Railroad to the Newport & Cincinnati Bridge. (Digest)
- June 23, 1870 Pres. William Riley McKeen presents the Terre Haute & Indianapolis Railroad Board with a contract with the St. Louis Bridge Company for use of the future Eads Bridge. (MB)
- June 24, 1870 Portion of Philadelphia & Baltimore Central Railroad in Pennsylvania assigned to Samuel M. Felton, trustee on action of principal creditor because of unpaid interest on First Mortgage bonds. (Val, AR, ARJ)

- June 24, 1870 Mobile & Montgomery Railroad contracts for extension from Tensas to Mobile. (ARJ)
- June 25, 1870 Erie Railway cuts eastbound livestock rates from \$40 per car to \$1, and the NYC&HR follows; the Erie carries sheep and hogs to New York at 1 cent a head; however, the NYC&HR enjoys 75% of the traffic. (NYT)
- June 25, 1870 Sen. Joseph C. Abbott of N.C. introduces a bill to incorporate a branch of the contemplated Southern Transcontinental Railway as the North Carolina & Extension Railway. (CongGlobe)
- June 25, 1870 Future PRR General Superintendent Alexander McDonald Parker (1870-1925) born at Carlisle, Pa. (PRRBio)
- June 25, 1870 Westmoreland-Youghiogeny Coal Company incorporated in Pa. by Robert Hare Powel (1825-1883), Charles L. Borie (1819-1886), and J. T. McInnes; acquires about 800 acres near Larimer. (WCCo)
- June 26, 1870 First Boardwalk opens at Atlantic City, 10 feet wide between Massachusetts and Georgia Avenues; according to popular legend, the “Father of the Boardwalk” is Alexander Boardman, a conductor on the Camden & Atlantic Railroad, who is tired of passengers tracking sand into his cars; however, its name is merely descriptive and not a contraction of “Boardman’s Walk,” as is sometimes claimed; the first Boardwalk is taken down at the end of every summer season. (Butler)
- July 27, 1870 PRR and Erie Railway make further cut in New York-Cincinnati fares from \$17 to \$14. (USRR&MR)
- June 27, 1870 The Senate continues to debate the gauge of the Texas Pacific Railroad; Sen. Abbott notes that a plan is afoot to run from the PRR down through Cairo and via the Cairo & Fulton Railroad which will divert all the traffic away from the Southeast and over the PRR; Sen. Eugene Casserly of Calif. adds an amendment designed to prevent the directors from forming a construction company; bill is then passed under the name of Texas Pacific Railroad with a stipulation of 5'-0" gauge. (CongGlobe - Globe has no mention of branch lines)
- June 27, 1870 Senate passes Texas Pacific Railroad bill, granting it a charter to build from Marshall, Texas, to San Diego with six branch lines; to have a land grant of 40 sections per mile in New Mexico and 20 in California in a reservation 20 miles on each side; may merge with other companies. (Taylor)
- June 28, 1870 Delaware & New York Steamship Company begins steamboat service with *Washington* between New York and Lewes, Del.; Junction & Breakwater Railroad opens 1,600-foot wooden pier at Lewes for transferring produce to

steamers.

- June 28, 1870 Pres. Grant signs supplement to the charter of the National Junction Railway; may pass south of the Mall to Virginia Avenue & South Capitol Street and on to the Anacostia River at the Navy Yard, with a branch via a tunnel in 1<sup>st</sup> Street to the B&O. (CongGlobe)
- June 28, 1870 Piedmont & Potomac Railroad incorporated in Va. to build from the end of the Chain Bridge or Georgetown Aqueduct through Aldie and Rectortown to meet the Shenandoah Valley Railroad at Luray; to be its Washington entrance. (PL)
- June 29, 1870 PRR and Erie Railway cut the New York-Cincinnati fare from \$17 to \$14. (NYT)
- June 29, 1870 *Chicago Tribune* reports that Jay Gould and Jim Fisk on their own account have shipped over 10,000 head of cattle under the \$1 per car rate prevailing on the NYC&HR, making a large profit at Vanderbilt's expense. (ChiTrib, Stiles)
- June 29, 1870 Ashtabula, Youngstown & Pittsburgh Railroad Board elects William McCreery, Pres.; appoints committees on dockage, to arrange the transfer of property from the Ashtabula & New Lisbon Railroad, and to negotiate with the Pennsylvania Company. (MB, Church)
- June 29, 1870 Grand Rapids & Indiana Railroad opens between Fort Wayne and Sturgis. (Church, USRR&MR - not in accord with AR - Durant, Meints has 6/22??)
- June 29, 1870 Andrew Carnegie passes on J. Edgar Thomson's recommendation of Joseph M. Wilson to design new the Union Depot at St. Louis. (Jackson)
- June 29, 1870 House tables action on the bill for a military and post railroad between Washington and New York. (CongGlobe)
- June 29, 1870 Virginia deeds state-owned Blue Ridge Railroad to Chesapeake & Ohio Railroad retroactive to Apr. 1, for less than half its cost. (C&O, Bias)
- June 29, 1870 Atlanta & Richmond Air-Line Railway incorporated by merger of Air Line Railroad Company in South Carolina and Georgia Air Line Railroad to form a projected through line from Charlotte to Atlanta; A.S. Buford, Pres., Gen. A. Austell of Atlanta, first VP, R.Y. McAden of Charlotte, Second VP; contract given to P.P. Dickinson of New York to build whole line. (ICC - also gives date of agreement as 6/20, probably at typo - Nelson has 6/28, as does ARJ - Harrison gives a date of Nov. 14, 1868 but says it was not recorded)
- June 29, 1870 Motion by Sen. Simon Cameron to reconsider Texas Pacific Railroad bill

limit the use of foreign iron to 20,000 tons defeated 15-31; bill to allow Kansas Pacific Railway to extend to El Paso considered and substitute bill moved. (CongGlobe, NYT)

- June 29, 1870 Rhinebeck & Connecticut Railroad incorporated in N.Y. to build from Rhinecliff, on the Hudson River opposite Kingston, to the Connecticut state line and a connection with the Connecticut Western Railroad. (ICC, Smith/Dutchess)
- 1870 PRR attempt to ally with Anchor Line of Glasgow (Handysides & Henderson) fails when Capt. Thomas Henderson refuses to consent to moving its headquarters from Glasgow to Philadelphia as well as move its U.S. terminal from New York to Philadelphia in return for PRR capital. (Flayhart)
- June 30, 1870 Far Rockaway Branch Railroad of Queens County, N.Y. formally opened between Valley Stream and Rockaway Beach (?). (ARJ)
- June 30, 1870 Yet another report of PRR Committee on Steamships now recommends the formation of a company in Pennsylvania capitalized at \$2 million, of which PRR to take 60%. (MB)
- June 30, 1870 Ferry Committee of United Companies presents report on leasing Pier No. 39, N.R., adjoining Debrosses Street ferry as freight station; Ashbel Welch presents draft agreement with National Storage Company for railroad from Point of Rocks (near later "WALDO" Tower) to Communipaw in Jersey City to obviate use of CNJ; authorizes purchase of right of way for Mercer & Somerset Railway between Millstone and Pennington. (MB)
- June 30, 1870 Congress approves plan of International Bridge at Buffalo. (ARJ)
- June 30, 1870 Cornelius Vanderbilt is reported in conference with other railroad speculators drafting plans to attack the Erie, including a possible alliance with the PRR. (ChiTrib)
- June 30, 1870 National Bolivian Navigation Company organized in New York under an act of Congress of June 25, 1870; Col. George Earl Church, Pres.; S. L. M. Barlow, VP; directors include William H. Reynolds, Jerome B. Chaffee, James S. Mackie, Charles A. Lambard and George F. Wilson; Col. Church transfers the Bolivian concession to the company for \$2 million in stock, which is later divided among the officers and directors, with Church holding \$1.12 million; as the bonds are to be a first lien on profits, the stock is entirely speculative; however, the Franco-Prussian War renders the company unable to float the bonds needed for actual construction. (Craig)
- Summer 1870 PRR operates between New York and Chicago via Fort Wayne in 27:00; the Camden & Amboy Railroad refuses to operate at speeds much above 20



MPH, which interferes with the PRR's plans for faster operation of through trains. (USRR&MR)

- July 1, 1870 PRR begins operation of Wrightsville, York & Gettysburg Railroad as part of Philadelphia Division and begins operation of through cars between Philadelphia and York; road extensive repairs. (AR)
- July 1, 1870 Michigan Lake Shore Railroad opens between Allegan and Muskegon. (Church - some parts may be open in 1869)
- July 1, 1870 St. Louis, Vandalia & Terre Haute Railroad accepted from contractors; construction cost is \$7.17 million; Terre Haute & Indianapolis Railroad begins operating St. Louis, Vandalia & Terre Haute Railroad under lease of Feb. 10, 1868; contractors receive \$169 million in First Mortgage bonds, \$2.3 million in Second Mortgage bonds and \$1.8 million in stock; Indianapolis-Terre Haute becomes Indianapolis Division, John E. Simpson, Superintendent; Terre Haute-St. Louis becomes Vandalia Division, John W. Conologue, Superintendent. (MB, Church, AR, Perrin)
- July 1, 1870 John A. Anderson (1829-1917) appointed Superintendent of the Belvidere Delaware Railroad. (PRRMN)
- July 1, 1870 Cornelius Vanderbilt orders NYC&HR agents to take no more cattle belonging to the Erie Railway; Jay Gould and Jim Fisk are reported to have purchased large quantities of cattle in Chicago and shipped them over the NYC&HR for next to nothing; the *Chicago Tribune*, which prints the story, prints a denial that this occurred in its July 6 issue. (ChiTrib)
- July 1, 1870 Boston, Hartford & Erie Railroad defaults on interest on the Berdell Mortgage bonds, the bulk of which are held by Cornelius Vanderbilt, the Delaware & Hudson Canal Company, the Erie Railway and the Commonwealth of Massachusetts. (NHCORP, NY&NE AR, Kirkland)
- July 1, 1870 B&O leases the Winchester & Strasburg Railroad, running up the Shenandoah Valley, under an agreement of July 28, 1870. (AR)
- July 1, 1870 Northern Pacific Railroad makes \$100 million First Mortgage bond issue with Jay Cooke and J. Edgar Thomson, trustees; this burdens the company with a debt of \$50,000 per mile, higher than the other transcontinentals; the bonds sell slowly and at a heavy discount. (NYTrib, Ward)
- July 1, 1870 Michigan Central Railroad leases Kalamazoo & South Haven Railroad. (Marsh)
- July 2, 1870 PW&B summer-only, tri-weekly excursion service Philadelphia-New Castle-Cape May resumes with steamer *Arrowsmith* replacing *Lady of the Lake* used

in 1868 and 1869 seasons. (BaltAm)

- July 2, 1870 Ambrose E. Burnside agrees to finish and equip Indianapolis & Vincennes Railroad in return for \$1.45 million Second Mortgage bonds. (Church, MB)
- July 2, 1870 PRR agrees with Pres. Ambrose E. Burnside to assume his contract to complete Indianapolis & Vincennes Railroad and make arrangements for control of Cairo & Vincennes; PRR agrees to guarantee I&V First Mortgage bonds and \$1.45 million Second Mortgage bonds delivered to PRR by Gen. Burnside; all I&V stock transferred to PRR and replaced with non-guaranteed stock; 1868 lease to Indianapolis, Cincinnati & Lafayette Railway, CC&IC Railway and PC&StL Railway is cancelled; PRR planned to make main southwestern gateway for Texas and New Orleans at Cairo. (Church)
- July 2, 1870 Purchasers of Union & Titusville Railroad meet at Meadville and organize a new Union & Titusville Railroad (1870); William H. Abbott (1814- ) Pres.; directors include John Fertig, Henry Harley, J. S. Casement, et al.; Daniel T. Casement (1832-1881), Secretary & Treasurer; Titusville is to subscribe \$250,000, with the balance to be taken by the Casement brothers, the contractors; a contract is made with the Casement brothers the same day to build the road for \$1 million in stocks and bonds; the road is built with 6'-0" gauge. (Val, Henry)
- July 2, 1870 Illinois voters approve a new Constitution; it raises the permissible debt ceiling from \$50,000 to \$250,000, extends the vote to all males over 21, eliminating the color bar; the constitution places new controls on corporations; it permits stockholders to have one vote per share to a single candidate, rather than a full slate to increase to possibility of minority interest representation on boards; the strictures on banking and ban on state banking are continued, and the suspension of specie payment by banks is made illegal; railroad companies are to make regular annual reports and keep a transfer office where records of stockholders and their shares are to be available for public inspection; a majority of railroad directors must be state residents; rolling stock is to be considered personal property and thus capable of seizure and sale to recover unsecured debts; merger between parallel and competing lines is forbidden; all railroads are declared to be public highways and the State may fix maximum rates and pass laws to eliminate "unjust discrimination"; no railroad securities are to be issued except for actual cash, labor or property, and stock dividends and "other fictitious increase" of stock or debt is banned; further municipal and county subscriptions or guarantees to railroads are banned. (Thorpe)
- July 4, 1870 Pemberton & New York Railroad completed between Pemberton Jct. and Whitings, N.J.; United Companies and New Jersey Southern Railroad (former Raritan & Delaware Bay) begin through service between Camden and New York via Whitings, Long Branch and Sandy Hook. (StGaz)

- July 4?, 1870 NYC&HR begins operating two trains non-stop between New York and Albany, using the track pans near Poughkeepsie. (ChiTrib - verify NYTrib?)
- July 4, 1870 Indianapolis & St. Louis Railroad opens between Indianapolis and Terre Haute; I&StL also begins operating St. Louis, Alton & Terre Haute, giving the NYC and PRR interests each a line under their complete control between Indianapolis and St. Louis; PFW&C retains a half interest in the Indianapolis & St. Louis Railroad; however, the existence of two roads between Indianapolis and St. Louis, where there was barely traffic for one, means St. Louis, Alton & Terre Haute Railroad fails to earn minimum \$450,000 called for in lease to Indianapolis & St. Louis Railroad, so guarantors, including PFW&C, must make up difference. (Church, GrnBk, Harlow - St. Louis Sta. book says I&StL opens 7/1!! - RRG says last rail laid 7/5!! near Greencastle)
- July 4, 1870 Lake Superior & Mississippi Railroad holds an opening excursion between St. Paul and Duluth. (ARJ but later says last rail late July?)
- July 4, 1870 Kalamazoo & South Haven Railroad opens Kendall to Bloomingdale. (Meints)
- July 4, 1870 S.S. L'Hommedieu (1806-1875) resigns as Pres. of Cincinnati, Hamilton & Dayton Railroad on 20<sup>th</sup> anniversary of taking office; replaced by Daniel McLaren. (ARJ)
- July 5, 1870 Joseph N. Du Barry elected VP of the Baltimore & Potomac Railroad, but George B. Roberts continues to have the last word on important decisions; Pres. Bowie reports that the work is being delayed by injunctions and that the time for completion has been extended to Dec. 31, 1871; Chief Engineer C. S. Emack submits surveys to a point opposite Aquia Creek and to Popes Creek; Board authorizes building to Popes Creek.. (MB)
- July 5, 1870 First pier of Keokuk & Hamilton Bridge completed. (JrnlFrnklnInst)
- July 5, 1870 Cornelius Vanderbilt raises the livestock rate from \$1 par car to \$40 per car from Buffalo to New York; Erie Railway is still charging \$1. (ChiTrib)
- July 6, 1870 Memphis, El Paso & Pacific Railroad, controlled by Gen. John C. Fremont, enters receivership, having graded 65 miles and laid only 6 miles of track at its eastern end; John A.C. Gray of New York, who is scheming to take over the company, is appointed receiver with the connivance of Fremont in a suit brought in the U.S. Circuit Court in N.J. (ICC, Grodinsky, Taylor)
- July 7, 1870 Philadelphia City Councils holds public meeting attended by its Law Committee, the city directors of the Philadelphia & Erie Railroad, and others; Tom Scott addresses the meeting on the PRR's proposal to revise the terms of

the lease of the Philadelphia & Erie Railroad from 30% of gross to net earnings after deducting interest and 7% on capital for operating and maintenance expenses; banker Camille D'Invilliers (1817-1876) is opposed and wants the PRR held to the original terms; Tom Scott says he believes the PRR can triple the amount of traffic using the P&E and thus keep up earnings at lower rates; committee approves terms and instructs city directors to vote for them. (Feron, ARJ)

- July 7, 1870 Kent County Railroad Board adopts the "curved route" between Chestertown and I.U. (Worton), thence to Belle Air and thence to Chesapeake Bay. (MB)
- July 7, 1870 Judge George G. Barnard (1829-1879) of New York, generally believed to be in Jay Gould's pocket, issues a desist order against the Lake Shore & Michigan Southern preferentially routing traffic to the NYC&HR rather than the Erie Railway.
- July 7, 1870 Excursion opens the New Haven, Middletown & Willimantic Railroad between New Haven and Middletown; revenue service begins July 8. (NYT)
- July 7, 1870 Act of Congress orders the survey of an all-water route from Richmond to the Ohio River via the James and Kanawha Rivers; made under Maj. W. P. Craighill of the Corps of Engineers. (Dunaway)
- July 8, 1870 Charter supplement authorizes Shenandoah Valley Railroad to extend southwards to the Tennessee state line. (CorpHist)
- July 8, 1870 A freight car with adjustable wheels returns to New York having completed a round trip to San Francisco, taking 14½ days westbound and 18 days eastbound, running via the Erie Railway, LS&MS, Rock Island, Union Pacific, Central Pacific and Western Pacific; broad tread wheels operate on 4'-9½" gauge through Ohio without adjustment and can be locked with a "steel feather" for operation on 6'-0" gauge. (ARJ)
- July 8, 1870 North Carolina Gov. William W. Holden declares Casswell County in a state of insurrection after Republican State Senator John W. Stephens is lured into a room at the county court house and murdered by Klansmen; Holden selects George W. Kirk, a former Union colonel and "bushwacker" from East Tennessee to head the militia. (northcarolinacollection)
- July 8, 1870 Act of Congress refunds interest paid by Massachusetts on money expended in the War of 1812, totaling \$678,362; one-third is to go to Maine, which was then part of Massachusetts; both states have agreed to assign the money to the European & North American Railway. (StatutesatLarge)
- July 9, 1870 Thomas S. Fernon protests the decision of Mayor Daniel M. Fox to vote the city shares in favor of modifying the Philadelphia & Erie Railroad lease,

charging that the profits the PRR denies are being earned are in fact being skimmed off by the Empire Transportation Company. (Feron)

- July 9, 1870 Separate Martinsburg & Potomac Railroad incorporated in Virginia; not organized until 1888, as the plans of the Cumberland Valley Railroad to extend south of Martinsburg are delayed by the depression of the 1870s. (Digest, C&C)
- July 10, 1870 Indianapolis & St. Louis Railroad opens for revenue service; Bee Line ends exchange of business with Terre Haute & Indianapolis Railroad. (TH&I AR)
- July 11, 1870 Virginia act orders Board of Public Works to sell state's Richmond & Danville Railroad stock (24,000 shares) back to the company for \$1.2 million in state bonds; the original subscription had been for 12,000 shares on which \$1,188,598 had been paid in, but the stock had been split without notifying the state specifically although the company's annual reports contained the correct information; the state never required the company to issue its actual stock certificates. (Rept, Harrison)
- July 11, 1870 Richmond & Danville Railroad Board authorizes Pres. A.S. Buford to make any contract he deems to promote developing connections. (Nelson)
- July 12, 1870 Reading leases Schuylkill Navigation Company, retroactive to June 1, at a yearly rent of \$655,000, giving it a monopoly of outlets from the Schuylkill Anthracite Field. (AR, EJones)
- July 1870 NYC&HR places first track pan for scooping water on the fly in use at Montrose south of Poughkeepsie; first such installation in U.S. based on British invention; designed by Master Mechanic William Buchanan (1830-1910). (USRR&MR)
- July 1870 Cincinnati, Richmond & Fort Wayne Railroad opens between Richmond Jct. and Winchester, Ind.; financed by PRR. (Church)
- July 13, 1870 New Jersey Midland Railway merges several mostly paper railroads, the New Jersey, Hudson & Delaware Railroad, the Sussex Valley Railroad, and the New Jersey Western Railroad under an agreement of Apr. 26, 1870; to build across N.J. to the northwestern part of the state. (ICC)
- July 13, 1870 New York, West Shore & Chicago Railroad Company incorporated in New York to build up the west bank of the Hudson parallel to the NYC. (GrnBk)
- July 14, 1870 Smithtown & Port Jefferson Railroad contracts with Webster Snyder for construction. (C&C)
- July 14, 1870 Republican Congress passes a new tariff bill pushed by Ohio Congressman

- Gen. Robert C. Schenck (1809-1890) imposing a \$28 per ton duty on imported steel rails; duty on pig iron is cut from \$9 to \$7 per ton; Bessemer steel is defined as “steel” instead of “iron”; British manufacturers lose their advantage and the construction of American steel plants is stimulated; Andrew Carnegie credits the tariff with his decision to concentrate on steel manufacture; the act also permits certain major inland cities to receive goods in sealed, bonded crates from certain ports without delay; the new rates take effect on Jan. 1, 1871. (CongGlobe, Swank, Nasaw, Ratner, ARJ, Warren)
- July 14, 1870 Internal Revenue act phases out the federal income tax in 1872 and abolishes the Civil War excise taxes including those on railroad company profits. (Haney)
- July 15, 1870 Gov. Holden’s North Carolina militia, made up of Unionists from the mountains, begins making over 100 arrests of suspected Klan members and supporters in Alamance and Caswell Counties and refuses to recognize writs of *habeas corpus* from the state Supreme Court; they are later released following writs from the U.S. District Court and hearings before state judges. (Nelson, northcarolinacollection)
- July 15, 1870 Congress passes a moderate Republican bill for readmitting Georgia, the last Confederate state readmitted to Union; it also finally seats the two Georgia Senators elected by Conservatives in 1868, instead of those elected by the Reconstruction Legislature. (Duncan)
- July 1870 Fastest New York-Chicago time has been cut to 27:00 on the PRR *Fast Line* and the NYC-Lake Shore route. (Guide)
- July 1870 Future Lines West VP Daniel Trigg McCabe (1849-1931) joins the PC&StL Railway as a clerk. (MB obit)
- July 1870 Winchester & Strasburg Railroad opens from Winchester to Strasburg Jct. on the Orange, Alexandria & Manassas Railroad, creating an unbroken line from the B&O to Harrisonburg, Va., and putting it well ahead in the Shenandoah Valley race. (AR, B&O Val)
- July 1870 North Carolina Railroad stockholders reject an offer from the Richmond & Danville Railroad to lease the portion of their railroad between Greensboro and Charlotte at \$200,000 a year. (Brown)
- July 17, 1870 Southern Trans-Continental Railway Company incorporated in Texas to build from the eastern border near Texarkana to El Paso along the route of the Memphis, El Paso & Pacific Railroad; may purchase the MEP&P and connect with other railroads; incorporated by John C. Fremont and his cronies, plus the Tom Scott-Texas Pacific group, for the purpose of taking over the property and franchise of the Memphis, El Paso & Pacific Railroad to strengthen its position. (ICC, Taylor)

- July 18, 1870 Stockholders of New Jersey Railroad petition Joint Board for more complete consolidation of the United Companies; Joint Board notes that rumors that the PRR will lease the United Companies have appeared, although no negotiations have been authorized. (MB)
- July 18, 1870 Executive Committee of United Companies appoints special committee on relations with New Jersey Southern Railroad. (MB)
- July 18, 1870 Bedford & Bridgeport Railroad, incorporated in 1868, receives letters patent. (C&C)
- July 18 1870 Long Island City, N.Y., incorporated as a city. (NYState)
- July 18, 1870 Georgia Gov. Rufus Bullock issues a proclamation the military control will remain until the state's delegation is actually seated in the next Congress. (Woolley)
- July 19, 1870 Napoleon III (1808-1873), Emperor of the French, declares war on Prussia in an attempt bolster his falling prestige and in a precipitant response to the subtle provocations of the Prussian Chancellor Otto von Bismarck (1815-1898); the French military is confident of a quick victory, but will suffer a quick and humiliating defeat; the Franco-Prussian War and the huge indemnity levied on the defeated French disrupts European investment in the U.S., including Jay Cooke's attempts to raise money for the Northern Pacific Railroad in the Netherlands, France and Germany. (Jackson, Lubetkin, Oberholtzer, Mercer)
- July 20, 1870 Philadelphia & Erie Railroad stockholders approve modification of PRR lease dated Jan. 1, 1870, changing basis of rental from 30% of gross receipts to net receipts after deducting expenses and depreciation by vote of 63,168 to 2,717; the motion carries on the votes of the PRR and the Mayor of Philadelphia; Lake Shore & Michigan Southern Railway protests PRR being allowed to vote its 40,000 shares. (ARJ, Fernon)
- July 20, 1870 Thomas Baumgardner (1816-1900) of Lancaster attends a meeting of the Junction & Breakwater Railroad Board to press his claim for completing the railroad and pier at Lewes; the Board refuses a settlement claiming the work is not completed. (MB)
- July 20, 1870 New Haven, Middletown & Willimantic Railroad obtains trackage rights over the Hartford & New Haven Railroad between Mill River Jct. and Cedar Hill, allowing it to run its trains into the New Haven station. (NHCorp)
- July 20, 1870 Lehigh Coal & Navigation Company agrees to build a branch of its Nanticoke Railroad to the mines of the Susquehanna Coal Company at Nanticoke to

provide an alternative winter outlet to market; the branch is completed to No. 1 and No. 2 Breakers later in the year. (Rdg, WBRecord)

- July 20, 1870 Alexander K. McClure, counsel of Central Improvement Company (a Penna. company controlled by PRR men), concludes negotiations to build the Shenandoah Valley Railroad Company from Hagerstown, Md. to Salem (Roanoke), Va.; to connect with railroads to the deep South via Chattanooga. (USRR&MR)
- July 20, 1870 St. Louis, Vandalia & Terre Haute Railroad Board votes to accept the road from McKeen, Smith & Co. contractors, effective July 1. (MB)
- July 21, 1870 Camden & Atlantic Railroad Executive Committee authorizes building a turntable at Haddonfield; recommends carrying all construction materials for the Vineland Railway free of charge. (MB)
- July 21, 1870 Shenandoah Valley Railroad contracts with Central Improvement Company to build from Shepherdstown to Salem at \$35,000 per mile to be paid in First Mortgage bonds at 70 and Second Mortgage bonds at 50. (Hildebrand)
- July 22, 1870 Union & Titusville Railroad (1870) incorporated as reorganization of Union & Titusville Railroad Company of 1866. (Val)
- July 22, 1870 Reading Pres. Franklin B. Gowen offers the "Gowen Compromise" to settle the coal strike; sets the basis at the old rate of \$3.00 per ton at Port Carbon, but with a sliding scale working both ways without a floor for wages. (CmsrLabor AR)
- July 22, 1870 Pres. Grant responds to the request of North Carolina Gov. William H. Holden and sends 6 infantry companies to suppress the Ku Klux Klan. (JSmith)
- July 23, 1870 George C. Franciscus (1818-1870), PRR General Agent at Philadelphia, dies suddenly in his sleep at Cresson at age 52. (AR)
- July 23, 1870 Kent County Railroad begins carrying the mail between Masseys and Kennedyville, from which it is taken to Chestertown in a two-horse stagecoach. (Usilton)
- July 23, 1870 All-PRR Board elected by Indianapolis & Vincennes Railroad. (MB)
- July 23, 1870 John A.C. Gray and Cortlandt Parker go to France and remove the last \$450,000 in gold raised on the Memphis, El Paso & Pacific Railroad bonds before it can be sequestered there because of the Franco-Prussian War. (Taylor)



- July 25, 1870 Future Lines West VP Edward B. Taylor (1850-1920) joins the PRR as a clerk in the Superintendent's office at Harrisburg after graduating from Haverford College in 1869. (MB obit)
- July 25, 1870 Columbus & Hocking Valley Railroad opens between Nelsonville and Athens, completing the line from Columbus. (ARJ/AR, Miller)
- July 26, 1870 Funeral of George C. Franciscus held at Altoona, including tolling of the bell of the Altoona Shops between 4:00 and 4:30 during the service and all locomotives draped in black; divisional headquarters and Altoona Shops draped in mourning for 30 days. (USRR&MR, Guide)
- July 26, 1870 At a meeting at the Cresson House, the Terre Haute & Indianapolis Railroad officers agree to settle with the contractors and take possession of the St. Louis, Vandalia & Terre Haute Railroad, effective July 1. (MB)
- July 26, 1870 Ocean Grove Camp Meeting Association holds its first Methodist camp meeting at Ocean Grove, N.J., using 150 tents rented from the Round Lake Camp Meeting near Troy, N.Y.; runs through Aug. 5; Ocean Grove becomes the prototype of the Christian seaside resort, in contrast to the gambling, horse racing and other vices prominent at nearby Long Branch; the Sabbath is strictly observed, and the three roads leading into the resort closed by chains every Sunday except for emergencies. (PubLdgr, Ellis)
- July 26, 1870 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes the purchase of rails and ties for 10 miles of track. (MB)
- July 26, 1870 Alexandria, Loudon & Hampshire Railroad renamed Washington & Ohio Railway. (ICC)
- July 26, 1870 Richard B. Osborne replaces Isaac R. Trimble as Chief Engineer of the Western Maryland Railroad. (USRR&MR)
- July 26, 1870 Commonwealth Oil & Pipe Company purchases the Allegheny Transportation Company in a merger arranged by Henry Harley; Jay Gould has a little less than 25% of the merged company, but control rests with the PRR. (Maybee, Johnson)
- July 27, 1870 Junction & Breakwater Railroad Engineer M.C. Conwell reports that John M. Barry & Co. have completed their contract for building the pier and laying track at Lewes, Del. (MB)
- July 27, 1870 Continental Improvement Company contracts with receiver to continue operation of Grand Rapids & Indiana Railroad. (Church)
- July 28, 1870 B&O leases the Winchester & Strasburg Railroad retroactive to July 1, 1870.

(AR)

- July 28, 1870 Port Huron & Lake Michigan Rail\_\_ opens between Capac and Imlay City. (Meints)
- July 29, 1870 Schuylkill anthracite coal operators sign a contract with the Workingmen's Benevolent Association brokered by Reading Pres. Franklin B. Gowen, who promises to cut freight rates in line with falling prices but then reneges; the Shamokin miners reject the Gowen Compromise and remain out until Oct. 1. (Schlegel - Munsell has \$3 basis demanded by men but sliding down as well as up; price at Pt. Carbon later in yr. was 2.45 leading to wages lower than those offered by the operators in Feb.)
- July 30, 1870 Monmouth Park Race Track opens in Oceanport, N.J., near Long Branch; the original track is located on the site of the later Fort Monmouth; the track has been built through the efforts of the gambler John Chamberlain; the grandstand is said to be the largest in the country, seating 6,000; although Pres. Grant makes a point of not attending, Gov. Oden Bowie and Leonard W. Jerome are among the celebrities on opening day; Jim Fisk attends in his coach-and-six with a blonde on each arm. (NYT, NwkDlyAd)
- Summer 1870 Col. J. O. Hudnutt surveys for the extension of the Grand Rapids & Indiana Railroad from the Paris to Little Traverse Bay; lumberman George A. Mitchell, who has purchased large tracts of pine timber on the east shore of Little Clam Lake (Cadillac Lake), uses his influence to swing the survey around the east shore of the lake through present-day Cadillac, instead of between the Big and Little Clam Lakes as originally planned. (AR, Wheeler)
- Summer 1870 Following the loss of its interest in the Indianapolis & Vincennes Railroad, eastern investors in the Indianapolis, Cincinnati & Lafayette Rail\_\_ rebel at the management of Henry C. Lord and appoint an investigating committee of New York banker John Stewart Kennedy (1830-1909) and Melville E. Ingalls (1842-1914), a Massachusetts attorney. (Harlow - verify NYT?, C&FC?)
- Summer 1870 Michigan Air Line Railroad opens between Jackson Jct. and Homer. (Meints)
- Aug. 1, 1870 Edward Watts, Chief Engineer of the Cumberland Valley Railroad and Martinsburg & Potomac Railroad arrives in Winchester, Va. (ARJ)
- Aug. 1, 1870 Indianapolis & Vincennes Railroad cancels operating contracts with Indianapolis, Cincinnati & Lafayette Railroad and Columbus, Chicago & Indianapolis Central Railway, controlled by Henry C. Lord and Benjamin E. Smith respectively. (MB)
- Aug. 1, 1870 Pittsburgh, Chicago & St. Louis Railway begins operating the Indianapolis & Vincennes Railroad without agreement in return for net income; operation by

- contractors D.C. Branham & Co. end. (MB, C&C)
- Aug. 1, 1870 PRR names Charles E. Pugh General Agent at Philadelphia, replacing George C. Franciscus, deceased. (MB)
- Aug. 1, 1870 Persifor Frazer Smith, Jr. (1870-1939), future PRR motive power officer, born at West Chester, Pa. (RyAge, PRRBio)
- Aug. 1, 1870 Cincinnati, Hamilton & Dayton Railroad transfers all Chicago business from Lima Route (PFW&C) to Cincinnati, Richmond & Chicago Railroad; also gains some business from PC&StL Railway. (AR, ARJ)
- Aug. 1, 1870 Lake Superior & Mississippi Railroad opens between Duluth and Thomson (Carlton), 23 miles, its point of junction with the Northern Pacific Railroad; Robert H. Lamborn (1835-1895), Secy.-Treas, formerly of PRR. (The Road - Lubetkin says mid-Aug)
- Aug. 1, 1870 Charlotte, Columbia & Augusta Railroad opens a bridge between Hamburg, S.C., and Augusta, completing the line. (ICC)
- Aug. 1, 1870 Coal strike ends in the Schuylkill Region. (Rdg AR)
- Aug. 2, 1870 Boston, Hartford & Erie Railroad enters receivership; James W. Converse, J. Graham Gardiner, George T. Olyphant (1819-1873) and George M. Bartholomew (1816-1899) appointed receivers. (NHCorp)
- Aug. 3, 1870 Bedford & Bridgeport Railroad organized at Bedford; John Cessna (1821-1893), Pres.; John Fulton, Chief Engineer. (Val, C&C)
- Aug. 3, 1870 New York & New Haven Railroad and Hartford & New Haven Railroad agree to pool their interests as joint tenants under a Joint Board, similar to that of the Joint Companies in N.J., effective Sep. 1. (NHCorp, AR, Baehr)
- Aug. 4, 1870 Majority of Kent County Railroad Board adopts a route between Worton station and Chestertown; appoints station agents at Still Pond, Vandyke and Worton. (MB)
- Aug. 4, 1870 With Ku Klux Klan intimidation of African Americans and Republicans, Democrats win the North Carolina legislative elections, regaining control of the state and electing 5 of 7 Congressmen. (NYT, JSmith)
- Aug. 5, 1870 George B. Roberts elected Pres. of Indianapolis & Vincennes Railroad. (MB)
- Aug. 5, 1870 North Carolina Gov. William W. Holden's militia arrests conservative editor Josiah Turner of the *Raleigh Sentinel* in a county not declared to be in insurrection; he appeals to the federal courts, which results in the freeing of

prisoners and an end to the policy of arrests. (Nelson)

- Aug. 6, 1870 Debrosses Street ferry terminal reopens after two-week rebuilding to prevent foot passengers and vehicles from interfering with each other while boarding. (HC)
- Aug. 6, 1870 South Side Railroad of Long Island begins operating steam dummy service over portion of old New York & Flushing between Flushing Jct. and Winfield; soon abandoned. (Seyfried)
- Aug. 6, 1870 Property of Cincinnati & Zanesville Railroad conveyed to Cincinnati & Muskingum Valley Railway by Charles Moran, trustee. (Church)
- Aug. 8, 1870 NY&LB abandons its original route through Holmdel, N.J., because of heavy cutting. (MB)
- Aug. 8, 1870 Pres. William Riley McKeen presents the Terre Haute & Indianapolis Railroad Board with contract for pooling east-west traffic with the Indianapolis & St. Louis Railroad dated July 7, 1870, which is rejected by a vote of 2 to 3. (MB)
- Aug. 8, 1870 Upper Lehigh Region miners return to work. (RickerDiary/RREmply)
- Aug. 9, 1870 Doe Run & White Clay Creek Railroad renamed Pennsylvania & Delaware Railroad. (C&C)
- Aug. 10, 1870 Cornelius Vanderbilt, William H. Vanderbilt and Augustus Schell have a chance meeting with Jay Gould at Saratoga, and they arrange for Gould to withdraw the long-pending suit against Vanderbilt dating from the Erie War of 1868 in return for a comprehensive rate agreement by all the Trunk Lines. (ChiTrib, Stiles)
- Aug. 10, 1870 Jay Gould and PRR and Vanderbilt officials meet at Saratoga to end the rate war.
- Aug. 10, 1870 Coal strike against the Lehigh Coal & Navigation Company ends with the defeat of the union. (AR)
- Aug. 11, 1870 Heavy flood on Chester Creek and other creeks in Delaware County, Pa. (Ashmead)
- Aug. 11, 1870 Memphis & Little Rock (?) Railroad extended to Brinkley, Ark. (Wood)
- Aug. 12, 1870 Grand Rapid & Indiana Railroad opens Morley to Paris. (Durant, C&C, Meints - verify AR)

- Aug. 12, 1870 Grand Rapids & Indiana Railroad opens Paris to Morley. (Meints, Church - not in accord with AR)
- Aug. 12, 1870 Nanticoke Coal & Iron Company merged into the DL&W under an agreement dated June 23, 1879, giving the latter direct control of 25,000 of prime anthracite coal lands stretching from north of Scranton to Nanticoke. (DL&WCorps, Bogen)
- Aug. 13, 1870 Pres. William Riley McKeen presents the Terre Haute & Indianapolis Railroad Board with plans for a Union Depot with the Evansville & Crawfordsville Railroad in Terre Haute, which are approved; the Board passes the Indianapolis & St. Louis Railroad pooling contract after modifying it to be for only one year, and to require uniform rates, except that shippers of iron and iron ore from St. Louis to the Indiana Coal Region may choose which road to ship over. (MB)
- Aug. 13, 1870 Future railroad magnate Edward H. Harriman (1848-1909) buys a seat on the New York Stock Exchange, where he remains a relatively minor broker for the next 25 years. (Klein)
- Aug. 14, 1870 William Thaw and Henry H. Houston of Union Line begin purchasing shares of Louisville Bridge Company held by local investors, including those of Benjamin E. Smith. (StkLdgr)
- Aug. 15, 1870 Lower Wyoming miners in Newport Township return to work. (RickerDiary/RREmply)
- Aug. 15, 1870 Mansfield, Coldwater & Lake Michigan Railway organized; Willard S. Hickox Pres.; directors include Henry S. Sturgis. (MB, C&C)
- Aug. 15, 1870 Kansas Pacific Railway completed to Denver; the rails coming east and west meet at 2:30 PM; through the manipulations of the construction companies and bond issues, the St. Louis promoters would have doubled their money since 1863 or at least gotten it all back if they continued to hold the securities into the subsequent depression; the Ohio and PRR men would have gotten somewhat less as a per cent return on investment; as a result, the company is burdened with debt and unable to meet fixed charges. (The Road, NYT, Petrowski)
- Aug. 15, 1870 Warsaw, Goshen & White Pigeon Railroad opens between Warsaw and Goshen, Ind. (GrnBk)
- Aug. 15, 1870 Grand River Valley Railroad leased to the Michigan Central Railroad. (Meints - verify)
- Aug. 1870 Kent County Railroad track reaches Worton. (Usilton)

- Aug. 1870 Casement brothers, contractors, begin work on the Union & Titusville Railroad; William H. Abbott and Henry Harley pledge a total of \$116,000 to make up the shortage of subscriptions from Titusville. (Henry)
- Aug. 1870 Grand Rapids & Indiana Railroad opens between Sturgis and Kalamazoo. (Church - not in accord with AR - Meints has 6/22 Fort Wayne to Sturgis and Aug. 1870 Sturgis-Kalamazoo)
- Aug. 1870 Paris & Decatur Railroad makes new contract with R.G. Hervey & Co. (Church)
- Aug. 1870 Construction of Northern Pacific Railroad begins. (Lubetkin - ARJ says ground broken in July)
- Aug. 1870 Mansfield B. Brown lays out the village of Mansfield, Pa., at the junction of the PC&StL Railway and the Chartiers Railway. (HistAllghnyCo)
- Aug. 1870 Artist Mary Cassatt (1844-1926) and her mother Katherine Kelso Cassatt (1816-1895) return to the U.S. to escape the Franco-Prussian War and settle with the rest of the family in Altoona, where Mary and Lois Buchanan Cassatt, A. J.'s wife, develop an almost instant mutual antipathy; both are strong-willed women, but Lois is entirely conventional, and having produced the first grandchild, believes that following old Scots-Irish custom, power and respect are due her as the new matriarch, while Mary is Bohemian and will remain unmarried; both A. J. Cassatt and his sister are known to be cutting, sarcastic and cynical in tone when speaking about or dealing with people they hold inferiors, and Lois finds Mary's remarks and attitudes disrespectful. (Mathews)
- Aug. 18, 1870 Engineers Isaac R. Trimble, C.S. Emack, Charles P. Manning and S.T. Fuller report to Union Railroad Company of Baltimore on best route for bringing all Baltimore railroads into the Union Railroad; to start on the western boundary of the city at Townsend Street to North Avenue at Calhoun Street, then down Jones Falls parallel to the Northern Central Railway to the Belvidere Bridge, thence by tunnel under Gallows Hill and through Hoffman and Eager Streets to the eastern city line at Canton; urge the Baltimore & Potomac Railroad to relinquish its privileges within the city to the Union Railroad; I.L. Randolph dissents, as the route will be disadvantageous to the B&O. (MB)
- Aug. 18, 1870 Erie Railway Board authorizes Pres. Jay Gould to make an agreement to operate the Union & Titusville Railroad, then under construction. (Grodinsky)
- Aug. 18, 1870 Former PRR Pres. Samuel Vaughan Merrick (1801-1870) dies at Philadelphia at age 69. (DAB)

- Aug. 18, 1870 Baltimore lawyer, Congressman, author and former Northern Central Railway Pres. John Pendleton Kennedy (1795-1870) dies at Newport, R.I. (Scharf)
- Aug. 1870 Six new Pullman coaches put on New York-St. Louis run via Vandalia Line. (week of 8/29).
- Aug. 1870 Attempts made to consolidate Baltimore & Ohio, Toledo & Michigan Railroad with Toledo, Ann Arbor & Northern Railroad; plan not carried out. (Church)
- Aug. 1870 Wiggins Ferry Company begins transferring cars directly by car float (or ferry?) between the union terminal at East St. Louis and St. Louis. (Church, - week of 8/29)
- Aug. 20, 1870 Col. Jim Fisk takes his Ninth Regiment to summer camp at Long Branch via his steamboat *Plymouth Rock* and the New Jersey Southern Railroad; they pitch tents at "Camp Gould," but take their meals at the Continental Hotel; they return to New York on Aug. 29. (Swanberg)
- Aug. 23, 1870 *New York Times* reports that Tom Scot and Jay Gould have had a consultation and have agreed on uniform westbound rates from Boston, New York and Philadelphia, effective Sep. 1; livestock rate is increased from \$1 per car to \$140. (NYT)
- Aug. 23, 1870 CNJ agrees for a through coach from Jersey City to Williamsport via the Lehigh & Susquehanna, Nesquehoning Valley and Catawissa Railroads. (RickerDiary/RREmply)
- Aug. 23, 1870 Lake Superior & Mississippi Railroad opens over its whole length between St. Paul and Duluth. (Renz)
- Aug. 25, 1870 Superintendent John B. Wingate of the Kent County Railroad reports that his has been unable to hire a locomotive but may be able to purchase one for bonds; Board approves a contract with Jeremiah Mahoney to build the third section. (MB)
- Aug. 25, 1870 J. N. Du Barry dissents from the route recommended for the Union Railroad Company of Baltimore; he says the best route would be from Winchester & Wilson Streets on the Baltimore & Potomac Railroad to North Avenue and thence via Hoffman Street to the Bel Air Road and thence on the old Northern Central Canton Branch right of way or Eager Street to Canton. (MB)
- Aug. 29, 1870 *Cincinnati Express* derails at Lawrence Station, N.J., north of Trenton; one killed. (TrueAm)
- Aug. 29, 1870 Union Railroad Company of Baltimore Board authorizes construction from

the Belvedere Bridge to Canton via a tunnel in Hoffman and Eager Streets; Western Maryland Railroad informs the Union Railroad by letter that it has obtained a charter supplement for its own line from Owings Mills to Baltimore and wishes to obtain the Union Railroad's right of way for two miles to Gen. Howard's mansion. (MB)

- Aug. 29, 1870 Erie & Pittsburgh Railroad Executive Committee approves the sale of \$25,000 in stock of the Sharpsville & Oakland Railroad. (MB)
- Aug. 29, 1870 Michigan Lake Shore Railroad opens between Allegan and Grand Haven. (Meints)
- Aug. 29, 1870 Col. Thomas H. Callaway (1812-1870), Pres. of East Tennessee, Virginia & Georgia Railroad, dies. (findagrave, Davis)
- Aug. 30, 1870 Former Engineer M.C. Conwell appointed Superintendent & Roadmaster of the Junction & Breakwater Railroad. (MB)
- Aug. 30, 1870 Robert E. Lee, who had moved to Lexington, Va., to head Washington College (now Washington & Lee) because the government had confiscated his old estate to create Arlington National Cemetery, is elected Pres. of the Valley Railroad, replacing Col. M. G. Harmon. (Kean, Hildebrand)
- Aug. 30, 1870 Excursion of 9 Pullman Palace cars and one baggage car leaves St. Louis to open Kansas Pacific Railway to Denver. (ARJ)
- Aug. 31, 1870 Pres. Faulkner of the Martinsburg & Potomac Railroad visits Philadelphia to complete negotiations with the PRR, but Pres. J. Edgar Thomson is out of town. (BaltAm)
- Aug. 31, 1870 Richmond & Danville Railroad stockholders appoint a committee to procure legislation permitting the company to repurchase the state's holdings of its stock. (Rept)
- Sep. 1, 1870 Detroit, Eel River & Illinois Railroad calls in delinquent stock subscriptions. (CBerndt - Powell says taken over by Boston capitalists)
- Sep. 1, 1870 Terre Haute & Indianapolis Railroad contracts with Pullman's Palace Car Company. (MB)
- Sep. 1, 1870 Richmond & Petersburg and Richmond & Danville Railroads connected at Belle Isle on the south side of the James River across from Richmond; however, R&P is standard gauge and R&D is 5'-0". (Mordecai)
- Sep. 1, 1870 Kansas Pacific Railway begins revenue service to Denver. (ARJ)
- Sep. 2, 1870 Jay Gould writes to James F. Joy trying to arrange a through route to Chicago



consisting of the Erie Railway, Great Western Railway of Canada, and the Michigan Central Railroad. (Grodinsky)

- Sep. 2, 1870 Last rail laid on Indianapolis, Bloomington & Western Railway. (ARJ)
- Sep. 2, 1870 Marshal Patrice MacMahon (1808-1893) surrenders one of the two main French armies to the Prussians after he is surrounded and defeated at Sedan; Napoleon III is taken prisoner. (Bierman)
- Sep. 3, 1870 News of Napoleon III's surrender reaches Paris and the Second Empire falls; a government of national defense takes power, establishing the Third Republic, and the fighting continues. (Bierman)
- Sep. 4, 1870 Little Rock & Fort Smith Railroad opens to the 33<sup>rd</sup> milepost, with track almost done an additional 2 miles to Cedron. (Thompson)
- Sep. 4, 1870 A provisional government takes power at Paris and proclaims the Third French Republic. (Mercer)
- Sep. 7, 1870 Directors of the Littlestown Railroad tour the line of the Frederick & Pennsylvania Line Railroad, now under construction between Frederick and Littlestown. (BaltAm)
- Sep. 7, 1870 Special meetings of the Boards of the Hartford & New Haven Railroad and New York & New Haven Railroad approve the merger. (NYT)
- Sep. 7, 1870 Leander M. Hubby resigns as Pres. of the CCC&I Railway because of health and is replaced by Oscar Townsend; H. B. Hurlbut becomes sole VP. (AR)
- Sep. 7, 1870 Richard Thornton Wilson (1831?-1910), former Commissary-General of the Confederacy and now a New York banker, elected Pres. of the East Tennessee, Virginia & Georgia Railroad, replacing his partner Thomas H. Callaway, deceased; Wilson expands the system by 500% to 1,453 miles by 1882, acquiring the Memphis & Charleston Railroad, Selma, Rome & Dalton Railroad, Alabama Central Rail\_\_ and Macon & Brunswick Railroad; Wilson relies on the backing of Charles M. McGhee (1828-1907) and Joseph Jaques; he will become a temporary ally of the PRR in its plans to extend its influence south of the Potomac River. (ARJ, Davis, Klein)
- Sep. 8, 1870 Trunk Lines advance westbound rates by 25%.
- Sep. 8, 1870 On motion of Jay Gould, Cleveland & Pittsburgh Railroad Board authorizes disposition of Massillon & Cleveland Railroad stock. (MB)
- Sep. 8, 1870 Groundbreaking ceremony for Shenandoah Valley Railroad held near Front Royal, Va.; Herman Haupt, Chief Engineer. (ARJ)

- Sep. 8, 1870 Charles Gould (1811-1870), Pres of the New Jersey Southern Railroad, dies. (LitchfieldHS)
- Sep. 9, 1870 Baltimore Short Line Railroad incorporated in Ohio to build a cutoff for the B&O from Athens on the Marietta & Cincinnati Railroad to Belpre. (ICC, Pixton)
- Sep. 9, 1870 Cincinnati & Springfield Railway incorporated in Ohio to build from Springfield to Cincinnati in the interest of the CCC&I Railway in order to replace the loss of the Little Miami Railroad. (GrnBk)
- Sep. 12, 1870 Executive Committee of United Companies authorizes new locomotive for Princeton Branch; reviews request of New Jersey West Line Railroad to carry its passengers between Jersey City and Newark; reports on boiler explosion on tug *Red Jacket* at Perth Amboy; authorize negotiations to cede parts of Essex & Middlesex Turnpike to Elizabeth and New Brunswick Bridge towards Metuchen and vacate the rest within city limits. (MB)
- Sep. 12, 1870 New York & Hempstead Plains Railroad opens between Valley Stream and Hempstead on different alignment than that of later LIRR West Hempstead Branch; full revenue service Sep. 28. (Seyfried)
- Sep. 12, 1870 Low-grade Boonton Branch of the Morris & Essex Railroad opens between East Dover Jct. and the west end of the Erie Railway's Bergen Hill Tunnel in Jersey City for coal traffic, providing a direct route for DL&W coal to the Hudson River. (ARJ, Taber)
- Sep. 13, 1870 Robert H. Sayre reports to the Lehigh Valley Railroad Board that he has purchased the Cranberry Railroad. (MB)
- Sep. 13, 1870 Excursion opens Indianapolis, Bloomington & Western Railroad between Indianapolis and Peoria. (NYT)
- Sep. 13, 1870 Last rail laid on section of GR&I south of Grand Rapids, opening the line between Kalamazoo and South Yard, Grand Rapids; now open as far north as Paris. (ARJ, Meints)
- Sep. 14, 1870 Engineer Anthony "Tony" Kelker (1835- ) runs PFW&C No. 1, consisting of a baggage car and three coaches from Fort Wayne to Chicago with 11 stops in 2:47.5 with maximum speeds of 75 MPH. (VllyUpprMaumee)
- Sep. 15, 1870 Buffalo & Washington Railway begins construction east of South Wales; contracts the grading from South Wales, N.Y., to Port Allegany, Pa. to Donald Robertson. (McKean/Elk, C&C)

- Sep. 15, 1870 Perth Amboy & Elizabethport Railroad awards a construction contract to G.S. Hanford & Co. (MB)
- Sep. 1870 Grand Rapids & Indiana Railroad opens to Kalamazoo. (Durant - verify AR)
- Sep. 1870 Work begins on the Detroit, Eel River & Illinois Railroad at Columbia City; soon suspended for lack of funds. (CBerndt)
- Sep. 1870 Henry S. McComb institutes through passenger service between New Orleans and Jackson, Tenn. (RRGaz)
- Sep. 1870 Marietta & Cincinnati Railroad places its first two Pullman Palace cars in service. (ARJ/AR)
- Sep. 1870 North Carolina Gov. William W. Holden disbands the militia. (wiki)
- Sep. 16, 1870 Trunk Line meeting at St. Nicholas Hotel concludes without being able to advance rates as much as desired because of competition of National Dispatch Line from Boston via Grand Trunk of Canada, which operates at 25% below New York rate. (USRR&MR)
- Sep. 19, 1870 Joint Board of United Companies appoints committee to negotiate with stockholders of New Jersey Railroad on full merger of the three companies; authorizes construction of Mercer & Somerset Railway east of Pennington; authorizes New Jersey Railroad to guarantee \$200,000 in bonds of the Belleville & Newark Horse Car Railroad. (MB)
- Sep. 19, 1870 Philadelphia City Council appropriates \$12,000 to remove Southwark Railroad tracks from Broad Street between South Street & Washington Avenue by Oct. 1. (SEPTA)
- Sep. 19, 1870 Junction Railroad (1870-1871) incorporated in Pa. to build from Oil City to the Oil Creek Valley 2 miles below Petroleum Center; no work under this charter. (GrnBk, Taber)
- Sep. 19, 1870 Oil Creek Junction Railroad incorporated in Pa. to build from Oil Creek to Petroleum Center; no work done under this charter. (GrnBk, Taber)
- Sep. 19, 1870 Prussians, having closed the cordon around the city, begin the siege of Paris; over the next three months, the citizens are reduced to eating rats, cats and dogs, the animals in the zoo, and whatever else they can find. (Mercer, wiki)
- Sep. 20, 1870 Titusville & Petroleum Centre Railroad Company incorporated in Pa. to build between Titusville and Petroleum Centre (Pioneer); William H. Abbott, Pres. (Val, C&C)

- Sep. 20, 1870 Ashtabula & New Lisbon Railroad stockholders authorize the sale of the line between Ashtabula Harbor and Niles to the Ashtabula, Youngstown & Pittsburgh Railroad, the present company to keep the section south of the Cleveland & Mahoning Railroad. (MB)
- Sep. 20, 1870 Ashtabula, Youngstown & Pittsburgh Railroad Board resolves that the road may run via Niles if the citizens there subscribe \$40,000. (MB)
- Sep. 21, 1870 North Shore Railroad of Long Island incorporated in N.Y. to build from Newtown Creek via Jamaica, Huntington and Port Jefferson to Orient Point at the northeast tip of Long Island; some right of way acquired, but no construction. (NYState)
- Sep. 22, 1870 Flushing & North Side Railroad agrees to operate North Shore Railroad. (Val)
- Sep. 22, 1870 Thomas Benjamin Kennedy (1870-1946) born near Chambersburg, Pa.; youngest son of Thoms Benton Kennedy (1827-1905) and Ariana Stuart Riddle Kennedy and brother of future PRR VP Moorhead C. Kennedy. (PRRBio, ancestry.com, BioAnnalsofFrnklnCo)
- Sep. 23, 1870 Northern Central Railway Board authorizes a contract with the McIntyre Coal Company, which is opening mines near Ralston on the Elmira & Williamsport line; the coal company builds an inclined plane from near Ralston to the top of the mountain, where the town of McIntyre is laid out. (MB, AR, Gunnarsson)
- Sep. 24, 1870 Future PRR VP Elisha Lee (1870-1933) born at Chicago; when he is 7 years old, the family moves to Trinidad, where his father runs a shipping line, and where he lives until 1883. (PRRBio)
- Sep. 27, 1870 George B. Roberts, J.A. Partridge and William J. Howard elected directors of Washington & Alexandria Turnpike Company, and Roberts elected Pres.; PRR interests acquire the company to eliminate interference with the parallel railroad. (MB)
- Sep. 27, 1870 Cumberland Valley Railroad Board meets at PRR office to consider extensions south into the Valley of Virginia and what aid should be given to Martinsburg & Potomac Railroad; approve route to Winchester; Martinsburg & Potomac Pres. Charles J. Faulkner demands that PRR take all M&P stock except the \$10,000 per mile subscribed by Berkeley County; Thomson and Scott insist on bonds, not stock; on motion of Scott, resolve only to build bridge over Potomac River and “cooperate” with counties in advancing money on their bonds to build M&P. (ARJ)
- Sep. 27, 1870 Ashtabula, Youngstown & Pittsburgh Railroad Board adopts a route, laid out by Col. Camp, Chief Engineer, from the depot of the Lawrence Branch by way of Brier Hill to the Church Hill Railroad at its junction with the

- Cleveland & Mahoning Railroad; north of there, the track is to be on the bed of the Ashtabula & New Lisbon Railroad; authorizes completion of the surveys to Ashtabula Harbor. (MB)
- Sep. 29, 1870 Martinsburgh & Potomac Railroad Board meets at Martinsburg to consider PRR terms. (ARJ)
- Sep. 29, 1870 Future PRR Superintendent William Elmer (1870-1947) born at Trenton, N.J. (PRRBio)
- Sep. 29, 1870 Little Rock & Fort Smith Railroad opens to the 37<sup>th</sup> milepost. (Thompson)
- Sep. 30, 1870 Alexandria & Fredericksburg Railway Board authorizes condemning the Washington & Alexandria Turnpike and using the right of way to extend from Alexandria to the Long Bridge. (MB)
- ca. Fall 1870 Buffalo & Washington Railway opens between East Aurora and South Wales, N.Y. (Val)
- Oct. 1, 1870 Dunkirk, Warren & Pittsburgh Railway begins construction between Dunkirk and Warren. (Poors)
- Oct. 1, 1870 Grand Rapids & Indiana Railroad opens between Mendon and Grand Rapids and between Morley and Paris, Mich., completing the line between Fort Wayne and Paris; Continental Improvement Company assumes operation; regular revenue operation begins Oct. 10. (AR, Baxter, Guide - C&C has Morley-Paris in 8/70??)
- Oct. 1, 1870 Striking anthracite coal miners in Northumberland County return to work under the “Shamokin Compromise,” which retains the 1869 wage basis, but allows for the sliding scale to go below the basis as well as above, i.e., removing the floor under wages; miners at 21 collieries have bolted the Workingmen’s Benevolent Association and created their own union. (Aurand)
- Oct. 1, 1870 Jay Cooke hires W. Milnor Roberts as Chief Engineer of Northern Pacific Railroad, replacing Edwin F. Johnson (1803-1872) who is kicked upstairs as Consulting Engineer, effective Nov. 1; Ira Spaulding, the Chief Engineer of the Minnesota Division, has rarely stirred from St. Paul or Minneapolis, and only 16 miles of track have been laid thus far. (Oberholtzer, Lubetkin, ARJ)
- Oct. 1, 1870 Federal war taxes on sales, inheritances, dividends, etc. terminated. (ARJ)
- Oct. 1870 Union Construction Company begins work on the Detroit, Eel River & Illinois Railroad between Manchester and Columbia City; it has a contract to complete the line between Logansport and Butler by Nov. 1, 1871. (ARJ)

- Oct. 3, 1870 PRR Board orders establishment of a suburban station at Elm (Narberth), Pa.; Pres. Thomson resumes attending Board meetings. (MB)
- Oct. 3, 1870 Philadelphia Councils order removal of remaining track of City Railroad in Market Street between 8th & 13th Street by Oct. 3, 1873. (Digest)
- Oct. 3, 1870 St. Louis Division of Toledo, Wabash & Western Railway opens for regular service. (ARJ)
- Oct. 5, 1870 PRR Road Committee approves contract for transportation of anthracite coal with Joseph Stickney (1840-1903), who eventually becomes the selling agent for the PRR's anthracite mining companies. (MB)
- Oct. 5, 1870 F.W. Green dies; F.W. Green & Co. withdraws from the National Storage Company. (MB - verify NYT?)
- Oct. 5, 1870 National Railway Board meets in Philadelphia and authorizes advertising for bids til Nov. 25. (ARJ - this should be Nov. 5? ARJ)
- Oct. 5, 1870 Manchester & Barnegat Bay Railway begins construction between Whittings and Tuckerton. (ICC)
- Oct. 5, 1870 Fort Wayne, Jackson & Saginaw Railroad opens to Fort Wayne. (HistDeKalbCo, Guide)
- Oct. 6, 1870 William Taussig sends Andrew Carnegie the preliminary prospectus for the Grand Union Passenger Depot at St. Louis; is to be located between Washington & Green and 5<sup>th</sup> & 8<sup>th</sup> Streets with stub-end tracks below grade at level of tunnel from Eads Bridge, and a hotel and offices above; is to use coke-burning, smoke-consuming locomotives; building designed by George Barnett. (Jackson)
- Oct. 7, 1870 Connection Railroad Company incorporated in Pa. to take over an unfinished roadbed between Franklin and the Franklin Branch of the Atlantic & Great Western Railway. (GrnBk, Taber)
- Oct. 10, 1870 Executive Committee of United Companies declines to endorse \$100,000 bonds of Manchester & Barnegat Bay (later Tuckerton) Railroad; orders establishment of station at Piscataway. (MB)
- Oct. 10, 1870 Mercer & Somerset Railway files survey between Belvidere Delaware Railroad and Millstone, N.J. (NJCorps)
- Oct. 10, 1870 Union Railroad Company of Baltimore Board asks Canton Company of Baltimore to subscribe to all its remaining stock, endorse \$900,000 in bonds, and begin building that portion of the line on its own property; Charles P.

- Manning appointed Chief Engineer. (MB)
- Oct. 10, 1870 Garrett B. Linderman notifies the Lehigh Valley Railroad Board that he is to work the Ashburton Improvements west of Hazleton for 10 years. (MB)
- Oct. 10, 1870 Philadelphia voters choose Penn Square at the intersection of Broad & Market Streets over the Washington Square area as the site of the new City Hall; it represents a victory for William S. Stokley (1823-1902), a former confectioner who represented the Penn Square area, over the business community, which wants the City Hall near the existing business center of town; Stokley will become Mayor and political boss, and the construction of the new City Hall will shift the center of town westwards. (Gilette/PMH&B 97)
- Oct. 11, 1870 Residents of Athenville, Pa., (Ardmore) petition for improved station facilities; leads to construction of the PRR's first large suburban depot. (MB)
- Oct. 11, 1870 Simon P. Kase (1814-1900) of the Danville, Hazleton & Wilkes-Barre Railroad writes to the Lehigh Valley Railroad Board seeking a loan of \$30-50,000 to be repaid out of freights for through traffic. (MB)
- Oct. 11, 1870 Philadelphia voters chose to locate new City Hall at Penn Square (Broad & Market) over Washington Square. (Walther)
- Oct. 11, 1870 Richmond, Fredericksburg & Potomac Railroad stockholders authorize extension from Brooke north to Quantico, Va., to make connection with Alexandria & Fredericksburg Railway and Potomac Steamboat Company. (Mordecai)
- Oct. 11, 1870 St. Joseph Valley Railroad merged into the Michigan Air Line Railroad. (GrnBk)
- Oct. 12, 1870 PRR Road Committee receives communication from Ashbel Welch re pro-rating on proposed branches to be built by United Companies to Harsimus Cove and Communipaw. (MB)
- Oct. 12, 1870 J. B. Shipman of Coldwater, Mich., meets with the Board of the Mansfield, Coldwater & Lake Michigan Railway in an effort to have it connect with the Ohio & Michigan Railway at the Michigan state line. (MB)
- Oct. 12, 1870 Horace F. Clark, Augustus Schell, James H. Banker, Daniel Torrance and John Steward of the Vanderbilt group elected to control of the Board of the Western Union Telegraph Company. (Stiles)
- Oct. 12, 1870 Gen. Robert E. Lee (1807-1870) dies at Lexington, Va.; replaced as Pres. of Valley Railroad by Robert Garrett of B&O. (Kean, Hildebrand)

- Oct. 13, 1870 PRR Committee on Steamships urges that vessels be Pennsylvania-made and operated, finally rejecting various offers from British operators; has solicited bids for 2 to 4 vessels, for which William Cramp & Sons of Philadelphia are low bidders at \$495,000 per ship; ships designed by Barnabas H. Bartol. (MB)
- Oct. 14, 1870 Mansfield, Coldwater & Lake Michigan Railway accepts the offer of the Mansfield Board of Trade to subscribe \$150,000 in return for being the permanent site of its shops and offices. (MB)
- Oct. 14, 1870 Logansport, Crawfordsville & South Western Railway opens between Frankfort and Colfax, Ind. (Claybaugh, Church)
- Oct. 15, 1870 Peninsular Railroad (?) opens between Battle Creek and Climax. (Meints)
- Oct. 1870 Edmund Q. Sewall, Jr., resigns as Superintendent of the Delaware Railroad. (RRBio)
- Oct. 17, 1870 Joint Board of United Companies approves agreement to act as outlet for New Jersey West Line Railroad between Newark and Jersey City; approves 50-year lease of Mercer & Somerset Railway; agrees with Erie Railway for construction of long slip or canal between their respective portions of the Harsimus Cove Tract; renews Cunard lease through Jan. 1, 1877; declines to endorse bonds of Manchester & Barnegat Bay Railroad. (MB)
- Oct. 17, 1870 Bedford & Bridgeport Railroad breaks ground at Bedford, Pa.; Lowery Williams, & Co. are contractors for Mt. Dallas-Bedford, and H.R. Campbell, Sons & Co. for Bedford-Bridgeport. (ARJ, C&C)
- Oct. 17, 1870 Illinois & St. Louis Bridge Company signs contract with Wm. Butcher Steel Works in Philadelphia for steel for Eads Bridge. (Jackson)
- Oct. 18, 1870 West Jersey Railroad opens line relocation between Coopers Hill and Barnesboro through Mantua. (AR)
- Oct. 1870 West Jersey Railroad has straightened the line and reduced grades between Mantua and Glassboro. (ARJ)
- Oct. 18, 1870 Gettysburg Railroad sold at foreclosure to James A. Townsend of New Haven for \$181,000. (ARJ - or 10/13?)
- Oct. 20, 1870 Camden & Atlantic Railroad Board authorizes construction of an engine house at Hammonton; adds 10 cents to each excursion fare to defray the expenses of the Sea View Hotel Company. (MB)
- Oct. 20, 1870 Allegheny Valley Railroad connected to PRR at 28th Street, Pittsburgh, and



AV trains run into PRR Union Passenger Depot; old AVRR station at 11th & Pike Streets abandoned. (AR)

- Oct. 20, 1870 Allegheny Valley Railroad places new Pullman sleepers *Westfield* and *Brocton* in service on night trains between Pittsburgh and Brocton; formerly used Silver Palace cars. (PittsGaz)
- Oct. 20, 1870 Kankakee & Illinois River Railroad (the Illinois portion of its line) merged into the Plymouth, Kankakee & Pacific Railroad. (GrnBk, Poors)
- Oct. 22, 1870 Erie & Western Transportation Company purchases 10 waterfront lots at Erie for \$30,000. (MB)
- Oct. 24, 1870 Georgia Legislature passes an act drafted by Chief Justice Joseph E. Brown with bi-partisan support to lease the state-owned Western & Atlantic Railroad to a private company at the rate of at least \$25,000 per month, therefore removing it as a patronage engine; requires that a majority of the leaseholders be residents of Georgia and post an \$8 million bond, “so that Bullock could not lease the road to carpetbaggers”; Bullock announces he will receive bids until Dec. 25; Judge Brown begins to form a company with Hannibal I. Kimball, John P. King of the Georgia Railroad & Banking Company, Edward W. Cole of the Nashville & Chattanooga Railroad, and Ezekiel Waitzfelder, formerly of Georgia and now of New York City. (Duncan, Parks)
- Oct. 24, 1870 At a secret meeting of dissident Indianapolis, Cincinnati & Lafayette Railroad directors, director Thomas A. Morris and Treasurer William T. Boaz resign in order to be appointed receivers. (Harlow)
- Oct. 25, 1870 Maryland Jockey Club, whose members include Oden Bowie, John S. Gittings, and Robert Garrett, holds its first racing meet at Pimlico Race Track northwest of Baltimore near the line of the Northern Central Railway. (Scharf, Kelly/MdHistMag)
- Oct. 25, 1870 Indianapolis, Cincinnati & Lafayette Railroad enters receivership. (GrnBk)
- Oct. 26, 1870 Philadelphia appropriates \$12,000 to reimburse Southwark Railroad for removal of tracks on Broad Street from Washington Avenue to South Street; tracks to be removed immediately. (Digest)
- Oct. 26, 1870 Future passenger traffic officer William Pedrick, Jr. (1870-1938) born at Rancocas, N.J. (PRRBio)
- Oct. 26, 1870 Indianapolis, Cincinnati & Lafayette Railway enters receivership; Melville E. Ingalls (1842-1914) and Thomas A. Morris appointed receivers. (AR/ARJ)
- Oct. 26, 1870 South Pacific Railroad conveys all property and franchises to the Atlantic &

Pacific Railroad by exchange of stock; the A&P gets ownership of all even-numbered sections west of Springfield through the South Pacific Railroad, and all odd-numbered sections through its federal land grant. (ICC, Miner)

- Oct. 26, 1870 Gov. Bullock advertises for bids to lease Western & Atlantic Railroad by Dec. 25; the principal candidate is a company formed by ex-Gov. Joseph E. Brown, Atlanta entrepreneur Hannibal I. Kimball (1832-1895), John Pendleton King (1799-1888 ) of the Georgia Railroad and Henry B. Plant of the Southern Express Company; fearing that the Georgia Railroad will have exclusive access to the W&A, the heads of the three railroads of Macon, the Central of Georgia, the Macon & Western and the Southwestern Railroad of Georgia, form their own company headed by white supremacist Benjamin H. Hill, and railroad contractor and convict lessee John T. Grant (1813-1887); they prevail upon W.C. Morrill, a Republican office-holder to introduce them to Sen. Simon Cameron, Tom Scott, William T. Walters and John S. Delano, son of the Secretary of the Interior Columbus Delano (1809-1896) in return for a share; a third group of Atlanta businessmen led by A. K. Seago and including Foster Blodgett and Miles G. Dobbins offers more money but lacks political clout; Blodgett is chosen by the others in the belief he can influence Gov. Bullock, but he is unable to do so. (Thompson, Parks)
- Oct. 26, 1870 Boston financier Josiah Caldwell, Warren Fisher, Jr., and a party of 24 leave New York for a tour of his southwestern projects in Mississippi and Arkansas. (Thompson)
- Oct. 27, 1870 Scotland & Mont Alto Railroad receives letters patent. (Val)
- Oct. 27, 1870 LS&MS sues and obtains temporary injunction to prevent Ashtabula & New Lisbon Railroad from transferring to Ashtabula, Youngstown & Pittsburgh Railroad the east half of the LS&MS right of way between Center Street and the west side of the river near Ashtabula Harbor (3.0 miles) originally granted to A&NL for joint use in 1864. (Church)
- Oct. 27, 1870 Denver & Rio Grande Railway incorporated by Gen. William Jackson Palmer, Robert Henry Lamborn of Philadelphia, Alexander Hunt of Denver, and Howard J. Schuyler of Denver to build from Denver to the Mexican border with connection to Mexico City; secures backing from PRR group. (Anderson)
- Oct. 27, 1870 Steamship *Austrian* arrives at Baltimore, inaugurating Baltimore-Liverpool service of the Allan Line (the Montreal Ocean Steamship Company); eventually 9 ships operate between Liverpool and Baltimore for the benefit of the B&O. (Scharf, B&O AR)
- Oct. 27, 1870 François-Achille Bazaine surrenders the other large French army, which had been pinned down by the Prussians in Metz. (Bierman)

- Oct. 28, 1870      Committee on merger of United Companies meets at New Jersey Railroad offices in New York. (MB)
- Oct. 28, 1870      “First stone” of Baltimore & Susquehanna Railroad, removed because of construction of Baltimore & Potomac Tunnel, is opened and then placed in a wall on Calvert Street, where it is temporarily lost. (MB)
- Oct. 28, 1870      Allegheny Valley Railroad opens track from above 28th Street into Union Depot at Pittsburgh. (AR - PRR say 10/20)
- Oct. 28, 1870      North & South Railroad (or Denver & Rio Grande Railway) organized at Denver; William Jackson Palmer, Pres.; Robert H. Lamborn VP. (Fisher)
- Oct. 28, 1870      Jefferson Railroad opens between Carbondale and Lanesboro Jct., Pa., on the Erie Railway; controlled by and leased by the Erie Railway but with trackage rights to the Delaware & Hudson Canal Company, by which it can ship coal to upstate New York, northern New England and Canada. (CntryofPrgrss)
- Oct. 30, 1870      Alexandria & Fredericksburg Railway closes bids for grading. (USRR&MR)
- Oct. 31, 1870      Southern Transcontinental Railway organized in New York City; its Board of 25 directors is dominated by northern capitalists with only J.W. Throckmorton, G. H. Giddings, and E.B. Hart from Texas; Marshall O. Roberts, Pres.; Henry G. Stebbins, VP; William R. Travers of New York, Treasurer. (Taylor, Watson/Brown)
- Fall 1870          William T. Walters, Tom Scott, J. Donald Cameron and Henry B. Plant of Southern Express Company form a syndicate to lease Western & Atlantic Railroad from State of Georgia. (Hoffman - see Dec.)
- Fall 1870          Mary Cassatt, her parents, and her unmarried sister Lydia Simpson Cassatt (1837-1882) move from Altoona to Philadelphia, where Mary rejoins the Philadelphia artistic community. (Mathews)
- Fall 1870          Michigan Air Line Railroad opens between Homer and Three Rivers. (Meints)
- Nov. 1, 1870      William L. Scott completes purchase of outstanding judgements against Erie Canal Company from Gen. Charles M. Reed; then presents them for payment to force foreclosure of canal. (Spence)
- Nov. 1, 1870      New York & New Haven Railroad leases the Shore Line Railway under an agreement of Oct. 19. (NHCorp)
- Nov. 1, 1870      Watertown & Waterbury Railroad opens between Waterbury and Watertown,

- Conn.; operated by the Naugatuck Railroad. (NHCorp)
- Nov. 1, 1870 W. Milnor Roberts appointed Chief Engineer of Northern Pacific Railroad. (ARJ - see above)
- Nov. 3, 1870 Judge George G. Barnard declares the Boston, Hartford & Erie Railroad's lease of the Dutchess & Columbia Railroad void and returns the D&C to the company. (NYT)
- Nov. 5, 1870 Va. act legalizes Page County subscription to Shenandoah Valley Railroad; authorizes other counties or towns to subscribe. (CorpHist)
- Nov. 5, 1870 Colorado Construction Company (or North & South Construction Company?), which is to build William Jackson Palmer's North & South Railroad, later the Denver & Rio Grande, meets in Philadelphia. (Fisher)
- Nov. 7, 1870 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes the company to do the work on the deep cut between Napoleon and Mount Holly and contract for bridging and masonry. (MB)
- Nov. 7, 1870 Workingman's Benevolent Association settles with Schuylkill coal operators for a sliding scale with a base wage of \$3, providing the miners of Luzerne and Carbon Counties work with the WBA in good faith. (NYTrib - Munsell has \$2.50 price at Pt. Carbon but repudiated by WBA leaders to join strike in Northern Field)
- Nov. 7, 1870 Melville E. Ingalls presides at an Indianapolis, Cincinnati & Lafayette Railroad Board meeting as Pres., presumably elected by the New York faction without a stockholder vote. (Harlow)
- Nov. 8, 1870 Banker Hugh McCulloch sails from New York to establish Jay Cooke, McCulloch & Co., a London branch of Jay Cooke's banking house. (ARJ)
- Nov. 8, 1870 William L. Scott elected Pres. of the Erie Canal Company (Pa.), replacing Charles M. Reed, resigned; J.N. McCullough elected a director. (MB)
- Nov. 8, 1870 New York City voters approve a new charter that restores home rule but increase the control of Tammany Hall and the Tweed Ring; Tweed and his henchmen A. Oakey Hall and Richard Connolly constitute the Board of Supervisors who control the city finances; Tweed heads the Dept. of Public Works, a fount of patronage. (Burrows/Wallace)
- Nov. 9, 1870 St. Louis, Vandalia & Terre Haute Railroad Board authorizes an issue of \$1 million in Income bonds. (MB)
- Nov. 11, 1870 PW&B breaks ground for the Darby Improvement. (Ashmead)

- Nov. 12, 1870 Atlantic, Mississippi & Ohio Railroad organized; William Mahone, Pres. (N&W AR, Blake)
- Nov. 13, 1870 Louisville Bridge Company opens a footwalk along the east side of the bridge. (AR)
- Nov. 14, 1870 Executive Committee of United Companies agrees to endorse \$25,000 bonds of Farmingdale & Squan Village Railroad, as New Jersey Southern Railroad has just refused to build it; bans sale of all but newspapers and magazines on trains; W. H. Gatzmer reports on possibility of running trains from old Camden-South Amboy line to Jersey City via Monmouth Jct. and discontinuing South Amboy steamboats during winter; Ashbel Welch urges less handling of freight at South Amboy and running to Jersey City via Monmouth Jct. and via car float to New York. (MB)
- Nov. 14, 1870 Ashtabula, Youngstown & Pittsburgh Railroad purchases unfinished railroad of Ashtabula & New Lisbon Railroad between Ashtabula and Niles for \$10,905, excluding the three miles of joint right of way owned with the LS&MS between Ashtabula and Ashtabula Harbor; remainder of A&NL had been sold and eventually became part of the Erie Railway system. (Church)
- Nov. 15, 1870 Erie & Western Transportation Company opens new 225,000-bushel grain elevator "B" at Erie. (MB)
- Nov. 15, 1870 Mansfield, Coldwater & Lake Michigan Railway Board appoints a committee to go over the whole line seeking subscriptions. (MB)
- Nov. 15, 1870 West Side Elevated (Patented) Railway Company (of New York City), consisting of a line from the Battery and 31<sup>st</sup> Street, sold at foreclosure. (NYState)
- Nov. 15, 1870 At a Board meeting in Little Rock, Josiah Caldwell and the Bostonians assume complete control of the Little Rock & Fort Smith Railroad; they decide to delay further construction; over \$3 million in mortgage bonds are sent to Boston. (Thompson)
- Nov. 1870 First standard Class G (later D5) 4-4-0, No. 89, built at Altoona. (Lovell)
- Nov. 1870 First PRR tank troughs for scooping water on the fly installed at Sang Hollow and Derry on Pittsburgh Division; following first U.S. installation on New York Central & Hudson River Railroad earlier in the year.
- Nov. 1870 NYC&HR gives up making fast time between New York and Chicago because of increased wear and tear and need for increased supervision; most Trunk Lines agree to a maximum New York-Chicago schedule of 36:00.

(USRR&MR)

- Nov. 1870 Globe Line established; fast freight line between Baltimore and Chicago via B&O and LS&MS. (USRR&MR)
- Nov. 1870 The price of coal in the Schuylkill Field has fallen, and the sliding scale of wages drags wages down 24<sup>3</sup>/<sub>4</sub>% below the basis agreed to in July. (CmsrLabor AR)
- Nov. 1870 North Carolina Gov. William W. Holden lifts the state of insurrection in Caswell and Alamance Counties. (wiki)
- Nov. 16, 1870 PRR approves endorsing \$2 million bonds of Susquehanna Coal Company to permit it to buy and develop coal lands near Nanticoke, Pa. (MB)
- Nov. 17, 1870 Camden & Atlantic Railroad Executive Committee recommends contracting with the New Jersey Southern Railroad Company to run its trains between Camden and Atco; orders discontinuance of moonlight excursions to Atlantic City on complaints of residents. (MB)
- Nov. 17, 1870 Illinois & St. Louis Bridge Company begins laying masonry on caisson of east pier. (Jackson)
- Nov. 18, 1870 NY&LB appoints William S. Sneden (1829-1905) Chief Engineer; still unable to raise sufficient funds locally; tries to begin construction between South Amboy and Red Bank. (MB, StGaz)
- Nov. 19, 1870 Cairo & Fulton Railroad signs a construction contract with Josiah Caldwell of Boston; later assigned to D.P. Parmley. (ICC)
- Nov. 20, 1870 Josiah Caldwell and party leave Little Rock for the East. (Thompson)
- Nov. 21, 1870 Susquehanna Coal Company Board hears report; have purchased 270 acres of Fisher Hazard, Thomas Earp (1818-1872), Hassinger, et al., at \$450 per acre; 320 acres from Shoemaker & Phelps at \$500 per acre, and have agreed to purchase about 2,200 acres in Newport Township running southwest towards Shickshinny at \$440 per acre. (MB)
- Nov. 21, 1870 First trains run from Grand Rapids to Muskegon over the Grand Rapids & Indiana Railroad. (Baxter - verify)
- Nov. 21, 1870 Little Rock & Fort Smith Railroad opens from Huntersville, across the river from Little Rock, to Lewisburg, 50 miles. (ARJ, Thompson)
- Nov. 21, 1870 Poughkeepsie & Eastern Railroad begins operating a passenger coach on the construction trains between Poughkeepsie and Willow Brook (15.26 miles).

(NYState)

- Nov. 22, 1870 Perth Amboy & Elizabethport Railroad hears a proposal from citizens of Rahway, N.J., to subscribe to the company if it will build through Rahway; Board orders a survey made if the citizens will pay for it. (MB)
- Nov. 22, 1870 Ashtabula & New Lisbon Railroad executes a formal deed of its right of way north of \_\_ to the Ashtabula, Youngstown & Pittsburgh Railroad; the LS&MS has obtained an injunction against the transfer. (MB)
- Nov. 23, 1870 PRR adopts report of Committee on Steamships calling for the formation of the American Steamship Company of Philadelphia to operate between Philadelphia and Liverpool; PRR agrees to take \$400,000 of \$700,000 stock and endorse \$1.5 million bonds. (MB)
- Nov. 23, 1870 PRR Board declines to aid Shenandoah Valley Railroad, building south from Hagerstown into Virginia; however, PRR eventually advances \$280,000 to Central Improvement Company, secured by SV bonds as collateral. (MB, Lambie)
- Nov. 25, 1870 Richmond & Danville Railroad Board authorizes Pres. A.S. Buford to proceed with the repurchase of the state's stock; may contract with anyone who can furnish case or state bonds necessary to purchase the shares, giving preference to the present stockholders until Dec. 12, 1870; Buford is not to dispose of more than 18,000 shares to outsiders before May 1, 1871. (Rept)
- Nov. 25, 1870 Richmond & Danville Railroad Board votes director William T. Sutherlin a discretionary fund of \$100,000 to secure control of railroads extending into North Carolina. (Nelson)
- Nov. 26, 1870 Lewis Applegate elected Pres. of Pan Handle Railroad, replacing Adam Kuhn, resigned; Board authorizes approaching PC&StL Railway for aid. (MB)
- Nov. 28, 1870 Trunk Lines establish higher fares; New York-Chicago raised from \$18 to \$22. (USRR&MR)
- Nov. 28, 1870 Canton Company of Baltimore buys all stock of Union Railroad Company of Baltimore and guarantees an issue of \$900,000 in bonds, of which \$783,000 are issued. ( , MB, Digest)
- Nov. 28, 1870 Cincinnati & Springfield Railway leases the portion of the Cincinnati, Sandusky & Cleveland between Springfield and Dayton. (GrnBk)
- Nov. 29, 1870 Erie Canal Company (Pa.) sold at foreclosure to William L. Scott; PRR purchases to protect traffic of Erie & Pittsburgh; PRR had acquired stock, bonds and judgements against canal to total amount of \$1.2 million for

- \$350,000 in E&P Equipment bonds, then initiated foreclosure. (Church, C&C, Val)
- Nov. 29, 1870 Olean Petroleum Company, Ltd., organized in Pa.; controlled by Empire Transportation Company. (Cards)
- Nov. 30, 1870 PRR agrees with CC&IC to take \$1,183,000 of its Second Mortgage bonds and \$639,000 of Convertible Income bonds in payment of debts to PRR of \$534,000 and \$130,000. (MB, Church)
- Late 1870 Drexel & Co. wins the PRR account away from Jay Cooke & Co. (Strouse - verify what bonds underwritten??)
- Dec. 1, 1870 J. Edgar Thomson and Thomas L. Jewett write to W.R. Fosdick, James A. Roosevelt and A. Parkhurst, trustees, that under terms of lease, Pennsylvania Company will pay interest on \$15 million First Mortgage Consolidated bonds of CC&IC Railway and \$821,000 Second Mortgage bonds of the Columbus & Indiana Central Railway. (NYTrib, ARJ)
- Dec. 1, 1870 J. Peter Lesley issues a geological report on the Shenandoah Valley Railroad; Herman Haupt issues an undated engineering report; recommends turning to the west at Staunton and building south closer to the foot of the Alleghany Mountain and down Craig Creek and the Holston River through Saltville, Mocassin Gap (Gate City) and Rogersville to intersect the East Tennessee, Virginia & Georgia Railroad at Russellville, Tenn., about 50 miles northeast of Knoxville; by running west of the existing line via Salem and Bristol, it is closer to the many mineral deposits, including coal, iron and salt. (Haupt Rept, Lambie)
- Dec. 1, 1870 Reading leases the Philadelphia, Germantown & Norristown Railroad (PG&N) and its controlled lines, the Chestnut Hill Railroad and Plymouth Railroad, under agreement of Nov. 10. (Rdg)
- Dec. 1, 1870 Nanticoke Breaker No. 2 of the Susquehanna Coal Company placed in service. (WBRecord)
- Dec. 1, 1870 Andrew Carnegie, Thomas M. Carnegie, Henry Phipps and Andrew Kloman form Carnegie, Kloman & Company; take over and enlarge the Upper Union Mills of the Cyclops Iron Company. (StdHistPitts - Paskoff ed says to b. Lucy Furnace)
- Dec. 1, 1870 Miners of the three major companies in the Northern Anthracite Field, the Delaware & Hudson Canal Company, the Pennsylvania Coal Company and the DL&W, strike to protest a 30% wage cut; the Northern Field unions merge with the Workingman's Benevolent Association of Schuylkill County to form the Miners & Laborers Benevolent Association. (NYTrib, Schlegel - Aurand)



does not mention M&LBA but says successfully petition the General Council of Workingmen's Associations for reinstatement; this gives them the votes when joined with the Lehigh Region to force a strike on the Schuylkill miners in 1/71 - Roberts has strike begun 12/6??)

- Dec. 2, 1870 Cleveland & Pittsburgh Railroad Board authorizes increasing two slips at Cleveland by 700 feet. (MB)
- Dec. 2, 1870 Erie Railway blocks the use of its Bergen Hill Tunnel at Jersey City by DL&W coal trains, claiming they are not covered by the perpetual use contract negotiated with Edwin A. Stevens in 1861; trains resume on Dec. 14, and the State Supreme Court rules that the Erie cannot exclude the DL&W on Jan. 7, 1871; the DL&W decides to build its own tunnel direct to Hoboken. (Taber)
- Dec. 2, 1870 Coal strike spreads to the Wyoming Field. (RickerDiary/RREmply)
- Dec. 3, 1870 Meeting at Philadelphia Merchants Exchange to establish a Philadelphia-Liverpool steamship line breaks up without any subscriptions. (USRR&MR)
- Dec. 3, 1870 Union Railroad Company of Baltimore issues \$900,000 in Mortgage bonds guaranteed by the Canton Company of Baltimore, of which \$783,000 are sold. (MB)
- Dec. 3, 1870 Former civil engineer and Baltimore & Susquehanna Railroad official George W. Hughes (1806-1870) dies at West River, Md. (CongBio)
- Dec. 3, 1870 New Haven & Northampton Company leases the Holyoke & Westfield Railroad. (NHCorp)
- Dec. 5, 1870 DL&W and Pennsylvania Coal Company miners join the strike; DL&W suspends all coal trains to Elizabethport. (Munsell, RickerDiary/RREmply)
- Dec. 5, 1870 Fort Wayne, Jackson & Saginaw Rail\_\_ opens from Angola, Ind., to Fort Wayne, completing the line from Jackson, Mich. (Meints)
- Dec. 5, 1870 Third session of 41<sup>st</sup> Congress convenes with all states represented for the first time since 1860. (Clements)
- Dec. 7, 1870 PRR Board agrees to increase PRR stock from \$35 million to \$52.5 million under Pa. law of 1869; appoints committee to see if PRR can buy or permanently lease the City Railroad on Market Street and Market Street Bridge. (MB)
- Dec. 7, 1870 City of Philadelphia sells 5,000 shares of PRR to New Yorkers in order to raise cash to pay a debt, raising storm of protest. (USRR&MR)

- Dec. 7, 1870 Camden & Amboy Railroad places first interlocking plant in America in service "Top-of-the-Hill", Trenton, N.J., the connection between the Bordentown Branch and the new line through Clinton Street Station; was No. 905 imported from Saxby & Farmer of London; was originally designed for junction at east end of Delaware River Bridge with unbuilt link of Belvidere Delaware Railroad along the river; machine was removed soon after PRR lease in 1871. (Anderson)
- Dec. 7, 1870 Charles W. Huntington elected Pres. of the Maryland & Delaware Railroad, replacing Gen. Tench Tilghman, cementing control by the New England investors. (MB)
- Dec. 7, 1870 In annual message, Va. Gov. Gilbert C. Walker calls for "free railroads" and the sale of railroad and canal stocks still held by the state. (Pearson)
- Dec. 7, 1870 Lehigh Valley Railroad Superintendent John P. Cox dies of a heart attack. (MB)
- Dec. 8, 1870 United Companies cede portion of Essex & Middlesex Turnpike in Elizabeth lying south of Albany Street Bridge to city and vacate the rest, which runs along railroad (check loc. of bridge - Albany St is in New Brunswick - not mentioned this date). (MB)
- Dec. 1870 Camden & Amboy winter schedule drops one round trip of South Amboy steamboats and one rail round trip between Bordentown and Philadelphia and between Hightstown and Monmouth Jct. (MB - verify newspaper PubLdgr, NYT)
- Dec. 10, 1870 Superior Court of Baltimore County rules that state "head tax" on traffic on B&O's Washington Branch is an unconstitutional tax on interstate commerce; B&O stops paying the tax and reduces local fares by \$0.30; continues to charge tax on through tickets until Jan. 29, 1871. (USRR&MR, AR)
- Dec. 10, 1870 Cairo & Fulton Railroad executes an \$8 million First Mortgage to the Union Trust Company of New York. (Wood)
- Dec. 11, 1870 Adolph Alexander Weinman (1870-1852), future sculptor of decorations and statutes at Penn Station, born at Karlsruhe, Baden. (NCAB)
- Dec. 11, 1870 Ben Hill writes in the *Augusta Chronicle & Sentinel* moderating his opposition to Reconstruction, saying that Northern public opinion will never consent to the repeal of the Fourteenth and Fifteenth Amendments, so they and other laws must be obeyed. (Parks)
- Dec. 12, 1870 Executive Committee of United Companies declines to aid Pequest & Walkill

Valley Railroad (later Lehigh & Hudson River Railway); refuses New Jersey Southern's request for own agents in Philadelphia and own express line between New York and Philadelphia; authorizes Philadelphia & Trenton Railroad to take stock of Frankford & Holmesburg Railroad at par; considers request of Adams Express Company for use of wharf at New York and right to send express by car float. (MB)

- Dec. 12, 1870 First train runs over Chartiers Valley Railroad from Mansfield (Carnegie) to Canonsburg. (ARJ)
- Dec. 12, 1870 Gettysburg Railroad sold at foreclosure to James K. Townsend. (Williams - may be date of deed - see above from ARJ)
- Dec. 12, 1870 Rep. Ebon Ingersoll of Illinois introduces a new bill (HR-2512) for a military and postal railroad between New York and Washington. (CongGlobe)
- Dec. 13, 1870 Pres. William S. Hickox reports to the Mansfield, Coldwater & Lake Michigan Railway Board that he has been in contact with the Ohio & Michigan Railway and with Tom Scott; the PRR is willing to supply iron and rolling stock, and the Ohio & Michigan Railway is willing to merge; Board accepts a proposition from Tom Scott to provide iron, and a consolidation with the Ohio & Michigan Railway and Michigan Lake Shore Railroad. (MB)
- Dec. 13, 1870 Lehigh Valley Railroad Board approves agreement with the Southern Central Railroad; notes a third rail is now laid on the Erie Railway from Waverly to Elmira, and LV passenger and freight trains are running through to Elmira. (MB)
- Dec. 14, 1870 Maryland & Delaware Railroad Pres. pro-tem Col. E. Lloyd reports that the road is finished from Clayton to Oxford; the company calls off chancery suits against former Pres. Edward L. F. Hardcastle and people who are arrears on their stock. (MB)
- Dec. 14, 1870 Pres. William P. Cutler reports to the Marietta & Cincinnati Railroad that 6 miles of track have been laid and grading is completed between Marietta and Caldwell; William H. Frazier elected VP. (Andrews)
- Dec. 14, 1870 At B&O annual meeting, John W. Garrett charges the PRR with manipulating the Baltimore City Council to get it to defeat city aid to extend the Orange, Alexandria & Manassas Railroad from Lynchburg to Danville; reports that Messrs. Allan of Montreal, who have a line of 23 steamships, have begun running between Baltimore and Liverpool every two weeks as an experiment. (ARJ)
- Dec. 14, 1870 Va. Board of Public Works transfers the first one-twelfth installment, 2,000 shares of Richmond & Danville Railroad back to the company, having

received \$100,075 in state bonds with accrued interest the previous day; the state officials are not aware that the stock has been split and think that the money represents 1,000 shares. (Rept)

- Dec. 15, 1870 Columbus, Kinkora & Springfield Railroad organized at Columbus; John W. Black, Pres.; plans to build to New Lisbon on the right-of-way of the old Delaware & Atlantic Railroad, which is still intact. (C&C, Brinckmann)
- Dec. 15, 1870 North Carolina House impeaches Gov. William W. Holden; he is succeeded by Republican Lieutenant Gov. Tod R. Caldwell (1818-1874). (Nelson, Sobel wiki has 12/14?)
- Dec. 1870 Rumors that the PRR is trying to lease the Camden & Amboy Railroad; the Camden & Amboy has refused to share the burden of lower rates and freight solicitation for through traffic and simply carries the traffic that comes to it and demands the standard rate, as it has no competition; it also refuses to increase train speeds to facilitate the PRR's fast passenger service. (USRR&MR)
- Dec. 1870 National Railway issues a construction contract to James Moore and Sidney Dillon & Co. (ARJ)
- Dec. 1870 Financial reverses cause J. Edwin Conant to surrender his contract for building the Toledo & Woodville Railroad. (Waggoner)
- Dec. 1870 Lehigh Valley Railroad buys the Cranberry Branch Railroad, running 1.99 miles southwestwardly from Hazleton, from the \_\_\_. (ICC, AR)
- Dec. 1870 Southern Central Railroad opens from the Pennsylvania state line near Waverly to Auburn, N.Y. (LV MB - see above)
- Dec. 1870 NYC&HR completes double-tracking between Albany and Buffalo. (ARJ)
- Dec. 1870 Suspension Bridge & Erie Junction Railroad (?) opens, giving the Erie Railway access to the Suspension Bridge gateway for the first time since the loss of the line from Canandaigua in the late 1850s. (HPSMith)
- Dec. 1870 DL&W Boonton Branch opens for passenger trains as well as coal trains. (ARJ - verify)
- Dec. 1870 NYC&HR and Lake Shore & Michigan Southern Railway make an exclusive traffic contract with the Dunkirk, Warren & Pittsburgh Railroad, that is being extended into the Oil Region. (Stiles)
- Dec. 1870 Lake Huron & Michigan Rail\_ (later part of the Grand Trunk Western) opens between Imlay City and Attica, Mich. (Meints)

- Dec. 1870 Three groups have emerged to bid for leasing the Western & Atlantic Railroad from the State of Georgia: one led by Joseph E. Brown, Atlanta entrepreneur Hannibal I. Kimball (1832-1895), former Confederate VP Alexander H. Stephens (1812-1883), John Pendleton King (1799-1888) of the Georgia Railroad and Henry B. Plant; another made up of white supremacist Benjamin H. Hill, and railroad contractor and convict lessee John T. Grant gets the aid of Sen. Simon Cameron, Tom Scott, William T. Walters and John S. Delano, son of the Secretary of the Interior Columbus Delano; the third is the so-called Seago Group of Atlanta businessmen. (Duncan - Stover says the Hill group represents the three railroads of Macon, the Central of Georgia, the Macon & Western and the Southwestern Railroad of Georgia)
- Dec. 1870 Northern Pacific Railroad purchases the franchise and property of the First Division of the St. Paul & Pacific Railroad (later the nucleus of the Great Northern Railway) for \$500,000 cash and \$1.5 million in NP Second Mortgage bonds; the main line of the StP&P runs west from St. Paul to Benson, Minn., in the direction of Dakota Territory, and the St. Vincent Extension to Sauk Rapids on the Mississippi River in the direction of St. Vincent, where the Red River of the North crosses the Canadian border; its object is to tap the wheat country of the Red River Valley, but it creates a great burden for the cash-starved NP. (Larson - check what actually b. in 1870)
- Dec. 1870 Connecting track opens between the Louisville, Cincinnati & Lexington Railroad and Louisville & Nashville Railroad at Louisville. (Klein)
- Dec. 1870 William S. Rosecrans secures a Mexican concession for a railroad from Tuxpan on the Gulf of Mexico through Mexico City to the Pacific; he proposed to organize a Compañía del ferrocarril nacional de Mexico (Mexican National Railway) with U.S. capital. (Pletcher)
- Dec. 16, 1870 "United Companies" lease the Pemberton & Hightstown Railroad. (C&C)
- Dec. 16, 1870 Senate passes a bill managed by Sen. Cameron granting a federal charter to the Southern Express Company; bill is then bottled up in the House; the object of the bill is to allow the company to escape from Southern state laws that tax non-resident property at a higher rate than that of residents. (CongGlobe)
- Dec. 1870 Economy bottoms out; boom begins lasting into 1873. (NBER)
- Dec. 1870 C. F. Dowd of Saratoga, N.Y., proposes "National Railroad Time"; the country is to be divided into four time zones one hour apart; individual railroad stations are to observe local solar time but with sign posted to show deviation from zone standard, permitting travelers to compute time anywhere. (USRR&MR)

- Dec. 17, 1870 Kalamazoo & South Haven Railroad is completed between Kalamazoo and South Haven on Lake Michigan. (Durant - verify GrnBk)
- Dec. 18, 1870 Georgia Gov. Rufus B. Bullock suggests that the rival Hill and Brown groups consolidate their bids for the Western & Atlantic Railroad lease to unite all political factions and suggests he will not approve a lease otherwise. (Duncan)
- Dec. 19, 1870 At Executive Committee meeting of United Companies, Gen. Stockton reads letter from J. Edgar Thomson offering to lease companies; calls meeting of Joint Board for Dec. 24 to consider; committee recommends against leasing Freehold & Jamesburg Agricultural Railroad, as it can be more remunerative to stockholders under own management; declines proposal of Clyde & Baird, operators on Delaware & Raritan Canal, to run outside line at canal rates when canal is closed for winter. (MB)
- Dec. 19, 1870 Pres. William S. Hickox reports to the Mansfield, Coldwater & Lake Michigan Railway Board on the progress of the railroad between Tiffin and Toledo. (MB)
- Dec. 19, 1870 Judge Joseph E. Brown, leader of one of the parties contending for the lease of the Western & Atlantic Railroad, writes to A. J. White, Pres. of the Macon & Western Railroad and a member of the Hill group, urging they combine their interests so as to produce an all-Georgia company. (Parks)
- Dec. 19, 1870 Sen. James W. Nye of Nevada introduces a bill to permit the Atlantic & Pacific Railroad to mortgage its road; bottled up in committee. (CongGlobe)
- Dec. 20, 1870 Jeffersonville, Madison & Indianapolis Railroad Board appoints a committee to conclude an agreement with the CCC&I Railway for a through route between Cleveland and Louisville via Union City and Cambridge City. (MB)
- Dec. 24, 1870 After three days of voting, Radical Republicans suffer a crushing defeat and Democrats win control of Georgia Legislature and Congressional delegation; to prolong their power, Republicans delay the opening of the new Legislature to Nov. 1, 1871. (Duncan, Parks)
- Dec. 24, 1870 Joint Board of United Companies authorizes \$2.5 million loan to pay floating debt; Ashbel Welch reads letter from J. Edgar Thomson proposing lease; offer grew out of meetings to coordinate work at Harsimus Cove; Joint Board resolves that minimum acceptable terms are assumption of all debts and payment of 10% annual dividend on stock. (MB)
- Dec. 24, 1870 Chartiers Railway opens for revenue service between Mansfield (Carnegie) and Canonsburg, Pa. (Church, C&C - Koehler, Crumrine has 12/19 - ARJ has first train 12/12)

- Dec. 24, 1870 The Brown and Hill groups contending for the lease of the Western & Atlantic Railroad meet in separate rooms of the Kimball House in Atlanta, communicating by messengers; Joseph E. Brown who as Gov. has had a long interest in the W&A demands control; a merger agreement is reached around midnight, and the proposal is submitted to Gov. Bullock next day; the lease is to be made to a new Western & Atlantic Railroad Company, of which Brown is to be Pres.; Brown, H.I. Kimball and Simon Cameron each have 1.5 shares, with 20 others owning 0.5-1 share each; each faction is to provide 11 directors, with the 23<sup>rd</sup> share vested in William B. Dinsmore of the Adams and Southern Express Companies. (Parks)
- Dec. 25, 1870 Deadline for bids for lease of Western & Atlantic Railroad. (Duncan)
- Dec. 27, 1870 Frankfort & Kokomo Railroad incorporated in Indiana. (ICC, Church)
- Dec. 26, 1870 Georgia Gov. Rufus Bullock gives a banquet for Secretary of the Interior Columbus Delano at the Kimball House in Atlanta to celebrate a compromise for control of the Western & Atlantic Railroad; J. Donald Cameron among the guests; conservative Democrat and white supremacist Benjamin H. Hill makes peace with his old enemy Joseph Brown and tacitly assents to the lease; in a toast, Delano implies federal troops will not be sent to Georgia again, leaving the way open for the Democrats to regain power. (NYT date only - Nelson - verify - says lease signed at this dinner - NO - Parks says banquet on the evening of 12/27)
- Dec. 27, 1870 Georgia Gov. Rufus Bullock leases the state-owned Western & Atlantic Railroad for 20 years to the private Western & Atlantic Railroad Company formed by the union of the rival Brown-Kimball-Plant and Hill-Cameron-Scott-Walters groups; each group gets 11 shares, with the 23<sup>rd</sup> share owned by William B. Dinsmore of the Adams and Southern Express Companies; the lease is for \$25,000 per month, although the rival Seago Group of Georgia has bid \$36,500 a month but with less security; shares are as follows: Tom Scott, \$500,000; William T. Walters, \$500,000; William B. Dinsmore, \$500,000; Simon Cameron, \$500,000; Thomas Allen of St. Louis & Iron Mountain, \$500,000; John P. King of Georgia Railroad, \$250,000; Joseph E. Brown, \$100,000; Hannibal I. Kimball, \$100,000; George Cook of New Haven (Kimball's father-in-law), \$100,000; Henry B. Plant, \$100,000; Richard Peters, \$100,000; Ezekiel Waitzfelter of New York, \$100,000; Benjamin May of Columbus, \$100,000; William B. Johnston of Macon, \$100,000; C.A. Nutting of Macon, \$100,000; Benjamin H. Hill, \$100,000; John T. Grant, \$100,000; William S. Holt of the Southwestern Railroad, \$80,000; John S. Delano, son of the Secretary of the Interior, \$50,000; A.J. White of the Macon & Western, \$50,000; E.W. Cole of the Nashville & Chattanooga, \$40,000; ex-Confederate VP Alexander H. Stephens, \$10,000; and William C. Morrill, \$8,000; Stephens soon withdraws when he learns the circumstances of the

negotiations. (ICC, Duncan, Thompson, Stover - this is the correct lease date)

- Dec. 27, 1870 Western & Atlantic Railroad Company takes possession of the state-owned Western & Atlantic Railroad at 5:30 PM. (Parks)
- Dec. 28, 1870 PRR refuses to aid Pennsylvania & Delaware Railroad, proposed to run from PRR main line near Parkesburg to a new "ice-free" port being developed at Delaware City by John M. Pomeroy's Delaware City Land & Improvement Company; approves construction of Pier No. 3 at Greenwich. (MB)
- Dec. 28, 1870 Oakes Ames, the leading figure in the Union Pacific Railroad, declares insolvency; the federal government has demanded that the transcontinental begin paying interest on their subsidy bonds; financier Cornelius S. Bushnell and several other directors personally endorse notes for the needed sum of \$600,000; George Pullman, whose cars run on the UP realizes the opportunity and joins with J. Edgar Thomson, Tom Scott and Andrew Carnegie to put up the money to pay Bushnell's debts, providing he funds the floating debt, clears up its accounts with the Credit Mobilier, finishes the Missouri River Bridge and gives them control of the road. (Klein, Ward)
- Dec. 28, 1870 Edward Gowen Budd (1870-1946), founder of The Budd Company, born at Smyrna, Del. (BuddCo)
- Dec. 29, 1870 Miners & Laborers Benevolent Association meets at Tamaqua and calls an industry-wide anthracite coal strike effective Jan. 10, 1871; the Anthracite Board of Trade informs them that if they don't suspend, the operators will be obliged to. (NYTrib, Yearley)
- Dec. 29, 1870 Cape Cod Railroad extended from Orleans to Wellfleet. (NHCorp)
- Dec. 30, 1870 NY&LB adopts route via Middletown, N.J. (MB)
- Dec. 30, 1870 New York & Rockaway Railroad incorporated to build from Rockaway Jct. (Hillside) on LIRR to Rockaway. (Val)
- Dec. 31, 1870 Property and franchise of Hicksville & Cold Spring Branch Railroad sold to LIRR. (Val)
- Dec. 31, 1870 Alexander T. Stewart makes agreement with Flushing & North Side Railroad to be eastern connection with Central Railroad of Long Island. (Seyfried)
- Dec. 31, 1870 Danville, Hazleton & Wilkes-Barre Railroad adopts a survey by J. S. McNair between Falls Creek Summit and Wilkes-Barre. (MB)
- Dec. 31, 1870 Andrew Carnegie writes to Tom Scott that he has secured an irrevocable power of attorney for Union Pacific Railroad shares to be held by them as



collateral for a loan of \$600,000 to UP in order to enable it to make interest payments; says he can get enough additional stock to gain control. (Nasaw)

- Dec. 31, 1870 Union Contract Company incorporated in Pa. with Eugene Knight, J. De Wart, L. Evans and S. Ward as dummy incorporators; formed by J. Edgar Thomson, Tom Scott and William J. Palmer as a construction company to build the Denver & Rio Grande Railway; in 1888, it becomes The United Gas Improvement Company, a giant public utility holding company based in Philadelphia. (PL, Moodys - according to Fisher, Charles Hinchman is Pres. and General Manager Col. W. H. Greenwood; succeeds North & South Construction Company)
- Dec. 31, 1870 Dr. Benjamin Franklin Goodrich (1841-1888) founds Goodrich, Tew & Co., the first rubber factory west of the Alleghenies at Akron, Ohio, which eventually becomes the center of the American rubber industry. (GrowthofanIdeal, Allen)
- 1870 In rate wars with the PRR, the NYC&HR cuts its best New York-Chicago time to 30:00. (Stiles - check NYT)
- 1870 B&O refuses to honor through tickets to and from the Northern Central Railway at Baltimore for its Washington Branch; NC is required to give its passengers a cash refund to buy a local B&O ticket. (AR)
- 1870 Rubber manufacturer Conrad Poppenhusen gains control of the North Shore Railroad (?). (Trager)
- 1870 United Companies purchase riparian rights at Harsimus Cove from New Jersey Riparian Commissioners for \$500,000. (NYT - verify from 1870)
- 1870 Camden & Atlantic Railroad builds engine house at Haddonfield for accommodation trains. (AR)
- c. 1870 Pleasantville & Atlantic Turnpike or Plank Road Company completes a road and drawbridge across the meadows between Pleasantville and Florida Avenue in Atlantic City; now partly replaced by U.S. Route 40. (Butler)
- c. 1870 Adams Express Company vacates former PRR depot at 11<sup>th</sup> & Market Streets in Philadelphia for new depot at 16<sup>th</sup> & Market. (PubLdgr - can check in directories or ads)
- 1870 New stations built at Elm (Narberth), Wynnewood, Haverford and Bryn Mawr. (AR)
- 1870 PRR builds a new two-storey brick station at Columbia, just north of the old Washington House, which has served as the first station. (Keystone)

- 1870 PRR buys stone quarry at Gallaghersville in Chester County as source of ballast. (AR)
- 1870 Frederick J. Kimball (1844-1903), who had worked on PRR, 1862-1868, and in British railway shops, 1868-1870, returns to U.S. and joins the Philadelphia banking house of E.W. Clark & Co. (Hildebrand)
- 1870 City of Baltimore passes ordinance changing the western terminus of the Union Railroad Company of Baltimore from Owings Mills to northwest city limits, thus shutting Western Maryland out of access to Canton terminal. (MB, before 6/7 - verify BaltAm? - implies is to be a union terminal for all railroads??)
- 1870 Western Maryland Railroad gets a Maryland law on the last day of the session forbidding railroads to interchange with the Chesapeake & Ohio Canal. (Westhaeffer - verify PL)
- 1870 District of Columbia Courts reject Alexandria & Washington Railroad's claim to be to owner of the railroad leading from the Long Bridge to the B&O depot; find that it is now a different railroad than the one existing before the war and it belongs to the Washington, Alexandria & Georgetown Railroad. (Harrison - 7 DC 120)
- 1870? PRR gains control of Monongahela Valley Railroad; reorganized as Pittsburgh, Virginia & Charleston Railway.
- 1870 Baltimore, Chesapeake & Delaware Bay Railroad incorporated in Md. to build from Kent Island to Harrington in direction of Lewes, Del. (RyW - must be under gen law)
- 1870 Through (?) service begins between Chicago and East St. Louis via Illinois Central and St. Louis, Vandalia & Terre Haute. (Corliss)
- 1870 Track of Southwark Railroad removed from Broad Street, Philadelphia, between South Street and Washington Avenue. (C&C)
- 1870 PW&B installs its first steel rails. (AR)
- 1870 Joint Companies install manual block system on Connecting Railway, completing installation between Jersey City and Mantua Jct.
- 1870 First normally open track circuit with track instruments installed at Kinzua, Pa., on \_\_\_\_ by Robinson & Pope.
- 1870? Alexandria & Fredericksburg Railway executes construction contract with R.D. Barclay. (MB - by 11/1871)

- 1870 New stations built at Hagerstown and Bridgeport (Lemoyne) on the Cumberland Valley Railroad. (C&C)
- 1870 Martinsburg & Potomac Railroad contracts the grading and bridges to James March. (C&C)
- 1870 Tyrone & Clearfield Railway extends Philipsburg Branch 0.88 mile northward to Morrisdale. (Val based on Watkins - may have been b. in sections differently)
- 1870 Tyrone & Clearfield Railway opens Mapleton Branch No. 1 (2.21 miles) from Mapleton Jct. to coal mines. (Val)
- ca. 1870 Bituminous coal operator Robert Hare Powel secures control of a large acreage in Clearfield County. (Africa)
- 1870 Allegheny Valley Railroad installs the Miller coupler and platform and the Westinghouse air brake on passenger cars. (AR)
- 1870 Erie & Pittsburgh Railroad extends its Dock Branch along the Erie waterfront to a connection with the Philadelphia & Erie Railroad at its old station on lower State Street. (Spence)
- 1870 William L. Scott leases the Reed Dock on the west side of the canal basin at Erie for the Erie & Pittsburgh Railroad. (Spence)
- 1870 Cleveland & Pittsburgh Railroad equips one passenger train with the Westinghouse Air Brake. (AR)
- 1870 Midway Coal Company opens mines at the west end of Midway, Pa., on the Pittsburgh, Cincinnati & St. Louis Railway. (Crumrine)
- 1870 Liberty & Vienna Railroad completes an extension of its road from Girard to Youngstown, Ohio. (Trumbull/Mahoning)
- 1870 First Grand Rapids Union Station built by the GR&I; also used by the LS&MS and Michigan Central Railroad. (Keystone)
- 1870 Terre Haute & Indianapolis Railroad opens Brazil South Branch from Brazil 4.5 miles to Ormsby's Coal Mines; it is extended from time to time through 1887. (AR, Val, C&C)
- 1870 Terre Haute & Indianapolis Railroad opens branch between Knightsville and Centerpoint (8.16 miles). (Val, C&C - verify)

- 1870 Terre Haute & Indianapolis Railroad builds 18-stall roundhouse at Indianapolis and 24-stall roundhouse at Terre Haute; old Terre Haute engine house converted to shops and enlarged. (AR)
- 1870 Joel F. Richardson proposes a belt line around Indianapolis. (Dunn)
- 1870 St. Louis, Vandalia & Terre Haute Railroad builds shops at East St. Louis and engine terminal at Effingham. (AR)
- 1870 Henry S. McComb wins control of Mississippi Central Railroad through “illegal sale” over resistance of local management led by Gen. Pierre G.T. Beauregard; McComb fails to evict Beauregard from company offices, but is upheld by federal court; McComb begins through service between New Orleans and Columbus, Ky., over Mobile & Ohio Railroad; begins construction of McComb, Miss. as a shop town. (Corliss - check ARJ, RRG)
- 1870 Tom Scott purchases \$60,000 in bonds of Little Rock & Ft. Smith Railroad from Josiah Caldwell at 80; was to serve as part of link between southern lines at Memphis and the Texas Pacific. (TheRoad - citing Cong. testimony - but Scott not yet involved in either SRSCo. ; is pushing a TP bill)
- 1870 Northern Pacific Railroad contracts with individuals who form the North Western Construction Company to build westward from Thomson, Minn. (ICC)
- 1870 Baltimore & Potomac Railroad annual report of Sep. 7 notes a charter obtained recently from Va. for a railroad from opposite Popes Creek to Richmond. (AR/BaltAm)
- 1870 Maryland Steamboat Company, successor to the Individual Enterprise Line, is operating the *Samuel J. Pentz* to Miles River Ferry. (Burgess)
- 1870 Richmond, Fredericksburg & Potomac Railroad is hurt by competition of Baltimore-York River Line of steamboats (Clyde Line?), so establishes daily line between Aquia Creek and Baltimore by Potomac Steamboat Company at lower fare than via Washington and B&O. (Mordecai - check BaltAm)
- 1870 A physical connection is made between the Richmond & Petersburg Railroad and the Richmond & Danville Railroad at Belle Isle Jct. on the south side of the James River, although there is a gauge difference. (RF&P AR)
- 1870 Windsor Locks & Enfield Railroad opens between Windsor Locks and Sheffield, Conn. (NHCorp)
- 1870 North German Lloyd AG adds the *Leipsic* and *Ohio* to its Baltimore-Bremen line, giving it four ships. (B&O AR - check BaltAm)

- 1870 Inman Line (Philadelphia, New York & Liverpool Steam Ship Company) is largest operator on North Atlantic by virtue of its heavy steerage traffic, almost three times that of Cunard. (Flayhart)
- 1870 Coal tonnage of the Lehigh Valley Railroad tops 3 million. (AR)
- 1870 Lehigh Valley Railroad begins running through trains to Elmira over the Erie Railway using a third rail laid by the Erie Railway, and to Auburn, N.Y., over the Southern Central Railroad. (AR)
- 1870 Lehigh Valley Railroad buys the stock of the Luzerne Coal & Iron Company at West Pittston. (AR)
- 1870 Eight new collieries open in the Shamokin-Mount Carmel Anthracite Coal Region, including the George Fales built by A.A. Heim & Co., the Hickory Ridge on land of the Shamokin Valley & Pottsville Railroad, another (probably the Richards Colliery) by Morton, Davis & Co. on SV&P land near Mount Carmel; coal shipments from the region top 1 million tons for the first time. (HistCameronColl)
- 1870 Coal merchant Jervis Langdon of Elmira, N.Y., forms J. Langdon & Co. with his son Charles Jervis Langdon, son-in-law Theodore W. Crane (1831-1889) and John De La Fletcher Slee (1837-1901). (Grant)
- 1870 Michigan Air Line Railroad completed from Jackson to Three Rivers, Mich. (GrnBk)
- 1870 U.S. railroad route mileage first tops 50,000. (AAR)
- 1870 Future General Agent at Philadelphia William J. Latta (1852-1938) joins the PRR as a telegraph operator. (RyW)
- 1870 Future PRR traffic officer John Sawyer Wilson (1832-1911), presently General Agent of the B&O at Philadelphia, is appointed General Through Freight Agent of the PW&B. (RyW)
- 1870 Future labor leader and presidential candidate Eugene V. Debs (1855-1926) begins working as a car cleaner on the Terre Haute & Indianapolis Railroad at Terre Haute; eventually promoted to fireman. (Lindsey - verify)
- 1870 Andrew Carnegie, Thomas M. Carnegie, William Coleman, et al., buy large tracts of coal land near Verona in Plum Township, Allegheny County; they consolidate their holdings into the New York & Cleveland Gas Coal Company. (HistAllghnyCo. - verify)

- 1870 Agnes Scott, \_\_\_ of Tom Scott, marries Edward Young Buchanan, Jr. (1843-1927), the nephew of Pres. James Buchanan and of the late PRR VP William B. Foster and older brother of Lois Buchanan Cassatt, wife of A. J. Cassatt. (rootsweb)
- 1870 Benjamin Franklin (1830-1901), a native of Tamaqua, Pa., who has been the first High Constable of the consolidated City of Philadelphia and later its first Chief of Detectives, establishes the Franklin Detective Agency in Philadelphia and becomes an agent for the PRR; Franklin later heads the Philadelphia office of Alan Pinkerton's National Detective Agency. (Phila&PopPhiladelphians)
- 1870 Mass. Gov. William Claflin (1818-1905) vetoes a bill that would have allowed the Boston, Hartford & Erie Railroad to have increased its bonded debt to \$35 million and extended additional state aid. (Kirkland - after 6/9)
- 1870 Democrats regain control in Virginia and North Carolina. (McDougall - verify)
- 1870 John H. Dialogue (1828-1898) expands his South Camden foundry into an iron shipbuilding business as the River Iron Works with the partnership of Dialogue & Wood as proprietors. (Prowell)
- 1870 Westinghouse Air Brake Company begins manufacturing operations at Liberty Avenue & 25<sup>th</sup> Street in the Strip District of Pittsburgh. (WABCO)
- 1870 Julius Pintsch of Germany introduces his system of lighting railroad passenger cars with manufactured gas in Europe. (RRGaz)