

PRR CHRONOLOGY
1835

June 2004 Edition

- by 1835 **David Leech, Walter S. Robarts, and Edmund Toland establish Western Transportation Company (aka David Leech & Co.) to conduct transportation business over Main Line - actually ran 1834 or earlier; run through in 42 days; other lines are Bingham's Line, Union Line, John Dougherty's Reliance Transportation Line (may be later dates). (Watkins, verify)**
- Jan. 1, 1835** **New Brunswick Steamboat & Canal Transportation Company, controlled by directors of Camden & Amboy becomes sole proprietor of Union Transportation Line, conducting all Camden & Amboy passenger and freight business; allows directors to rake off profits and charge higher rates than permitted to railroad company alone. (Source for eff. date?); also charters C&A steamboat *Thistle* for New Brunswick run; C&A conducts steamer line on Delaware River; yields profits as high as 38% per year; "Napoleon Company" also agrees to perform steam towing on canal and rivers using vessels owned by Joint Companies. (Thompson)**
- Jan. 3, 1835** **Camden & Amboy begins operating own Delaware River ferry to Chestnut Street, Philadelphia. (paper - steamer or ferry by at least 12/28/33? - PSchopp has 1/2 from Camden paper)**
- Jan. 3, 1835** **Wilmington & Susquehanna Railroad selects William Strickland to make preliminary survey between Wilmington and North East, Md.**
- Jan. 5, 1835** **Joint Companies order remonstrance prepared against bill to allow Trenton & New Brunswick Turnpike to build railroad. (MB)**
- Jan. 1835** **Indiana legislative Committee on Canals and Internal Improvements issues report on merits of canals vs. railroads; recommends construction of canals wherever possible as railroads require export of capital to buy rails and locomotives and subject farmers to common carrier monopolies. (House Jrnl 1834-5 p. 346-7)**
- Jan. 1835** **West Chester Railroad branch opens for freight service between Kirkland and Oakland on Philadelphia & Columbia Railroad. (Moore)**
- Jan. 1835** **Pioneer Wall Street operator Jacob Little (1796/7-1865) stages first New York stock market corner, driving price of Morris Canal &**

Banking Company from next to nothing to \$185; Little is credited with inventing short selling of stock, i.e., selling shares you don't own in order to buy them at lower price later. (Wyckoff)

- Jan. 10, 1835** Northern Liberties & Penn Township Railroad grants Davis, Osborn(e), Kirk & Schofield permission to run passengers cars from Columbia over line for \$200 per year, retroactive to July 1, 1834. (MB)
- Jan. 12, 1835** Philadelphia & Trenton Railroad Board authorizes establishing stagecoach line between New York and Morrisville. (MB)
- Jan. 17, 1835** Pennsylvania act authorizes temporary loan of \$250,000. (PL)
- Jan. 19, 1835** Philadelphia & Trenton Railroad orders construction of depot at Kensington. (MB)
- Jan. 21, 1835** NC&F stockholders meet at Merchants Exchange and appoint Benjamin W. Richards, Joseph B. McIlvaine, Coleman Fisher, Britain Cooper and John Richardson a committee to investigate management of company. (MB)
- Jan. 29, 1835** Morris & Essex Railroad incorporated in N.J. to build from Newark to Morristown and further west; later becomes part of Delaware, Lackawanna & Western Railroad. (PL)
- Jan. 29, 1835** Benjamin Wright makes report on survey of New York & Erie Railroad to New York Legislature. (ARJ)
- Feb. 2, 1835** Pennsylvania act authorizes Canal Commissioners to establish and collect motive power tolls for services of state locomotives on Philadelphia & Columbia Railroad; are to be registered separately to balance against maintenance expenses. (PL)
- Feb. 2, 1835** Lewes & Millsboro Railroad Company incorporated in Delaware to build from Lewes to Maryland state line; no work done until renamed Breakwater & Frankford Railroad in 1870s. (Val)
- Feb. 4, 1835** James Gore King (1791-1853) elected Pres. of New York & Erie Railroad, replacing Eleazar Lord, resigned. (ARJ)
- Feb. 5, 1835** Dedham Branch of Boston & Providence Railroad opens between Readville and Dedham, Mass. (Humphrey)
- Feb. 7, 1835** Northern Liberties & Penn Township Railroad sets fare for city passengers between Delaware River and Fairmount at 4 cents. (MB)

- Feb. 9, 1835** Thomas S. Clarke's brother-in-law William Thaw joins McKee, Clarke & Co., Pittsburgh forwarding merchants, as clerk. (Mem.)
- Feb. 10, 1835** Illinois appoints third Board of Canal Commissioners and authorizes a \$500,000 loan to build Illinois & Michigan Canal.
- Feb. 12, 1835** Illinois incorporates second State Bank of Illinois and revives Bank of Illinois as state's fiscal agents.
- Feb. 1835** Benjamin H. Latrobe surveys a railroad from Chambersburg through Hagerstown to the Potomac River at Wevers Mill for B&O (Dilts)
- Feb. 1835** Richard Peters (1810-1889) of Philadelphia hired by friend J. Edgar Thomson as Assistant Engineer of Georgia Railroad; Peters remains in Georgia but son Ralph Peters later returns north as a PRR and LIRR official. (ColFmlPa)
- Feb. 17, 1835** New Jersey Council (Senate) passes resolution that to pass a charter for a competing railroad between New York and Philadelphia violates faith of the state. (CnclMin)
- Feb. 18, 1835** Charter supplement authorizes Camden & Amboy Railroad to build branch to South River. (Digest)
- Feb. 19, 1835** Allen & Grant; Riddle, Forsyth & Co.; L. Hutchinson & Co. and McKee Clarke & Co. of Pittsburgh pool their Ohio River operations as Pittsburgh & Louisville Packet Line. (ad)
- Feb. 20, 1835** New Jersey Assembly committee recommends Assembly not concur in Council resolution against chartering another New York-Philadelphia railroad. (AssyMin, Lane)
- Feb. 20, 1835** New Jersey Assembly votes down first section of Trenton & New Brunswick Turnpike bill, 38-9, and orders bill stricken from files of the House. (AssyMin)
- Feb. 21, 1835** Northern Liberties & Penn Township Railroad Board authorizes Lehigh Coal & Navigation Company to make a branch railroad from below Oak Street across Piggs Run to their coal docks and yards on the Delaware River. (MB)
- Feb. 23, 1835** Philadelphia & Trenton Railroad Board hears report on protests of property owners against their plan to lay one track on Front Street from Kensington to Willow Street; dispute drags on for years and successfully blocks connection of P&T with other railroads entering Philadelphia. (MB)

- Feb. 26, 1835** Southwark Railroad Board authorizes renting storehouse at Prime & Swanson Streets and having road put in operation. (MB)
- Feb. 27, 1835** Pennsylvania act authorizes further \$144,900 temporary loan. (PL)
- Feb. 27, 1835** Pennsylvania acts provide for Canal Commissioners to contract for use of horses on levels below planes of Philadelphia & Columbia Railroad and between planes of Allegheny Portage Railroad, particularly between Belmont Plane and Philadelphia; authorize \$144,900 to buy state locomotives; authorize laying of rails on Columbia Bridge over Susquehanna River, providing no locomotives used without permission of Columbia Bridge Company. (PL)
- Feb. 28, 1835** Philadelphia Steam Tow-Boat Company organized top operate tug and ice-breaking service on Delaware River.
- Mar. 2, 1835** Philadelphia & Trenton Railroad agrees to carry passengers of Morris Buckman's Doylestown stagecoach line between Philadelphia and Bristol. (MB)
- Mar. 2, 1835** New York engineer Fred. C. Mills reports on Genesee Valley Canal; estimates cost at \$1.89 million. (Whitford)
- Mar. 3, 1835** N.J. Assembly committee to whom the Council resolution on inexpediency of chartering another railroad between New York and Philadelphia was referred reports that the objections of a minority of the committee are not well taken, but as the Trenton & New Brunswick Turnpike supplement has been defeated, recommends that the whole matter be postponed to the next session; soon after, the bill for allowing the Philadelphia & Trenton Railroad to bridge the Delaware River is called up and ordered dismissed from the files of the House. (AssyMin)
- Mar. 3, 1835** NC&F appoints committee to meet with stockholders' investigating committee; notes this summer steamboat *Salem* is to operate between Salem and New Castle to connect with boats operating between Philadelphia and New Castle. (MB)
- Mar. 11, 1835** New Jersey Railroad Board appoints committee to consider offer of Britton & Dey to do all freight business between New York and Newark for \$3,000 per year; they now do teaming of freight over turnpike. (MB)
- Mar. 11, 1835** Portsmouth & Lancaster Railroad renamed Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; authorized to extend to Harrisburg.

(PL - has Mount Joy)

- Mar. 11, 1835** Pennsylvania act authorizes filling in deep cut at south end of Grants Hill Tunnel and converting it to an arched tunnel as far south as 4th Street. (PL)
- Mar. 12, 1835** Wilmington & Susquehanna Railroad opens books at Merchants Exchange in Philadelphia; Matthew Newkirk (1794-1868) buys 3,000 shares. (BdPap)
- Mar. 16, 1835** New ferryboat *Essex*, built for Cortlandt Street run, is tested with Dr. Eliphalet Nott's vertical water-tube boiler for burning anthracite coal on a run up the Hudson; machinery built at Novelty Iron Works; coal comes from mines of Delaware & Hudson Canal Company. (ARJ)
- Mar. 16, 1835** Delaware & Raritan Canal opens for 6-foot draft vessels. (SG)
- Mar. 18, 1835** NC&F stockholders committee meets with directors at Baltimore. (MB)
- Mar. 18, 1835** Maryland act for providing \$2 million loan for completion of C&O Canal to Cumberland also provides state loan of up to \$1 million to Baltimore & Susquehanna Railroad to build the York & Maryland Line Railroad, providing it is chartered by Pa. (Digest, PL)
- Mar. 19, 1835** NC&F stockholders committee inspects wharf and shops at New Castle, finding no irregularity; before this, the committee had objected to building locomotives for others at New Castle and to subscription to Charleston packet line. (MB)
- Mar. 20, 1835** Pennsylvania & Ohio Transportation Co. begins operating a daily through freight line between Philadelphia and Pittsburgh via Union Canal and Main Line.
- Mar. 20, 1835** Eastern Shore Railroad incorporated in Maryland; to build from Elkton to the southern boundary of the state. (PL)
- Mar. 20, 1835** New York Assembly defeats bill for state aid to New York & Erie Railroad by 61-45 vote. (ARJ)
- Mar. 21, 1835** Philadelphia City Councils vote to establish municipal gas works, which is to be located on the east bank of the Schuylkill north of Market Street.
- Mar. 22, 1835** Allegheny Portage Railroad opens for second season; severity of winter of 1834-35 causes frost to penetrate below level of track foundation causing frost heaves and differential settling; rails then

joined with locust ties between stone blocks. (CC)

- Mar. 23, 1835** Philadelphia & Trenton Railroad agrees to buy from Richard Morris and Edward Curtis of New York 1,100 shares of new stock and 100 shares of old stock in Trenton & New Brunswick Turnpike Company in return for 200 shares P&T stock. (MB)
- Mar. 25, 1835** NC&F stockholders committee reports to stockholders meeting at Merchants Exchange; endorses raising \$200,000 to build second track of edge rail, which will enable company to eliminate one Baltimore boat. (MB)
- Mar. 27, 1835** Locomotive built by William Avery of Syracuse using his patented rotary engine tested on New Jersey Railroad & Transportation Company between Hackensack and Passaic Rivers; does not run to Jersey City as no turntable there; first use of locomotive on NJRR; runs five miles in 11 minutes; not powerful enough; Avery proposed to build a larger version, but nothing further is heard from him; his rotary engine was originally designed as a stationary engine. (ARJ)
- Mar. 27, 1835** Southwark Railroad Board authorizes Joseph Snowden to build a track at his expense along Swanson Street from Prime Street to his warehouse. (MB)
- Mar. 28, 1835** Locomotive *Boston* arrives in Johnstown after having been sent to Pittsburgh over winter to serve as a pattern. (CC)
- Mar. 30, 1835** Philadelphia & Trenton Railroad authorizes negotiations with James Reeside for carrying the mail between Philadelphia and Trenton; considers offer of Peoples Steam Boat Company. (MB)
- Mar. 31, 1835** Baltimore & Susquehanna Railroad appoints a committee to negotiate with the Canton Company of Baltimore for a terminal site on deep water. (MB)
- Apr. 1, 1835** Canal Commissioners abolish all superintendencies of all canal lines not actually under construction; completed lines of canal are placed under one or more supervisors who are in charge of repairs; all engineers on Beaver and French Creek Divisions discharged. (CC)
- Apr. 1, 1835** New Jersey Railroad appoints Ashbel W. Corey to be Superintendent; Elihu Townsend of New York named Treasurer, replacing Corey. (MB)
- Apr. 1, 1835** Federal government transfers eastern portion of National Road to states of Maryland, Pennsylvania, and Virginia; converted to toll road

managed by state or county trustees who apply tolls to upkeep.

- Apr. 1835** New Jersey Railroad stock selling at 118 and Philadelphia & Trenton Railroad at 100 on belief will succeed in forming a through line by way of the Trenton & New Brunswick Turnpike. (MtHlyHrld)
- Apr. 2, 1835** Pa. act authorizes York & Maryland Line Railroad to borrow \$400,000. (Digest)
- Apr. 2, 1835** Wilmington & Susquehanna Railroad organized at Wilmington. (BdPap)
- Apr. 2, 1835** Baltimore & Port Deposit Railroad authorizes sale of 3,000 shares to Roswell L. Colt (1779-1856) of Baltimore. (MB)
- Apr. 3, 1835** Executive Committee of Joint Companies appoints committee to meet with Philadelphia & Baltimore Steam Boat & Railroad Company and Charleston & Norfolk Steam Boat Company regarding through ticketing; appoints committee to report on value of Schuylkill County coal lands assigned to Camden & Amboy by ex-Secretary Jeremiah H. Sloan in settlement of his embezzlement. (MB)
- Apr. 4, 1835** Philadelphia & Trenton Railroad authorizes issue of 500 new shares for purchase of real estate, etc. (MB)
- Apr. 1835** Engineer of Trenton & New Brunswick Turnpike now surveying for railroad. (MtHlyHrld)
- Apr. 7, 1835** Union Transportation Line (Hill, Fish & Abbe, agents) begins line on Delaware & Raritan Canal as agents of New Brunswick Steam Transportation Company.
- Apr. 7, 1835** Pennsylvania guarantees 5% dividends on \$200,000 stock of Bald Eagle & Spring Creek Navigation Company for 25 years. (PL)
- Apr. 7, 1835** Alexander Nesbit elected Pres. of Baltimore & Susquehanna Railroad, replacing James Howard, resigned. (MB)
- Apr. 9, 1835** Mass meeting in Philadelphia chaired by Gen. Robert Patterson protests bill for Susquehanna Canal Company as diverting trade from Main Line to Baltimore. (BaltAm)
- Apr. 9, 1835** Roswell L. Colt elected Director of Baltimore & Port Deposit Railroad, replacing George Dobbin, resigned. (MB)
- Apr. 9, 1835** Washington City Council approves route of B&O but bars steam

locomotives west of the intersection of New Jersey Avenue & C Street.
(Moore)

- Apr. 11, 1835** Charter supplement authorizes Danville & Pottsville Railroad to extend from Mount Carbon to Port Clinton. (Digest)
- Apr. 1835** Wilmington & Susquehanna Railroad engages William Strickland to run survey between Wilmington and Charlestown, Md. (AR)
- Apr. 13, 1835** Pennsylvania Improvement Act authorizes new \$1,159,600 permanent loan; authorizes Tangascootack Extension of West Branch Canal by building a towpath along the pool of the Dunnstown Dam and extending slackwater to the mouth Tangascootack Creek to reach coal region; also funds for Johnstown Reservoir, Swatara Feeder at Middletown, North Branch Canal and Lackawanna Feeder, Lycoming line of West Branch Canal and Lewisburg and Bald Eagle Side Cuts. (PL)
- Apr. 15, 1835** Pa. act authorizes Danville & Pottsville Railroad to connect basin at Sunbury to Susquehanna River by means of lock or otherwise. (Digest)
- Apr. 15, 1835** Pennsylvania incorporates Susquehanna Canal Company as Pennsylvania portion of canal to link Pennsylvania Canals at Columbia with tidewater at Havre-de-Grace, Md.; is to build down east bank of river. (PL)
- Apr. 15, 1835** Wrightsville & York Railroad Company incorporated in Pa. (C&C)
- Apr. 15, 1835** Pa. act revives charter of Cumberland Valley Railroad and permits construction from Lemoyne to Chambersburg. (PL)
- Apr. 15, 1835** Pennsylvania act adds William P. Farrand and Matthew C. Ralston, owners of mineral lands, to commissioners of Williamsport & Elmira Railroad. (Digest)
- Apr. 1835** New York & Erie Railroad names Benjamin Wright Chief Engineer and James Seymour Division Engineer of Eastern Division. (AR)
- Apr. 18, 1835** Delaware & Maryland Railroad organized at Elkton; Matthew Newkirk elected Pres.; leading directors include Roswell L. Colt of Baltimore, John Hemphill of Philadelphia, and James Canby (1781-1858) and Edward Tatnall (1782-1856) of Wilmington; William Strickland appointed Chief Engineer and John C. Trautwine (1810-1883) Assistant Engineer; order survey from Pennsylvania state line to Susquehanna River. (MB)

- Apr. 20, 1835** Baltimore Mayor Jesse Hunt vetoes ordinance making B&O track in Pratt Street permanent; prefers terms of original 1831 ordinance that permits city to remove track if it constitutes an obstruction. (BaltAm)
- Apr. 21, 1835** New Jersey Railroad forces resignation of Ephraim Beach as Chief Engineer to save money; Assistant Engineer Lorenzo A. Sykes promoted to Chief Engineer as replacement; Board authorizes purchase of one or more locomotives. (MB)
- Apr. 23, 1835** Southwark Railroad Board rescinds grant to Joseph Snowden and decides to build Swanson Street Branch itself; appoints committee to confer with Camden & Amboy Railroad regarding landing freight at its Prime Street wharf. (MB)
- Apr. 23, 1835** NC&F appoints committee to confer with Camden & Amboy Railroad on operating a New York-Baltimore line through in one day. (MB)
- Apr. 23, 1835** Delaware & Maryland Railroad names Benjamin P. Fowler Resident Engineer of Western Division and William Henry Vining Assistant Engineer of Western Division. (MB)
- Apr. 27, 1835** Subscription books for Pennsylvania & Ohio Canal opened at Philadelphia Exchange.
- Apr. 27, 1835** Garber & O'Connor's Pittsburgh Transportation Line cuts freight rates via Columbia Railroad to equal rates by Union Canal.
- Apr. 29, 1835** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad orders survey by W. Milnor Roberts, Chief Engineer. (HazReg)
- May 1, 1835** Camden & Amboy Railroad cuts Philadelphia-Trenton fare to 25 cents to fight Philadelphia & Trenton Railroad. (SG)
- May 1, 1835** NC&F places new steamboat *Constitution* in service. (MB)
- May 9, 1835** New Pennsylvania Improvement loan for \$959,600 entirely taken by Bank of Pennsylvania at 12% premium.
- May 9, 1835** Northern Liberties & Penn Township Railroad Board approves plan of toll house to be built west of Broad Street. (MB)
- May 9, 1835** Philadelphia & Trenton Railroad Board authorizes issue of 600 new shares; authorizes purchase of omnibuses to run between Kensington

and Philadelphia. (MB)

- May 10, 1835** Second track of Portage Railroad opens; Canal Commissioners place first locomotive, *Boston*, built by the Mill Dam Foundry Company, on "long level" between Planes No. 1 and No. 2 of Portage Railroad; second and third locomotives, *Delaware* and *Allegheny*, are built by Edward A.G. Young of New Castle, Del., and are less successful; both soon break crank axles; state begins providing all motive power, whether locomotives or horses; partial use of locomotives cuts cost from \$2.31 per ton to \$1.20 per ton, round trip. (CC)
- May 11, 1835** New York passes law for widening the Erie Canal and doubling locks. (Whitford)
- May 11, 1835** Stockholders of Baltimore & Port Deposit Railroad approve immediate construction. (MB)
- May 12, 1835** Philadelphia & Trenton Railroad elects new board of Trenton & New Brunswick Turnpike Company, including Richard Morris, Edward Curtis and John Naglee. (MB)
- May 12, 1835** First 15 miles of Sandy & Beaver Canal placed under contract. (BaltAm)
- May 14, 1835** Joint Companies begin operation of packet line on Delaware & Raritan Canal to Trenton and Princeton connecting with Camden & Amboy steamers at Bordentown; not successful and not operated after 1835 season. (ad)
- May 1835** Louis McLane elected Pres. of Morris Canal & Banking Company by group of New York merchants who hope to rehabilitate it. (Dilts)
- May 19, 1835** York & Maryland Line Railroad organized at Baltimore. (Val)
- May 20, 1835** West Philadelphia Railroad organized at Merchants Exchange; private company to build line to avoid Belmont inclined plane. (ad - not inc. til later - see below)
- May 1835** First Baldwin outside-connected locomotive, *Black Hawk* (c/n 11), placed in service on Philadelphia & Trenton Railroad. (RRH - check BLW? Sinclair?)
- May 1835** Committee of Philadelphia City Councils report favoring construction of City Railroad on Market Street from Delaware to Schuylkill River.
- May 1835** Jonathan Knight begins B&O surveys from Cumberland, Md., to

Pittsburgh and Wheeling. (Dilts)

- May 23, 1835** **Baltimore & Port Deposit Railroad adopts Harris Creek route; Board authorizes application to Canton Company of Baltimore for depot site. (MB)**
- May 25, 1835** **Philadelphia & Trenton Railroad orders Trenton & New Brunswick Turnpike Company to build at least one mile of railroad along its roadbed as soon as possible. (MB)**
- May 25, 1835** **Delaware & Maryland Railroad names James P. Stabler Assistant Engineer & Superintendent of Construction. (MB)**
- May 25, 1835** **James River & Kanawha Company organized; acquires all rights and property of old James River Company. (Dozier)**
- May 28, 1835** **Philadelphia & Trenton Railroad appoints committee to extend its road to Willow Street immediately by whatever route. (MB)**
- Spring 1835** **Delaware & Atlantic Railroad opens for passenger service between Kinkora and Juliustown; road extends to Greenwood Lower Mills near later New Lisbon for hauling wood to Delaware River; at Kinkora crosses Camden & Amboy to a wharf at Browns Point; operated by horse power only. (Wetzel - verify)**
- June 1, 1835** **Philadelphia & Delaware County Railroad Board votes to confer with Wilmington & Susquehanna Railroad; Gen. Robert Patterson (1792-1881) is leading director. (MB)**
- June 2, 1835** **Cumberland Valley Railroad receives letters patent. (C&C)**
- June 4, 1835** **New Jersey Railroad appoints George Lee Schuyler (1811-1890) Superintendent, replacing Ashbel Corey, resigned. (MB)**
- June 1835** **Herman Haupt graduates from West Point and commissioned 2nd lieutenant; same graduating class with future Gettysburg commander George Gordon Meade. (Wilson)**
- June 1835** **NC&F sells steamboats *New Castle* and *Independence*. (MB)**
- June 1835** **Southwark Railroad opens. (Val - verify - see 10/34 - MB rept to state says open 6/17/35)**
- June 1835** **West Chester Railroad depot opens in Philadelphia on east side of Broad Street south of Race; includes an inn known as the "West Chester House." (Moore - verify)**

- June 1835** **Wilmington & Susquehanna Railroad places line under contract. (AR)**
- June 8, 1835** **Jersey City ferry begins night operation, running until 1:00 AM. (HC)**
- June 11, 1835** **Canal Commissioners approve location of Tangascootack Line of West Branch Division Canal. (CC)**
- June 11, 1835** **Boston & Providence Railroad opens between Boston and Skeekonk River in East Providence with exception of Canton Viaduct. (Humphrey NB: ARJ? says open with horse power 6/2 and steam 6/27 - check)**
- June 12, 1835** **NC&F Board authorizes final settlement with Chesapeake & Delaware Canal under supposed 1834 contract. (MB)**
- June 16, 1835** **Long Island Rail Road Company (LIRR) commissioners meet at Phenix Bank in New York and elect directors, including John Delafield (1786-1853), Pres. of Bank, William S. Smith, Knowles Taylor and Valentine Hicks. (MB)**
- June 16, 1835** **West Philadelphia Railroad incorporated to bypass Belmont Plane on Philadelphia & Columbia Railroad; Henry Leech, Pres. and Henry R. Campbell, Chief Engineer. (PL, AR)**
- June 17, 1835** **LIRR organized; Knowles Taylor elected Pres., W.F. Blydenburgh VP; John Delafield, Treasurer. (MB)**
- June 17, 1835** **Imported Stephenson 4-2-0 *McNeill* placed in service on Paterson & Hudson River Railroad; assembled at Paterson machine shop of Rogers, Ketchum & Grosvenor, who, like Matthias Baldwin, use the experience to enter the locomotive business. (Lucas)**
- June 18, 1835** **LIRR selects William Gibbs McNeill as Chief Engineer over Isaac Knight of Baltimore, Walter Gwynn of Portsmouth, Va., and Capt. Andrew Talcott. (MB)**
- June 18, 1835** **Public meeting held at Kittanning, Pa., to promote steamboat navigation of the Allegheny River. (HazReg)**
- June 22, 1835** **Delaware & Maryland Railroad lets contracts between Wilmington and Charlestown, Md. (MB)**
- June 22, 1835** **W. Milnor Roberts reports on location of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (HazReg)**

- June 23, 1835** Baltimore & Port Deposit Railroad Board authorizes application to Canton Company of Baltimore for a depot site. (MB)
- June 1835** Steamboat *Constitution* makes first trip between Philadelphia and Cape May; running time 6:34. (HazReg)
- June 1835** Wilmington & Susquehanna Railroad contracts grading. (ARJ)
- June 26, 1835** Committee of Philadelphia & Delaware County Railroad and Wilmington & Susquehanna Railroad votes to employ common engineer to locate line between Philadelphia and Wilmington. (MB)
- June 27, 1835** Cumberland Valley Railroad organized; Thomas G. McCulloh (sp?) of Chambersburg, Pres. (C&C)
- June 29, 1835** Joint Companies authorize survey of branch between Spotswood and New Brunswick; order trustee Abraham Brown to sell Sloan's Schuylkill County coal lands for at least \$55,000; Brown tries to work coal lands on own account, and dispute drags on for over ten years. (MB)
- June 29, 1835** Canal Commissioners contract for shops of Columbia Railroad at Parkesburg, Pa. (CC)
- July 1, 1835** Baltimore & Port Deposit Railroad contracts for grading from Baltimore to Gunpowder River. (MB)
- July 1, 1835** B&O runs locomotive and car for directors to Bladensburg near District of Columbia line. (AR)
- July 1, 1835** Benjamin H. Latrobe, Jr., leaves B&O to work full time for Baltimore & Port Deposit Railroad. (Dilts)
- July 2, 1835** Western Transportation Company (Leech's Line) begins advertising connecting stagecoach or coaches for hire from Hollidaysburg to Bedford for summer resort service.
- July 2, 1835** Summit line of Wabash & Erie Canal opens between Fort Wayne and Huntington, Ind., at the forks of the Wabash; first boats travel from Fort Wayne to Huntington and return next day. (IndJrnl)
- July 3, 1835** Stockholders of Philadelphia & Delaware County Railroad order a resurvey. (MB)
- July 3, 1835** New York Canal Commissioners resolve to proceed with enlargement

of Erie Canal for __ ton boats; 60 x 6 prism and 105 x 15 locks.
(Whitford, Poor)

- July 4, 1835** Boston & Worcester Railroad completes line between Boston and Worcester, Mass. (Humphrey)
- July 4, 1835** B&O completes Thomas Viaduct over Patapsco River at Relay on Washington Branch; 8-arch span is designed by Benjamin H. Latrobe, Jr. (AR)
- July 4, 1835** Official excursion held on Wabash & Erie Canal at Fort Wayne. (IndJrnl)
- July 10, 1835** NC&F committee reports that full winter operation is not practical as the Elk River is narrow and ice-filled and ice drifts down Susquehanna. (MB)
- July 10, 1835** Steamboat *Susquehanna* returns to Owego, N.Y., with cargo of flour after making round trip to Wilkes-Barre. (HazReg)
- July 15, 1835** William Strickland presents revised survey for Philadelphia & Delaware County Railroad from Broad & Passyunk to Delaware state line, crossing Schuylkill near Golden Swan tavern and avoiding large bridge required by first survey. (MB)
- July 1835** Wilmington & Susquehanna Railroad orders 2,000 tons of English bridge rail through A. & G. Ralston; begins correspondence with Baltimore & Port Deposit Railroad to arrange connection, orders one locomotive from Bury and one from Baldwin. (AR, ARJ)
- July 1835** Construction begins on Wilmington & Susquehanna Railroad. (AR)
- July 20, 1835** Philadelphia & Trenton Railroad Board authorizes contracting for anthracite-burning locomotive at Baltimore; authorizes contracting with parties to carry passengers between Morrisville and Trenton. (MB)
- July 20, 1835** B&O begins regular service between Baltimore and Bladensburg. (AR)
- July 25, 1835** Philadelphia & Trenton Railroad Board authorizes issuing a further 500 shares. (MB)
- July 28, 1835** Canton Viaduct completed; Boston & Providence Railroad opens over entire length between Boston and India Wharf on the east side of Providence Harbor; connects with Cornelius Vanderbilt's steamboats

forming first steamboat/rail direct line between New York and Boston. (Humphrey - H says not open to India Wharf til 12/35; Gerstner has 7/25)

- July 29, 1835** Philadelphia & Trenton Railroad stockholders approve purchase of Trenton & New Brunswick Turnpike and increase of capital stock to \$1 million. (MB)
- Summer 1835** Robert F. Stockton purchases control of Philadelphia & Trenton, including Trenton-Delaware Bridge and New Brunswick & Trenton Turnpike, on own account to end its legal battle to extend railroad to junction with New Jersey Railroad at New Brunswick; later reimbursed by Joint Companies. (Delaware Bridge was purchased before P&T) (occurred bet Aug. and Nov.!))
- Aug. 7, 1835** Three days of riots begin in Baltimore, sparked by year-long pamphlet war provoked by Evan Poultney, Pres. of failed Bank of Maryland; expresses popular resentment of ordinary people who had lost money in bank failures; 8-10 killed by militia; houses of Reverdy Johnson, John Glenn, Evan T. Ellicott and others associated with the bank were sacked and burned down. (Dilts)
- Aug. 10, 1835** First 13 miles of Eastern Division of Pennsylvania & Ohio Canal let. (HazReg)
- Aug. 11, 1835** Philadelphia & Trenton Railroad authorizes issue of 4,000 shares; Edward Curtis of New York takes entire amount. (MB)
- Aug. 11, 1835** Williamsport & Elmira Railroad receives letters patent. (Val)
Aug. 12, 1835 Baltimore Mayor Jesse Hunt, who had been implicated in bank scandals, resigns over riots. (Vexler)
- Aug. 13, 1835** New Jersey Railroad Board appoints committee to negotiate with Camden & Amboy over location of terminus at New Brunswick. (MB)
- Aug. 14, 1835** NC&F Board authorizes importing edge rail for second track. (MB)
- Aug. 1835** Meetings held in Cincinnati to promote a railroad to Charleston, S.C., to rival links to Northeast. (ARJ)
- Aug. 1835** One of original stockholders of New Brunswick & Trenton Turnpike who is sympathetic to Camden & Amboy sues in N.J. Court of Chancery for injunction to stop it from building railroad as misuse of company funds; the original papers from this suit have not survived. (SG)

- Aug. 21, 1835** Cumberland Valley Railroad appoints W. Milnor Roberts Chief Engineer. (Hist of Franklin Co.)
- Aug. 22, 1835** Northern Liberties & Penn Township Railroad Board appoints committee to arrange connection with Philadelphia, Germantown & Norristown Railroad, which is to extend down 9th Street to Willow. (MB)
- Aug. 25, 1835** B&O Washington Branch opens between Bladensburg and Pennsylvania Avenue in Washington with formal celebration. (AR)
- Aug. 27, 1835** Delaware & Maryland Railroad orders survey from Charlestown, Md. to Susquehanna River. (MB)
- Sep. 2, 1835** In a public letter, Philadelphia & Trenton Railroad lawyer John Sergeant denies reports that he said the Trenton & New Brunswick Turnpike has no right to build a railroad in a private conversation. (SG)
- Sep. 2, 1835** Benjamin Wright, Moncure Robinson and Jonathan Knight report on survey for New York & Erie Railroad. (HazReg)
- Sep. 3, 1835** Fourth locomotive placed on Portage Railroad; *Pittsburg [sic!]*, built by McClurg, Wade & Co. of Pittsburgh as copy of *Boston* (CC); based on Stephenson design; first locomotive built west of Allegheny Mountains. (HazReg)
- Sep. 3, 1835** City of Philadelphia offers to renew NC&F's lease of Chestnut Street wharf for \$3,500 per year for seven years or \$2,500 for five years; Camden & Amboy Railroad, which shares wharf, refuses to renew as exorbitant and will use its own pier just to the south. (MB)
- Sep. 5, 1835** Northern Liberties & Penn Township Railroad Board considers extending its road south along Delaware River from Willow to Vine Street and connecting with any railroad built to that point. (MB)
- Sep. 7, 1835** Philadelphia & Trenton Railroad cuts service from three to two round trips with stage connection between Trenton and New Brunswick. (SG)
- Sep. 7, 1835** Gen. Samuel Smith, 83 years old, elected Mayor of Baltimore. (Vexler)
- Sep. 8, 1835** N.J. Court of Chancery begins hearing New Brunswick & Trenton Turnpike suit; postponed because of illness of defense counsel John Sergeant. (NilesReg)

- Sep. 8, 1835** William Strickland reports to Philadelphia & Delaware County Railroad on crossing Schuylkill at Penrose Ferry. (MB)
- Sep. 10, 1835** Towboat *Pennsylvania* of Philadelphia Steam Tow-Boat Company launched from yard of John Vaughan & Son; Rush & Muhlenberg unable to install engine in timely manner, and boat not completed until 1836. (CommList)
- Sep. 10, 1835** Canal convention held at Erie to push for extension of Pennsylvania Canal there. (HazReg)
- Sep. 14, 1835** Philadelphia & Trenton Railroad files 575 separate court claims for damages against Trenton Delaware Bridge Company for charging their passengers excessive tolls. (NilesReg)
- Sep. 1835** Howard Stansbury, U.S.A. civil engineer, engaged by Gov. Noah Noble to survey for railroads between Madison and Columbus and between Jeffersonville and Columbus. (Anderson)
- Sep. 17, 1835** General William Henry Harrison and Gov. Joseph Vance break ground for Mad River & Lake Erie Railroad at Sandusky; Ohio gauge set at 4'-10" to match New Jersey gauge and that originally chosen for New York & Erie. (Old NW says 8/17!); R.M. Shoemaker (1815?-1885) Chief Engineer.
- Sep. 1835** Wilmington & Susquehanna Railroad surveys extension from Charlestown, Md. to point on Susquehanna River opposite Havre-de-Grace in order to connect with Baltimore & Port Deposit Railroad by ferry. (AR)
- Sep. 1835** Rails laid over Columbia-Wrightsville bridge; locomotives cannot pass over bridge because of clearance and steep grades at each end; cars are transferred by horses; bridge remains unaltered until burned in Gettysburg campaign in 1863. (in use for pass & ft. by 10/35 - Columbia Spy quoted in HazReg of 10/3)
- Sep. 1835** Herman Haupt resigns from Army to become Assistant Engineer under Henry R. Campbell on surveys of Norristown, Berks & Lehigh Railroad and later Norristown & Valley Railroad. (Wilson)
- Sep. 25, 1835** Chief Engineer William Gibbs McNeill makes report on survey to extend Baltimore & Susquehanna Railroad to York Haven or Wrightsville.
- Sep. 25, 1835** Western Transportation Company begins advertising it will forward

freight to and from Missouri, Alabama and Mississippi.

- Sep. 27, 1835** Locomotive inventor Phineas Davis (1800-1835) killed when new locomotive he is test-driving is derailed by broken rail on B&O's Washington Branch near Baltimore. (AR)
- Sep. 28, 1835** Pres. Finley of Baltimore & Port Deposit Railroad notifies Delaware & Maryland Railroad that they will terminate at Havre-de-Grace instead of opposite Port Deposit, clearing way for D&M to locate to a point opposite, now Perryville. (MB)
- Sep. 29, 1835** William Strickland reports to Philadelphia & Delaware County Railroad on revised survey. (MB)
- Sep. 30, 1835** Jonathan Knight reports on B&O surveys between Cumberland and Wheeling with "branch" to Pittsburgh; can be done without inclined planes with cost of \$4.6 million. (AR)
- Oct. 5, 1835** Philadelphia & Trenton Railroad Board authorizes making contract to carry mail. (MB)
- Oct. 5, 1835** First vessel passes through West Philadelphia Canal, which allows masted vessels to pass around west abutment of Permanent Bridge at Market Street. (HazReg)
- Oct. 6, 1835** Matthew Newkirk of Philadelphia, who has invested about \$50,000 in Baltimore & Port Deposit Railroad, writes to Board demanding that Pres. Finley resign and be replaced by someone who will be more aggressive in collecting from delinquent subscribers and pushing project forward; suggests Roswell L. Colt or John A. Latrobe, brother of Chief Engineer Benjamin H. Latrobe. (MB)
- Oct. 7, 1835** Stockholders of Camden & Amboy Railroad order Board to put an end to opposition of Philadelphia & Trenton Railroad by an amalgamation of interests. (MB)
- Oct. 8, 1835** Ebenezer Finley resigns as Pres. of Baltimore & Port Deposit Railroad. (MB)
- Oct. 9, 1835** NC&F Board authorizes abandoning portion of its turnpike in Maryland to Cecil County. (MB)
- Oct. 12, 1835** Joint Board authorizes Camden & Amboy and Delaware & Raritan to end opposition of Philadelphia & Trenton Railroad by merger or purchase. (MB)

- Oct. 12, 1835** New Board elected by Baltimore & Port Deposit Railroad, including Matthew Newkirk, Charles W. Karthaus and Jacob J. Cohen, Jr.; Roswell L. Colt elected Pres, (MB)
- Oct. 13, 1835** Trial of Trenton & New Brunswick Turnpike begins in N.J. Court of Chancery. (SG)
- Oct. 13, 1835** Coalition of Anti-Masons and Whigs sweep Pennsylvania elections after Democrats split into rival factions headed by Gov. Wolf and Henry A. Muhlenberg; Joseph Ritner (1780-1869) elected Governor; Coalition takes House, but Democrats retain Senate. (Snyder)
- Oct. 15, 1835** Henry R. Campbell reports on survey of West Philadelphia Railroad; route later used by PRR but following Lancaster Avenue east of 52nd Street and looping south to Chestnut Street in West Philadelphia before terminating at Market Street Bridge. (AR, map)
- Oct. 1835** New York Canal Board changes dimensions for proposed enlargement of Erie Canal to 70 feet wide by 7 feet deep with 110 x 18 foot locks for 225-ton boats. (Poor)
- Oct. 19, 1835** New Jersey Railroad Board adopts location between Newark and New Brunswick made by Lorenzo A. Sykes. (MB)
- Oct. 21, 1835** Philadelphia & Trenton Railroad Board receives written opinion of John Sergeant on legality of issue of 500 shares of stock to Charles Macalester (1798-1873); authorizes locating a depot in Northern Liberties. (MB)
- Oct. 22, 1835** NC&F appoints committee to meet with Camden & Amboy Railroad and B&O on operating a through mail line between New York and Washington. (MB)
- Oct. 22, 1835** Floods in western Pennsylvania damage Beaver Division Canal; destroy Dam No. 4 of Franklin Line navigation and put entire line out of action.
- Oct. 23, 1835** W. Milnor Roberts reports on survey of Cumberland Valley Railroad; estimate \$564,665. (HazReg)
- Oct. 1835** Jersey City ferryboat *New Jersey* launched. (ARJ)
- Oct. 25, 1835** Contracts for Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad awarded to William and James Cameron (1801-1861), brothers of Simon Cameron. (MB)

- Oct. 27, 1835** Isaac R. Trimble named Chief Engineer of Baltimore & Susquehanna Railroad, replacing William Gibbs McNeill.
- Oct. 29, 1835** New Long Bridge built across the Potomac by the federal government opens, although not complete; replacing bridge destroyed by ice in Feb. 1831. (NatIntlgncr) opened by Pres. Jackson. (Wilson)
- Nov. 1, 1835** Henry R. Campbell completes survey of West Philadelphia Railroad. (date of map once in PRR Real Est. Dept.)
- Nov. 1, 1835** Richard Peters, Jr. (1779-1848) issues prospectus for Western Schuylkill Basin & Railroad calling for a large basin above the Fairmount Dam with a railroad down the west bank of the Schuylkill to join the West Philadelphia Railroad and Philadelphia & Delaware County Railroad; Peters owns real estate on the west side of the Schuylkill, including the family seat "Belmont". (HazReg, ColFamPa)
- Nov. 3, 1835** Public meeting held at Brownsville, Pa., to promote construction of a railroad between Cumberland and Pittsburgh on line later completed by B&O, with a branch from Brownsville to Wheeling. (HazReg)
- Nov. 5, 1835** Philadelphia & Trenton Railroad authorizes purchase of coal-burning locomotive from Ross Winans. (MB)
- Nov. 7, 1835** John Elgar of York secures patent for plan of section boats made of compartments 7' x 20' which can be combined end-to-end and side-by-side to form a canal boat and taken apart to be transshipped on railroad cars; John Dougherty of the Reliance Transportation Company becomes Elgar's assignee in Pennsylvania and begins experiments to perfect the invention, which is impractical in its original form; Dougherty devises workable joints and uses round-bottomed boat sections carried in a cradle instead of square sections to reduce height to be able to pass bridges and tunnels. (Doughty)
- Nov. 7, 1835** Pres. James Gore King breaks ground for New York & Erie Railroad at sunrise at Deposit, N.Y. on Delaware River; contracts had just been let for section between Calicoon and Deposit. (Minor)
- Nov. 1835** NC&F purchases steamboat *Ohio* to accommodate increasing traffic. (MB)
- Nov. 10, 1835** New stockholders of Philadelphia & Trenton Railroad, including Thomas Biddle & Co., R. & I. Phillips, Israel Phillips and John Moss, write to Board claiming to be nearly whole of owners and "suggesting" that P&T avail itself of the experience of Edwin A. Stevens, Robert L. Stevens and Robert F. Stockton; in a separate

letter to Pres. Naglee, note opportunity for P&T to acquire stock of Trenton Delaware Bridge Company. (MB)

- Nov. 10, 1835** Citizens committee in Beaver County calls for railroad from Conneaut Harbor on Lake Erie down Pymatuning, Shenango and Beaver River to Beaver Point. (HazReg)
- Nov. 11, 1835** Joint Companies sign agreement with Philadelphia & Trenton Railroad; Camden & Amboy to carry all traffic of P&T between Sand Hills, Burlington County, and New York at \$2 per passenger of 8 cents per ton-mile; P&T not to send any traffic east of Trenton by any other route and maintain rates between Philadelphia and Trenton. (MB)
- Nov. 12, 1835** William G. McNeill submits surveys to LIRR Board. (MB)
- Nov. 12, 1835** McKee, Clarke & Co. at Pittsburgh reorganized as T.S. Clarke & Co.; operators of Ohio River steamboats and ___ Line on Main Line. (ad)
- Nov. 13, 1835** Philadelphia & Trenton Railroad Board authorizes advertising that it will apply to next Legislature to build a railroad from the Trenton Delaware Bridge to a station in the city of Trenton. (MB)
- Nov. 14, 1835** Philadelphia & Trenton Railroad Board approves purchase of Trenton Delaware Bridge Company and for the right to lay rails over it and secure charter for extending into Trenton; to purchase stagecoaches for service to New York and contracting with Camden & Amboy Railroad for transportation of New York passengers; authorizes free passes for Camden & Amboy officers and directors. (MB)
- Nov. 16, 1835** Philadelphia & Trenton Railroad cuts service to a single round trip between Philadelphia and Trenton and a round trip between Trenton and Bristol to connect with the Joint Companies' steamboats; Delaware & Raritan Canal begins operating a passenger packet between Trenton and New Brunswick to serve intermediate points that might have supported the opposition line. (SG)
- Nov. 17, 1835** Baltimore & Port Deposit Railroad approves "Lower Route" and orders placed under contract from Gunpowder River to Havre-de-Grace; orders survey and acquisition of right-of-way from Havre-de-Grace upstream to Conowingo Bridge (current U.S. 1) and back down east bank to site of Perryville; appoints John Elgar to go to England to superintend order for rails. (MB)

- Nov. 18, 1835** Roswell L. Colt resigns as Pres. of Baltimore & Port Deposit Railroad; Lewis Brantz (1776-1838) elected. (MB)
- Nov. 22, 1835** Isaac R. Trimble reports on extension of Baltimore & Susquehanna Railroad to York.
- Nov. 23, 1835** Southwark Railroad authorizes construction of branch up Swanson Street from Washington to Cedar Street to reach warehouse of Joseph Snowden; also authorizes construction of three more passenger cars. (MB)
- Nov. 23, 1835** Wilmington & Susquehanna Railroad's Committee on Locomotives, consisting of Wilmington machinist Mahlon Betts (1795-1867), William Strickland, and John C. Trautwine, reports; have examined locomotives at Baltimore, Philadelphia and Boston; reject Phineas Davis's vertical boilers as too complicated; recommend purchasing one each from Stephenson, Bury, Baldwin and Locks & Canals at Lowell. (BdPap)
- Nov. 25, 1835** In letter to *Trenton Emporium* Robert F. Stockton calls and effort to build a competing line across New Jersey a plot to defraud the state treasury; however, offers to surrender the Delaware & Raritan Canal (which is as yet far from profitable and being supported by the Camden & Amboy Railroad) to the state at cost. (SG)
- Nov. 25, 1835** Railroad convention convenes at Brownsville in support of completion B&O from Cumberland to Pittsburgh. (HazReg, Dilts)
- Nov. 25, 1835** Andrew Carnegie (1835-1919), perhaps most famous PRR alumnus, born in Dufermline, Scotland, son of a poor hand-weaver rendered redundant by textile factories. (Wall)
- Nov. 26, 1835** LIRR Board authorizes lease of Brooklyn & Jamaica Railroad. (MB)
- Nov. 26, 1835** Delaware & Maryland Railroad lets contracts between Charlestown, Md., and Susquehanna River. (MB)
- Nov. 26, 1835** Western Division of Danville & Pottsville Railroad opens between Sunbury and Paxinos, Pa.
- Nov. 28, 1835** Petitions for and against extending the City Railroad down Market Street to the Delaware River aired in City Councils; Common Council passes resolution, 11-7, for a railroad on Market, 3rd and Dock Streets, with double track east of 5th Street and altering market shed in center of Market Street to suit; also calls for studies for extending railroad up 9th Street to meet PG&N and alternate route on Filbert,

8th, Walnut and Dock Streets. (HazReg)

- Dec. 1, 1835** West Branch Division Canal opens from Lock Haven to Queens Run Dam with pool navigation to Farrandsville. (CC)
- Dec. 2, 1835** Canal Commissioners in annual report suggest extravagant expansion of Pubic Works, including North Branch Extension to New York line, canal or slackwater between Pittsburgh and Beaver, slackwater on Allegheny River between Freeport and Franklin, extension of Beaver Division canal to Conneaut Lake and Erie, slackwater on Monongahela River to Virginia line, Susquehanna & Lehigh Canal, and canal between West Branch and Allegheny River. (CC)
- Dec. 2, 1835** Meeting at Woodbury, N.J., court house in favor of a railroad from Woodbury to Camden. (Stewart)
- Dec. 3, 1835** First New Jersey Railroad & Transportation Company locomotive *Newark* (BLW c/n 16) makes test run between Jersey City and Elizabethtown. (NwkEagle)
- Dec. 3, 1835** West Philadelphia Railroad, which hopes to be completed in Aug. 1836, petitions City Councils for permission to lay rails on Schuylkill Permanent Bridge at Market Street; Select Council orders ordinance drawn up for exteding City Railroad down Market, 3rd and Dock Streets with double track east of 8th Street. (HazReg)
- Dec. 4, 1835** Edward F. Gay resigns as Principal Engineer of Columbia Railroad and canal to be Chief Engineer of Susquehanna & Tide Water Canal. (CC)
- Dec. 4, 1835** Philadelphia & Trenton Railroad Board notes that Robert F. Stockton and Edwin A. Stevens have advised by letter (won't grant personal interview) that P&T invest its surplus funds in Camden & Amboy stock; as this is not permitted by law, P&T resolves to deposit \$80,000 in the Schuylkill Bank of Philadelphia at 5%. (MB)
- Dec. 5, 1835** New Jersey Railroad & Transportation Company holds opening excursion with locomotive between Newark and Elizabethtown; locomotive runs backwards pushing train as no turntable at Elizabeth. (NwkEagle)
- Dec. 5, 1835** Girard Estate, which is a stockholder in the Schuylkill Permanent Bridge, issues report in favor of laying rails and converting it to a free bridge. (HazReg)
- Dec. 6, 1835** William Joyce Sewell (1835-1901), future Senator and Pres. of West Jersey Railroad, born in Castlebar, Ireland; emigrates to U.S. in 1851.

(CongBio)

- Dec. 7, 1835** NC&F contracts with Post Office Dept. for daily mail line. (MB)
- Dec. 8, 1835** National debt paid off for first time.
- Dec. 8, 1835** James Howard reelected Pres. of Baltimore & Susquehanna Railroad, replacing Alexander Nesbit, resigned. (MB)
- Dec. 10, 1835** Schuylkill Permanent Bridge Company refuses any connection with West Philadelphia Railroad as railroad company refuses to support bridge company's campaign to oppose removal of tolls. (HazReg)
- Dec. 10, 1835** Philadelphia Select Council passes ordinance authorizing construction of City Railroad from Broad Street down Market Street to 3rd Street, then down 3rd to Dock Street and Delaware River by vote of 14-4. (HazReg has ordinance being tabled in Common Council)
- Dec. 10, 1835** NC&F Board authorizes renewal of Chestnut Street wharf for five years at \$2,500 per year; authorizes sale of lots in Delaware City and toll houses on turnpike. (MB)
- Dec. 10, 1835** Howard Stansbury of U.S. Topographical Engineers reports on surveys for railroads between Madison and Indianapolis and between Columbus and Jeffersonville. (Anderson)
- Dec. 15, 1835** Anti-Mason Joseph Ritner inaugurated as Governor of Pennsylvania; in inaugural speech pledges economy and caution in management of Public Works and reluctance to begin new projects while old ones unfinished. (PaArch)
- Dec. 16, 1835** Fire destroys 52 acres of New York business district south of Wall Street and east of Broadway; New Jersey Railroad office in old Merchants Exchange among the casualties; fire also serves to remove many houses and converted houses, and the area is rebuilt as a purely commercial district, completing its transformation into a center of finance and trade. (Wyckoff, MB, Lockwood)
- Dec. 16, 1835** Baltimore & Port Deposit Railroad adopts location from Havre-de-Grace to Conowingo Bridge. (MB)
- Dec. 17, 1835** Upon return from Brownsville Convention, John P. Kennedy exhorts Baltimoreans to put all effort into B&O, saying Baltimore & Susquehanna Railroad won't be able to compete with Susquehanna & Tide Water Canal. (Dilts)

- Dec. 21, 1835** New Jersey Railroad opens for revenue service between Market Street, Newark, and Elizabeth, N.J., with four round trips for passengers only. (NwkEagle)
- Dec. 21, 1835** A Lancaster merchant complains of poor service on Columbia Railroad; of 17 locomotives, only 3 are operational; states refusal to ship on railroad as long as locomotives are used.
- Dec. 24, 1835** Philadelphia ordinance orders removal of market sheds in center of Market Street and rebuilding to allow a double track railroad from Broad to Dock Street. (Rept)
- Dec. 26, 1835** New Jersey Railroad Board approves new contract with Proprietors of the Bridges over the Rivers Passiac & Hackensack; by now, Nevins & Townsend have acquired substantial number of bridge shares in interest of NJRR. (MB)
- Dec. 28, 1835** Northern Liberties & Penn Township Railroad Board reports that store house has been leased to Jacob Martin for five years; have advertised for proposals for operators to carry passengers to Fairmount. (MB)
- Dec. 29, 1835** Robert F. Stockton reads a paper at meeting of Joint Board offering to sell Camden & Amboy and Delaware & Raritan Canal to State of New Jersey. (MB)
- Dec. 31, 1835** New Jersey Railroad runs opening excursion to Rahway, N.J.; two cars derail at speed on return trip, injuring many passengers. (NwkEagle)
- 1835** Supplement to New Jersey Railroad increases stock from \$750,000 to \$1,125,000, of which the extra \$375,000 is reserved to state. (Lane)
- 1835** New Brunswick Steam Boat & Canal Transportation Company establishes Coal Barge Line through Delaware & Raritan Canal; also Canal Freight Barge Line. (Thompson)
- 1835** John Jacob Astor (1763-1848) acquires large block of Delaware & Raritan Canal stock. (Thompson)
- 1835** Proceedings in N.J. Court of Chancery as Joint Companies contest right of Trenton & New Brunswick Turnpike to build a railroad on its right of way. (MB)
- 1835** Pennsylvania's total expenditure on Public Works stands at \$19.33 million; total income received to date is only \$1.26 million, or 6.5%

return. (Worthington - is this gross return or net?)

- 1835 Eastern Division of Danville & Pottsville Railroad extended from Bear Ridge to Girardville, Pa.**
- 1835 David Leech and Thomas S. Clarke of Pittsburgh establish Pioneer Fast Line. (Watkins, verify).**
- 1835 Edward F. Gay surveys line to bypass Columbia Plane and through Gulph Valley to bypass Belmont Plane.**
- 1835 Abner Lacock named Commissioner of Pennsylvania & Ohio Canal; resigns in Nov. 1836 because of illness brought on by exposure. (by 4/35)**
- 1835 William B. Foster, Jr., joins engineer corps of Pennsylvania & Ohio Canal. (Hare - may be after Anti-Masons take over - check CC)**