

**PRR CHRONOLOGY
1834**

June 2004 Edition

- Jan. 1, 1834** Philadelphia Board of Trade passes resolution in favor of return of deposits to Bank of the United States. (HazR)
- Jan. 1, 1834** District of Northern Liberties orders Northern Liberties & Penn Township Railroad to remove its rails from Willow Street. (MB)
- Jan. 1, 1834** Slaymaker & Co. of Lancaster place experimental locomotive (*Black Hawk*) designed by Stephen Harriman Long on Columbia Railroad; fails to operate properly until switch from anthracite coal to wood; then runs to Roherstown and back at 20 MPH.
- Jan. 6, 1834** Peoples Steam Navigation Company asks Chesapeake & Delaware Canal Company for lower rates; C&D offers \$6,000 for six months; Peoples Line is not aware that C&D and NC&F have been negotiating for canal to have all freight business and NC&F all passengers. (Holmes)
- Jan. 7, 1834** District of Northern Liberties and Northern Liberties & Penn Township Railroad settle dispute; railroad is not to block traffic, maintain its tracks, culverts and drains and hold district free from damage claims. (MB)
- Jan. 8, 1834** Survey Committee of Wilmington & Susquehanna Railroad meets with William Strickland; contracts for a survey from Wilmington to North East, Md. (BdPap)
- Jan. 11, 1834** Codorus Navigation Company opens slackwater navigation in Codorus Creek between Susquehanna River and York, Pa. (verify)
- Jan. 13, 1834** Pennsylvania Canal Commissioners order all division superintendents to reduce engineer corps to minimal levels. (CC)
- Jan. 15, 1834** Long and Norris's locomotive *Black Hawk* operates successfully, making several trips over completed portion of Columbia Railroad.
- Jan. 15, 1834** Canal Commissioners report on feasibility of using locomotives on state railroads; decide can be used on three longest "levels" of the Portage Railroad. (Wilson - verify from CC)

- Jan. 17, 1834** Choptank Steam Boat & Navigation Company incorporated in Md. (PL)
- Jan. 1834** John Randel, Jr., awarded \$226,886 in damages in his suit against the Chesapeake & Delaware Canal Company for abrogating his construction contract in 1825; Randel, backed by the Delaware state authorities, begins attaching canal tolls; judgement and subsequent appeals financially cripple the canal company for many years. (Gray)
- Jan. 20, 1834** Delaware & Jobstown Rail Or McAdamized Road Company renamed Delaware & Atlantic Railroad Company and authorized to extend eastward to the Atlantic Ocean between Tuckerton and Barnegat. (PL)
- Jan. 21, 1834** West Chester Railroad stockholders vote to issue \$10,000 new stock to build branch to marble quarries in Great Valley. (AR)
- Jan. 22, 1834** Pennsylvania misses payment on interest on state debt because of financial disturbance of Bank War.
- Jan. 27, 1834** Pennsylvania act authorizes \$300,000 temporary loan. (PL)
- Jan. 28, 1834** Indiana charters Second State Bank of Indiana to replace the Second Bank of the United States; has a central office in Indianapolis, whose managers include Hugh McCulloch (1808-1895) and J.F.D. Lanier; 10 equal branches in major towns throughout state; Lanier is also Pres. of Madison Branch; capital for bank is borrowed through issue of state bonds abroad; state also takes \$1 million of stock and advances credit to individual stockholders to pay for half their holdings secured by real estate mortgages. (Lanier)
- Jan. 29, 1834** Pennsylvania House Committee on Inland Navigation & Internal Improvement recommends granting \$200,000 in state aid to Danville & Pottsville Railroad. (HazR)
- Jan. 29, 1834** Pres. Jackson sends federal troops to quell riot of Irish laborers on Chesapeake & Ohio Canal, an Irish faction fight between Fardowners from Ulster and Corkonians from the southeast. (, Dilts)
- Jan. 30, 1834** Lexington & Ohio Railroad opens between Lexington and Frankfort with horse power. (RRH)
- Feb. 1, 1834** Executive Committee of Joint Board orders Robert F. Stockton to go to Europe to place \$500,000 loan. (MB)
- Feb. 3, 1834** Railroad meeting held at Middletown, Pa., in support of Portsmouth

& Lancaster Railroad.

- Feb. 3, 1834** Mass meeting of manufacturers, mechanics and merchants held in Musical Fund Hall, Philadelphia; produces petition containing 10,259 signatures against the removal of deposits from the Bank of the United States. (HazR)
- Feb. 5, 1834** Column in *West Chester Village Record*, probably by its editor Charles Miner (1780-1865), urges state to opt for horse-drawn vehicles on Columbia Railroad as creating jobs for horse-breeders, blacksmiths, farriers, feed-growers, etc.; says horses can go up to 12 MPH, and people should not desire to go faster; only the rich will be able to afford locomotives. (copied in *Columbia Spy* - probably an intentional satire)
- Feb. 6, 1834** Town meeting in Pittsburgh supports Bank of the United States and urges return of deposits.
- Feb. 7, 1834** Delaware & Hudson Canal Company offers its four locomotives of 1829 to Canal Commissioners for Philadelphia & Columbia Railroad; — William B. Mitchell agrees to go to Carbondale to inspect them in company of Matthias W. Baldwin. (CC)
- Feb. 1834** Passenger car *Columbia* built by William C. Hull of Baltimore arrives at Lancaster for use on Columbia Railroad.
- Feb. 10, 1834** Pennsylvania House Committee on Inland Navigation & Internal Improvement reports urging full prosecution of public works. (HazR)
- Feb. 12, 1834** Ohio Life Insurance & Trust Company of Cincinnati incorporated in Ohio with capital of \$2 million; becomes a major factor in financing internal improvements in the Midwest. (PL)
- Feb. 14, 1834** New Castle & Frenchtown appoints committee to confer with Chesapeake & Delaware Canal Company regarding operation of a passenger line through the canal. (MB)
- Feb. 18, 1834** New Jersey Railroad appoints a committee to negotiate with the State to exchange its Newark Turnpike stock for NJRR stock and to negotiate purchase of Newark Turnpike shares in private hands. (MB)
- Feb. 18, 1834** West Chester Railroad begins advertising regular freight service between West Chester and Philadelphia, three days a week. (Moore)
- Feb. 18, 1834** New Castle & Frenchtown Railroad agrees with Chesapeake &

Delaware Canal to pay it \$1,000 per month or minimum of \$6,000 per year to run a single line of passenger barges through canal, plus an additional \$15,000 per year for exclusive privilege of operating passenger barges; done to shut out rival People's Line. (Gray)

- Feb. 19, 1834** First rope laid on Portage Railroad at Plane No. 10 and engine first put in operation. (HazR)
- Feb. 21, 1834** Pennsylvania legislative resolution authorizes Canal Commissioners to place private cars on Allegheny Portage Railroad and to collect tolls. (PL)
- Feb. 22, 1834** Pennsylvania temporary loan to continue construction on Public Works offered at auction at Harrisburg; no bidders.
- Feb. 26, 1834** Canal Commissioners order suspension of all work on second track of Philadelphia & Columbia Railroad after failure of loan issue. (CC)
- Feb. 26, 1834** Gov. Wolf, in special message on state loan, reverses course and blames depression and failure to place loan on manipulations of Bank of the United States but does not press attack.
- Feb. 27, 1834** Philadelphia ordinance provides for Superintendent and regular toll collection on City Railroad in Broad Street. (Digest)
- Mar. 1, 1834** Edward F. Gay made Principal Engineer of Eastern, Susquehanna, and Delaware Divisions as well as Philadelphia & Columbia Railroad.
- Mar. 1, 1834** Juniata Division opens for season from Duncans Island to Aughwick. (HbgChron)
- Mar. 3, 1834** Ohio authorizes sale of federal land grant and establishes a special fund to finance portion of Wabash & Erie Canal in Ohio. (PL)
- Mar. 3, 1834** Columbus, Ohio, incorporated as a city. (PL)
- Mar. 4, 1834** New Castle & Frenchtown's steamboat *William Penn* burned below Philadelphia Navy Yard. (Walther)
- Mar. 4, 1834** Western Division Canal opens for season between Pittsburgh and Leechburg. (HbgChron)
- Mar. 5, 1834** Maryland Steamboat Company incorporated in Md. to operate steamboat *Maryland* on Chesapeake Bay and tributary rivers. (PL)
- Mar. 6, 1834** Juniata Division Canal opens for season between Aughwick and

Frankstown. (HbgChron)

- Mar. 10, 1834** Sylvester Welch made Principal Engineer of Juniata Division as well as Western Division and Portage Railroad.
- Mar. 10, 1834** Western Division Canal opens for season between Leechburg and Johnstown. (HbgChron)
- Mar. 1834** Pennsylvania Canal opens for season between Columbia and Hollidaysburg; two Philadelphia-Pittsburgh transportation lines established using Union Canal. (by 3/15)
- Mar. 12, 1834** Northern Liberties & Penn Township Railroad Executive Committee authorizes hiring a Superintendent. (MB)
- Mar. 12, 1834** Juniata Division Canal opens for season between Frankstown and Hollidaysburg. (HbgChron)
- Mar. 14, 1834** New Castle & Frenchtown orders new steamboat from John Vaughan of Philadelphia to replace *William Penn*; orders *Salem* to run this season between Philadelphia and Salem touching at Delaware City; orders all barges now on Chesapeake & Delaware Canal brought to New Castle or Frenchtown and sold. (MB)
- Mar. 14, 1834** Pennsylvania House Committee reports on operation of state railroads in favor of contracting operation to a single party; similar bill passed House last year but killed in Senate. (HazR)
- Mar. 18, 1834** One track of Allegheny Portage Railroad opens for revenue service; does not operate between December and March when canals are closed by ice; five inclined planes on each side of summit designed by Edward Miller, with stationary engines built in Pittsburgh; five eastern planes and intervening "levels" cover 1,399 feet; five western planes 1,172 feet; track gauge 4'-9"; includes 901-foot Staple Bend Tunnel at top of Plane No. 1, 4 miles east of Johnstown, the first railroad tunnel in U.S.; Conemaugh Viaduct at horseshoe bend designed is full semicircular stone arch of 80-foot span; first train of 8 box cars belonging to Leech's Line leave Johnstown accompanied by Sylvester Welch and his assistants; arrives at Hollidaysburg on March 19; private transporters provide own cars and horses on Portage; Western Transportation Company runs horses in three relays, while other operators run through with one set of horses; round trip takes three days. (CC)
- Mar. 18, 1834** Western Transportation Company, aka David Leech's Line, dispatches first eight covered cars east from Johnstown Basin over

Portage Railroad with 10 tons of bacon; begins through service of two daily lines between Philadelphia and Pittsburgh via Union Canal in 15 days; Leech has 60 cars on Portage Railroad and deekd boats on canals; Leech manages line from home in Leechburg; Philadelphia agents are Walter S. Robarts and Edmund Toland; Pittsburgh agents are McKee, Clarke & Co.; Philadelphia warehouse is at Chestnut Street and Schuylkill River; John Cameron and J. Kennedy Moorhead were early employees; Leech becomes the dominant forwarder on the Main Line and his team later forms the nucleus of the PRR's Freight Dept.

- Mar. 19, 1834** Chesapeake & Delaware Canal refuses People's Line's request for renewal of its contract, having granted the New Castle & Frenchtown Railroad the exclusive right to operate a passenger line over the canal in return for cash payment and pledge not to compete with canal for freight; NC&F does not exercise this option but pays for it as a bribe to shut out the People's Line, which is driven out of business by end of the year, despite efforts to run stage portage. (Holmes)
- Mar. 20, 1834** Pro-Bank rally in State House yard in Philadelphia draws huge crowd estimated at 40-60,000, primarily from all classes involved in industry and manufactures. (HazR)
- Mar. 22, 1834** New Merchants Exchange opens at Philadelphia at 3rd & Walnut Streets; designed by William Strickland. (HazR)
- Mar. 23, 1834** Legislative committee arrives in Lancaster by stage for purpose of examining Columbia Railroad.
- Mar. 24, 1834** Legislative committee travels about three miles from Lancaster towards Columbia in new horse car.
- Mar. 24, 1834** Packet *Abner Lacock* arrives in Pittsburgh with first goods brought from Philadelphia via Union Canal and Main Line in 13 days. (HazR)
- Mar. 24, 1834** Bank of Maryland fails in Bank War depression and transfers all property in trust to Union Bank; run begins on Union Bank of Baltimore; Bank of Maryland had been taken over in summer of 1832 by Evan Poultney, Evan T. Ellicott, Reverdy Johnson, and Thomas Ellicott, Pres. of the Union Bank, as a vehicle for speculations and insider loans. (Scharf, Dilts)
- Mar. 1834** Stockholders of Girard Bank, one of the "pet banks", vote to return federal deposits and cancel contract with government.
- Mar. 26, 1834** Northern Liberties & Penn Township Railroad authorizes committee

to study question of connecting with City Railroad on Broad Street.
(MB)

- Mar. 28, 1834** Senate passes two resolutions introduced by Henry Clay censuring Pres. Jackson for his removal of deposits from the Bank of the United States; Jackson's supporters have them expunged in Jan. 1837. (EAH)
- Mar. 31, 1834** Three horse-drawn passenger cars operate over Columbia Railroad from Lancaster to Columbia and return.
- Apr. 2, 1834** Experimental locomotive *Black Hawk* built by William Norris at Lancaster to design of Col. Stephen H. Long makes round trip over Columbia Railroad between Lancaster and Columbia hauling three coaches.
- Apr. 2, 1834** Benjamin H. Latrobe, Jr. presents survey to Board of Baltimore & Port Deposit Railroad, which is accepted; Board orders application filed in Washington for a subscription by federal government. (MB)
- Apr. 3, 1834** Horse-drawn passenger cars make further trips between Lancaster and Columbia.
- Apr. 4, 1834** Norris locomotive makes second round trip between Lancaster and Columbia; time each way 0:57; horse cars also operate.
- Apr. 4, 1834** West Chester Railroad begins new passenger service contract with Samuel Slaymaker & Co. (40%) and Colder, Wilson & Co. (40%); runs through end of 1835. (Moore)
- Apr. 5, 1834** Pennsylvania Improvement Act authorizes \$2,265,400 permanent loan for double-tracking Philadelphia & Columbia and Allegheny Portage Railroads, Beaver Division, Franklin Line, Wyoming Line, Lycoming Line, Bald Eagle and Lewisburg Side Cuts. (PL)
- Apr. 5, 1834** Pennsylvania act orders Commissioners of Internal Improvement Fund to return to the Treasury the \$100,000 appropriated for repairs in Dec. 1833; to use \$300,000 of proceeds of loan of Mar. 25, 1834, to pay off temporary loan authorized on Jan. 27. (PL)
- Apr. 7, 1834** House committee issues report in first widespread investigation of favoritism and corruption among employees of Canal Commissioners; two supervisors lacking strong political friends are exposed and fired.
- Apr. 8, 1834** Pennsylvania act authorizes penalties for damaging state canals and railroads; grants Canal Commissioners power to make regulations governing private cars and locomotives on state railroads. (PL)

- Apr. 8, 1834** Pennsylvania act guarantees 5% on \$300,000 loan of Danville & Pottsville Railroad for 27 years, providing two-thirds is used on Western Division. (Digest)
- Apr. 10, 1834** Locomotive *Black Hawk* runs as far east as Gap, Pa., on Columbia Railroad.
- Apr. 10, 1834** *Pioneer*, first canal boat on French Creek Feeder, launched at Dam No. 9. (HazR)
- Apr. 11, 1834** First car descends inclined plane at Columbia. (CC)
- Apr. 12, 1834** Canal boat *Pioneer* makes excursion run from Venango to Sugar Creek, about 6 miles. (HazR)
- Apr. 14, 1834** Bald Eagle & Spring Creek Navigation Company incorporated in Pa. to build canal and slackwater from Flemington to Bellefonte. (PL)
- Apr. 15, 1834** Act authorizes Canal Commissioners to purchase and operate locomotives on Philadelphia & Columbia and Allegheny Portage Railroads; individuals to be free to provide cars to be hauled by state locomotives subject to regulations. (PL)
- Apr. 15, 1834** Pa. legislative resolution authorizes using \$300,000 of loan of Feb. 16, 1833 to pay off loan of Jan. 27, 1834. (PL)
- Apr. 15, 1834** One track of Philadelphia & Columbia Railroad completed between West Chester Intersection and Columbia, completing Main Line of Public Works between Philadelphia and Pittsburgh; official party consisting of eastern members of Legislature, who are returning home, plus Canal Commissioners, officers and engineers, arrives in Columbia from Harrisburg by canal packet *Washington*; taken to Lancaster in 55 minutes in train provided by S.R. Slaymaker of Lancaster hauled by experimental locomotive *Black Hawk*, designed by Stephen H. Long and built by Long and William Norris. (USGaz)
- Apr. 1834** Lykens Valley Railroad & Coal Company railroad completed from Millersburg to Lykens in Southern Anthracite Field. (Val)
- Apr. 16, 1834** Excursion proceeds from Lancaster to Philadelphia opening Columbia Railroad, running from Lancaster to Belmont in 8:30, including stops; locomotive is unsuccessful and often requires push from passengers to get started (verify last part - cannot - this is not in any papers - only say is too small). (USGaz)

- Apr. 16, 1834** Northern Liberties & Penn Township Railroad approves plan for store house at wharf east of Oak Street; authorizes publishing that railroad is ready for use. (MB)
- Apr. 16, 1834** Philadelphia & Trenton Railroad opens for revenue service between Morrisville and Bristol, Pa., with horse power, connecting with river steamers for Philadelphia.
- Apr. 16, 1834** First section of Boston & Worcester Railroad opens between Boston (Washington Street) and West Newton, Mass.; first rail passenger service and first run of locomotive in New England. (Humphrey, Poor)
- Apr. 1834** Northern Liberties & Penn Township Railroad opens from Philadelphia & Columbia Railroad at Broad Street down Willow Street to Delaware River. (Walther says 4/23 when pleasure cars first ad. from Third Street Hall, n/w corner 3rd & Willow - verify)
- Apr. 1834** Water admitted to Delaware River feeder of Delaware & Raritan Canal. (Thompson)
- Apr. 1834** Pittsburgh Board of Trade chartered. (Vexler)
- Apr. 21, 1834** Stage proprietor James Reeside resigns as director of Philadelphia & Trenton Railroad. (MB)
- Apr. 22, 1834** Canal Commissioners order resumption of all contracts including 15 locomotives for Philadelphia & Columbia Railroad and 5 for Portage Railroad. (is also date of law authorizing loco. purchases?)
- Apr. 24, 1834** Long Island Rail Road Company (LIRR) incorporated with charter life of 50 years (extended in 1883) to build a line down the middle of Long Island, with steamboat connection from Greenport to Conn. or R.I.; may also build branches to Sag Harbor and to Williamsburg section of present day Brooklyn. (Digest)
- Apr. 28, 1834** First two boats of Lehigh coal arrive in Trenton via Delaware & Raritan Canal from Bordentown; boats had descended Delaware Division Canal to Bristol and were towed back upriver; Pennsylvania Legislature repeatedly blocks attempts to make a direct connection between the Delaware Division and the D&R feeder to maximize toll revenues; canal open from Bordentown to Kingston and feeder to Lambertville. (HazR)
- Apr. 30, 1834** United States Insurance Company of Baltimore suspends payments. (Vexler)

- May 1, 1834** Philadelphia & Trenton Railroad purchases 16 horses and harness from Charles Lombaert, and he begins to operate line with horses as agent for company. (MB)
- May 1, 1834** Auburn & Syracuse Railroad incorporated in N.Y. (Stevens)
- May 6, 1834** New York State Legislature passes bill by one vote providing \$15,000 for state engineer to survey New York & Erie Railroad to see if charter should be repealed or project undertaken by state. (Minor, Mott)
- May 6, 1834** Maryland Savings Institution suspends payments. (Vexler)
- May 8, 1834** John Naglee elected director of Philadelphia & Trenton Railroad, replacing Joseph McIlvaine, resigned. (MB)
- May 9, 1834** New York & Harlem Railroad opens between 32nd Street and Yorkville (85th Street). (GrnBk)
- May 10, 1834** Executive Committee of Joint Board appoints Benjamin Fish Collector at Trenton; recommends formation of company to transport freight between New York and Philadelphia via Delaware & Raritan Canal. (MB)
- May 12, 1834** Philadelphia & Trenton Board appoints another committee to secure right to lay track down Third Street to Willow Street. (MB)
- May 13, 1834** J. Smith Hollins elected Pres. of Baltimore & Susquehanna Railroad, replacing James Howard, resigned. (MB)
- May 14, 1834** As two passenger cars of S.R. Slaymaker are ascending Belmont Plane at end of train of freight cars, coupling of last freight car breaks, and all three roll down plane and collide with a standing freight car; cars wrecked and four injured. (HazR)
- May 1834** Delaware & Raritan Canal opens, New Brunswick to Bordentown with navigable feeder up Delaware River.
- May 1834** Bank Panic reaches bottom.
- May 1834** Daily passenger cars placed on Columbia Railroad by Slaymaker, Peters & Colder, doing business at the Union Railroad Company; Good Intent Stage line operating between Pittsburgh and Philadelphia via Harrisburg rerouted east of Chambersburg via Gettysburg and York to connect with railroad cars at Columbia.

- May 21, 1834** State of New York appoints Benjamin Wright, James Seymour, and Charles Ellet, Jr., to make preliminary survey for New York & Erie; surveying corps includes Charles Lyon Schlatter, who later makes first surveys for PRR.
- May 28, 1834** Beaver Division Canal opens between New Castle and Dam No. 6 at Pulaski, Pa.
- May 28, 1834** Contracts for second track of Portage Railroad let at Hollidaysburg. (Wilson - verify - memo says 5/24!)
- May 31, 1834** C.F. Dixon establishes daily line of passenger cars on Portage Railroad.
- June 1, 1834** Charles Lyon Schlatter resigns as Assistant Engineer of Philadelphia & Trenton Railroad. (MB)
- June 2, 1834** Philadelphia & Trenton Railroad Board authorizes purchase of first locomotive from Baldwin Locomotive Works. (MB)
- June 4, 1834** Canal Commissioners adopt rules for operating Philadelphia & Columbia and Portage Railroads; state to provide locomotives as soon as possible, with individuals permitted to use horses in interim; trains are to depart at regular times and run at uniform speeds; 15 MPH for passengers and mail and 10 MPH maximum for freight.
- June 4, 1834** Excursion opens first section of Boston & Providence Railroad between Boston and a point south of Readville, Mass. (Humphrey)
- June 5, 1834** Canal Commissioners contract with Ebbw Vale Iron Works of Wales for edge rails for second track of Portage Railroad; cast-iron chairs made locally.
- June 6, 1834** General Charles Gratiot of Army Engineers recommends construction of Illinois & Michigan Canal.
- June 7, 1834** New Jersey Railroad Board authorizes purchase of lot on southwest corner of Market Street & Railroad Avenue, Newark, for a depot. (MB)
- June 7, 1834** Robert F. Stockton secures loan of , 210,000 (\$800,000) for Joint Companies from John Wright of London. (MB)
- June 7, 1834** Southwark Railroad advises Commissioners of Moyamensing that it will loan them money to grade Broad and Washington Streets where

railroad is to be built. (MB)

- June 11, 1834** Southwark Railroad Board votes to lay double track from Delaware River wharf to Moyamensing Road and one track thence to Broad & Cedar Streets. (MB)
- June 12, 1834** Committee of Philadelphia Board of Trade issues report on Portage Railroad. (HazR)
- June 13, 1834** New Castle & Frenchtown Board confers with a committee of the Maryland & Virginia Steamboat Company regarding their proposal of jointly operating a steam packet between Norfolk and Charleston as part of a through line from Philadelphia. (MB)
- June 14, 1834** Passenger car breaks loose at head of Portage Railroad Plane No. 1; lone passenger thrown 60 feet from car into Conemaugh River and dies of fractured skull. (HazR - quoting Ebensburg Sky)
- June 16, 1834** John R. Thomson appointed Secretary of Joint Board, replacing Jeremiah H. Sloan, who is forced to resign for embezzling company funds for own speculations. (MB)
- June 16, 1834** Two Portage Railroad trains collide head on; one employee crushed; on same day a woman is run over at Plane No. 10. (HazR - quoting Ebensburg Sky)
- June 1834** Observers note that Union Canal and Columbia Railroad have driven most of the Conestoga wagons and large stage wagons off the Lancaster Turnpike.
- June 23, 1834** Philadelphia & Trenton Railroad approves contract made by Charles Lombaert with Peoples Line of steamboats to carry their through passengers. (MB)
- June 25, 1834** Directors of Delaware & Raritan Canal leave Bordentown in a Chesapeake & Delaware canal boat to formally open canal; travel to Lambertville and back to Trenton; continue to New Brunswick next day.
- June 28, 1834** Northern Liberties & Penn Township Railroad Board reports that car house at Dilwyn Street is nearly done and is to be leased to Davis, Osborn & Co. for a line of freight and passenger cars between Philadelphia and Columbia. (MB)
- June 28, 1834** First state locomotive placed in service on Columbia Railroad; *Lancaster* built by Baldwin; running time between Philadelphia and Columbia is about 10 hours. (CC)

- June 28, 1834** **Second Coinage Act changes ratio of silver to gold specie from 15-1 to 16-1; undervalues silver, driving it out of circulation.**
- June 28, 1834** **Border of Michigan Territory extended to include all land northeast of the Missouri River.**
- c. June 30, 1834** **Western Transportation Company arranges with Slaymaker's Union Railroad Company to carry passengers between Philadelphia (Broad & Vine) and Columbia, connecting with their canal packets; cut time to Pittsburgh to 6 days with \$8.00 fare.**
- July 1, 1834** **Joint Companies pass 3% semiannual dividend because of economic conditions and need to pay contractors. (MB)**
- July 1, 1834** **Northern Liberties & Penn Township has leased car house at Dilwyn Street to Davis, Osborn & Co. for four years; they are to run two daily lines of passenger cars and one of freight cars to Columbia. (MB)**
- July 4, 1834** **Wyoming Line of North Branch Division Canal opens between mouth of Solomon's Creek below Wilkes-Barre and Old Forge on Lackawanna River above Pittston; Lycoming Line of West Branch Division Canal opens between Muncy Pool and Loyalsock feeder; water admitted to Bald Eagle Side Cut but navigation impossible because of leaks and dry weather.**
- July 4, 1834** **A 1.25 mile section of Lawrenceburgh & Indianapolis Railroad opens at Shelbyville for demonstration service with a horse car and wooden rails; service is short-lived. (IndJrnl)**
- July 18, 1834** **Sandy & Beaver Canal Company organized; Edward H. Gill of Virginia and Hother Hagé engineers; most stock held in Philadelphia.**
- July 19, 1834** **Portsmouth & Lancaster Railroad organized at Mount Joy, Pa.; future President James Buchanan elected Pres.; Moncure Robinson appointed Chief Engineer.**
- July 1834** **Bank of the United States relaxes credit restrictions, ending depression.**
- Aug. 1, 1834** **Columbia Bridge Company declares second Columbia-Wrightsville bridge officially open; had been used by stages and light vehicles for about two weeks when single floor deck completed; is 5,620 feet. (Columbia paper, Wilson) (track laid across bridge late in 1834. (see also 1835 - prob. not open til 1835 season)**

- Aug. 6, 1834** **Representatives of New Castle & Frenchtown and Maryland & Virginia Steamboat Company meet in Baltimore; agree to open books for \$60,000 to finance Norfolk-Charleston packet line; NC&F pledges \$10,000. (MB)**
- Aug. 6, 1834** **Lykens Valley Railroad & Coal Company sets rates for hauling of coal; road is operated by lessees and Board does not meet again until July 1845. (MB)**
- Aug. 1834** **NC&F has understanding with Camden & Amboy Railroad that it will not charter any of its boats for use above Philadelphia and vice versa. (MB)**
- Aug. 7, 1834** **Several days of rioting begin in Baltimore in wake of bank failures that waste over \$2 million in capital. (Scharf)**
- Aug. 9, 1834** **Pittsburgh Transportation Line begins advertising the use of decked boats on the Union Canal, eliminating their need for transshipment between Philadelphia and Hollidaysburg.**
- Aug. 1834** **West Chester Railroad agrees to build Philadelphia depot on east side of Broad Street south of Race. (MB - Moore)**
- Aug. 21, 1834** **B.B. Jenkins & Co. offers to lease Northern Liberties & Penn Township Railroad for \$2,000 a year to carry passengers. (MB)**
- Aug. 25, 1834** **Boston & Providence Railroad suspends service. (Humphrey)**
- Aug. 25, 1834** **Philadelphia & Trenton Railroad appoints committee to negotiate connection with Philadelphia, Germantown & Norristown Railroad. (MB)**
- Aug. 26, 1834** **Thomas G. Kennedy resigns as Treasurer of Philadelphia & Trenton Railroad; Secretary James Morrell given Treasurer's duties. (MB)**
- Aug. 30, 1834** **New Jersey Railroad Board authorizes purchase of Blocks No. 8 & 9 in plat of Jersey City for a terminal and construction of wharf thereon. (MB)**
- Sep. 1, 1834** **New Jersey Railroad & Transportation Company Board holds formal excursion from Eagle Tavern in Broad Street, Newark, to Jersey City ferry with horse-drawn car *Washington*. (NDA)**
- Sep. 1, 1834** **Charles Lombaert named Superintendent of Philadelphia & Trenton Railroad; father of future PRR VP Herman J. Lombaert. (MB)**

- Sep. 1, 1834** **Bald Eagle Side Cut Canal opens between Lock Haven and Flemington, Pa.**
- Sep. 6, 1834** **New Jersey Railroad sets fare on fast cars at 37.5 cents and on slow cars at 25 cents. (MB)**
- Sep. 6, 1834** **Southwark Railroad Board authorizes construction of warehouse at Prime & Swanson Streets. (MB)**
- Sep. 11, 1834** **Joint Board orders 3% dividend missed on July 1 paid, after secures English loan. (MB)**
- Sep. 11, 1834** **Chesapeake & Delaware Canal again refuses Peoples Steam Navigation Company plea for permission to operate a line at lower rates. (Holmes)**
- Sep. 12, 1834** **Boston & Providence Railroad opens for regular service between Boston and Canton (Canton Jct.), Mass., with stage connection for Providence. (Humphrey)**
- Sep. 13, 1834** **Northern Liberties & Penn Township Railroad Board appoints committee to confer with Philadelphia, Germantown & Northern Railroad on connection. (MB)**
- Sep. 15, 1834** **New Jersey Railroad & Transportation Company opens for regular service between Jersey City and Chandler's Hotel at Broad & Mechanic Streets, Newark, with horse cars; first Jersey City Terminal at Exchange Place opens on west side of Hudson Street, opposite ferry landing at Hudson & York Streets (HC); Newark line includes street trackage from main line on Market & Broad Streets to Mechanic Street; temporary track used to cross Bergen Hill; eight round trips; running time 1-1/2 hours. (Freeman - NB: Nwk Eagle tt. shows eff. 9/19! - end point is Thompson's Hotel at Broad & Green Streets, then Chandler's, then Dickinson's at Market St. and RR; stops also at Passaic Bridge, Hackensack Bridge, P&HR Jct.)**
- Sep. 20, 1834** **Northern Liberties & Penn Township Railroad approves operating lease to B.V. Jenkins & Co.; passenger cars operated by others to Schuylkill River are to be charged four cents a mile; cars moving to Philadelphia & Columbia Railroad are to be charged as before. (MB)**
- Sep. 24, 1834** **West Chester Railroad completes 1.75 mile branch from Kirkland to Oakland on Philadelphia & Columbia Railroad to reach marble quarries; not ready for full operation until Jan. 1835. (Moore)**

- Sep. 24, 1834** Danville & Pottsville Railroad opens from Wadesville, on Mount Carbon Railroad near Pottsville, to Bear Ridge, Pa., near present day Girardville; coal pits opened on north side of Bear Ridge; coal taken in mine cars and dropped down a shaft to railroad cars in unfinished Girard Tunnel; only 290 tons sent to market in 1834. (MinJrnl, Hoffman)
- Sep. 1834** Outlet between Miami & Erie Canal and Ohio River opens at Cincinnati via route of present Eggleston Street.
- Sep. 1834** Delaware & Raritan Canal now carries enough water to pass coasting schooners between New York and Philadelphia. (HazReg)
- Oct. 1, 1834** Ross Winans granted patent for 8-wheel passenger car based on *Columbus* operated on B&O in 1831; Winans's claim for royalty on all two-trucked passenger cars results in 25 years of litigation. (Stevens)
- Oct. 4, 1834** New Jersey Railroad Board authorizes survey of branch to Hoboken. (MB)
- Oct. 7, 1834** Second track of Philadelphia & Columbia Railroad opens; two excursion trains with Gov. George Wolf, Canal Commissioners and other dignitaries travel from Columbia to Philadelphia behind locomotives *Lancaster* and *Columbia*; return to Lancaster on Oct. 9 and to Columbia on Oct. 10. (did excursion travel Cola.-Lanc. on 10/6? - check HazReg)
- Oct. 10, 1834** New Jersey Railroad makes agreement granting trackage rights to Paterson & Hudson River Railroad between Jersey City ferry and west side of Bergen Hill (Marion Jct.); to build double track over this route and future branch to Hoboken ferry. (Lucas)
- Oct. 10, 1834** J. Edgar Thomson engaged as Chief Engineer of Georgia Railroad Company, later Georgia Railroad & Banking Company. (Ward has 10/11)
- Oct. 10, 1834** New Castle & Frenchtown names new steamboat *Constitution* after rejecting first choice, *Majestic*, as too aristocratic. (MB)
- Oct. 11, 1834** Northern Liberties & Penn Township Railroad Board approves building a toll house; authorizes advertising that wharf and store house are ready to receive goods; freight is to be weighed by Philadelphia & Columbia Railroad regulations. (MB)
- Oct. 13, 1834** Joint Companies authorizes Edwin A. Stevens to negotiate a contract

with the New Brunswick Steam Boat & Canal Transportation Company (of which he is a major stockholder) to do the transporting of freight and passengers on the Camden & Amboy Railroad. (MB)

- Oct. 13-14, 1834** Flatboat *Hit or Miss* carrying Jesse Cristman and family shipped over Portage Railroad enroute from Nanticoke Dam to Hennepin, Illinois; first boat carried over portage; transportation is arranged by John Dougherty, Hollidaysburg manager of Reliance Transportation Company; boat was 29 x 7; spent night at summit; success leads Dougherty to consider transportation of loaded boats as a regular business.
- Oct. 1834** First locomotive placed on Philadelphia & Trenton Railroad.
- Oct. 17, 1834** Southwark Railroad Board votes to charge same tolls as Northern Liberties & Penn Township Railroad. (MB)
- Oct. 20, 1834** Paterson & Hudson River Railroad begins operating over New Jersey Railroad between Marion and Jersey City ferry. (Lucas)
- Oct. 29, 1834** First five or six cars run over Southwark Railroad from Broad & South Streets to Delaware River via Broad Street and Washington Avenue in Philadelphia; continue to Columbia Bridge. (Haz - contradicted by minutes? - may mean NL&PT?)
- Nov. 3, 1834** Philadelphia & Trenton Railroad opens for revenue service between Bristol and Kensington, then a suburb, now part, of Philadelphia. (MB, Gerstner, tt.; Walther notes office at Third Street Hall on Willow Street)
- Nov. 4, 1834** Peoples Line of cars on Columbia Railroad extended to Pittsburgh by stagecoach; run from 3rd & Willow Streets; \$14 to Pittsburgh; through in 60 hours.
- Nov. 5, 1834** New Jersey Assembly receives petitions of Philadelphia & Trenton Railroad to bridge Delaware River and of Trenton & New Brunswick Turnpike to increase capital, extend to Delaware River at Trenton and conduct a transporting business; seek authority to lay rails on Turnpike to create a second cross-state railroad. (AssyMin, Lane)
- Nov. 6, 1834** New Jersey Assembly reports bills granting powers sought to Philadelphia & Trenton Railroad and Trenton & New Brunswick Turnpike Company. (AssyMin)
- Nov. 7, 1834** Lycoming Line of West Branch Division Canal opens between Loyalsock and Dunnsburg Dam with pool navigation to Lock Haven.

- Nov. 10, 1834** Philadelphia & Trenton Railroad appoints another committee to negotiate for use of Trenton-Delaware Bridge. (MB)
- Nov. 1834** Nicholas Biddle relaxes bank credits, ending economic downturn. (Dilts)
- Nov. 1834** Freak accident on Columbia Railroad; horse-drawn vehicles are dispatched from various points, and the one reaching a post planted midway has right-of-way, and opposing cars must back out of way; two passenger cars racing to be first to a midpoint east of Downingtown build up such momentum that they crash head-on, the horses jumping aside at the last minute. (CCHS)
- Nov. 1834** West Chester Railroad opens branch line from Kirkland to lime and marble quarries at Oakland. (a W.C. paper says done only to get marble for bldg. Bank of Chester County, but clearly open longer than that)
- Nov. 18, 1834** Philadelphia & Trenton Railroad holds official excursion celebrating completion of line between Kensington and Morrisville. (MB)
- Nov. 22, 1834** Sylvester Welch reports to Canal Commissioners on location of reservoirs on east and west sides of Allegheny Mountain to remedy shortage of water in upper Juniata and Western Division Canals. (CC)
- Nov. 22, 1834** Colket & Sterns are contractors of Southwark Railroad. (MB)
- Nov. 24, 1834** John Naglee elected Pres. of Philadelphia & Trenton Railroad, replacing John Savage, deceased; company authorizes purchase of second locomotive from Baldwin. (MB)
- Nov. 1834** First portion of Delaware & Raritan Canal opens between Kingston and Trenton with three feet of water. (Watkins - verify)
- Nov. 1834** Lewisburg Side Cut of West Branch Division Canal opens.
- Nov. 1834** First 9 miles of Wabash & Erie Canal open west of Fort Wayne.
- Dec. 1, 1834** Philadelphia & Trenton Railroad Board appoints a five-man committee to obtain a charter from New Jersey permitting extension towards New York. (MB)
- Dec. 1, 1834** B&O formally opened to a point opposite Harpers Ferry, Va. (AR)

- Dec. 2, 1834** Philadelphia & Trenton Railroad Board authorizes company to procure steamboat to operate between New York and New Brunswick under their own control rather than any stage or steamboat operator. (MB)
- Dec. 2, 1834** Grasshopper locomotive *Arabian*, built in July, pulls two passenger cars over Parrs Spring Ridge Planes on B&O without assistance. (Dilts, AR)
- Dec. 3, 1834** In annual message, Gov. Wolf predicts that Public Works will require no further support from taxes after 1836.
- Dec. 8, 1834** Maryland Internal Improvement Convention convenes in Baltimore to push for completing C&O Canal to Cumberland. (Dilts)
- Dec. 9, 1834** Ordinance of District of Kensington authorizes extension of Philadelphia & Trenton Railroad towards Willow Street. (MB)
- Dec. 11, 1834** Charles Bush (1808-1855) of Wilmington presents Wilmington & Susquehanna Railroad survey from Wilmington to North East, Md.; estimate \$14,000 per mile. (BdPap)
- Dec. 13, 1834** Convention held at Wilmington, Del., to promote railroad to Susquehanna River at North East, Md.
- Dec. 13, 1834** French Creek Feeder Canal opens between Bemus's Mill above Meadville to junction with Franklin Line and back up to Conneaut Lake.
- Dec. 18, 1834** Canvass White (1790-1834), Chief Engineer of Delaware & Raritan Canal, dies at age 44 in St. Augustine, Fla., whither he had gone to recuperate. (DAB)
- Dec. 18, 1834** New Jersey Railroad Board orders road put in shape for transporting freight. (MB)
- Dec. 19, 1834** Gen. Garret D. Wall provides Camden & Amboy Railroad with legal opinion upholding Monopoly and stating that the chartering of a competing company violates pledge of State. (Pam)
- Dec. 24, 1834** Wilmington Convention appoints committee headed by Joshua Gilpin (1765-1841) to procure an engineer.
- Dec. 29, 1834** Camden & Amboy completed from Bordentown to Camden. (ETFrancis has 12/29/34!? - uses ferry of Reeves & Knissel)

- Dec. 29, 1834** Philadelphia-New York mail via Camden & Amboy first sent via ferry to Camden (and stage connection). (Prowell)
- Dec. 30, 1834** Northern Liberties & Penn Township Railroad appoints committee to put road in order and keep in order; still considering proposal of B.J. Jenkins & Co. (MB)
- 1834** Monongahela River Branch of Western Division Canal remains closed all season because of silt and runoff from Grants Hill.
- ca. 1834** Canal Commissioners appoint John Brandt (1791-1860?), a former blacksmith, mechanic, and inventor of Lancaster, as master machinist of Parkesburg Shops; later Master Mechanic of New York & Erie Railroad.
- 1834** Philadelphia & Trenton Railroad purchases control of Trenton & New Brunswick Turnpike Company.
- ca. 1834** Joint Companies buy control of Trenton Delaware Bridge Company to block Philadelphia & Trenton Railroad from crossing the river.
- 1834** State of Maryland loans \$2 million to Chesapeake & Ohio Canal and \$100,000 to Baltimore & Susquehanna Railroad.
- 1834** Citizens of York get defects in charter of York & Maryland Line Railroad removed.
- 1834** Union Line buys off Peoples Line operating via Chesapeake & Delaware Canal and routes all passengers via New Castle & Frenchtown Railroad.
- 1834** Congress makes appropriation for rebuilding the Long Bridge, destroyed in 1831. (Moore - Wilson has this as additional appropriation, raised from \$60,000 in 1832 to \$200,000 in 1833 or 34)
- 1834** Future PRR General Superintendent George Clinton Gardner (1834-1904) born at Washington, D.C.
- 1834** Future Lines West VP William Thaw (1818-1889) begins business career as clerk in father's bank in Pittsburgh. (Mem)
- 1834** Matthias Baldwin secures first large contract, seven locomotives for Philadelphia & Columbia Railroad; Baldwin had adopted the Jervis pilot truck and offered a standard 4-2-0 type. (Brown)
- 1834** New York and Ohio agree to reduce tolls by 25% on through traffic

passing between the two states via Erie and Ohio & Erie Canals.

1834 Lancaster Lateral Canal Company opens between Lancaster, Ohio, and Ohio & Erie Canal at Carroll.

1834? Regular steamboat service established between Buffalo and Chicago.

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; 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)

1834 McKee, Clarke & Co. and John Vandergrift place *Beaver*, first sternwheel steamer on Ohio River, in service between Pittsburgh and Beaver, Pa. (StdHstPitts)