

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

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1829

April 2005 Edition

- Jan. 14, 1829 Steamboat proprietor William Gibbons petitions N.J. Legislature against passing supplement to charter of Columbian Steam Boat Company. (AssyMin)
- Jan. 15, 1829 Locomotive *Pride of Newcastle*, aka *America*, built by Robert Stephenson & Co. and imported by Delaware & Hudson Canal Company, arrives in New York; first British locomotive imported to U.S. (CHTP22)
- Jan. 15, 1829 Committee of N.J. Assembly issues report favoring construction of Delaware & Raritan Canal by state; dismisses idea of railroad because canal is to connect with extensive tidewater and canal navigation at each end. (AssyMin)
- Jan. 16, 1829 Committee of New Jersey Assembly reports a bill calling for the state to build the Delaware & Raritan Canal. (AssyMin)
- Jan. 17, 1829 Bill to incorporate Camden & Amboy Railroad & Transportation Company introduced in N.J. Assembly. (AssyMin)
- Jan. 19, 1829 In annual message, New Jersey Gov. Isaac H. Williamson (1767-1844) favors a Delaware & Raritan Canal built by the state; includes a report from John N. Simpson, who he had engaged to the coasting and inland trade between New York and Philadelphia. (SG)
- Jan. 19, 1829 William R. Hopkins reports to Canal Commissioners on railroad surveys Harrisburg-Chambersburg and York-Gettysburg-Chambersburg; recommends the former. (CC)
- Jan. 20, 1829 Benjamin Fish and John Hutchins petition N.J. Legislature against passing supplement to charter of Columbian Steam Boat Company. (CnclMin)
- Jan. 20, 1829 Joseph Shriver reports on survey of National Road between Terre Haute

and St. Louis via Vandalia; location fixed as far as Vandalia. (Rept)

- Jan. 21, 1829 Supplement to charter of Columbian Steam Boat Company authorizes increase of stock to \$250,000 to equal that of Stevens's Union Line, with right to navigate any portion of Delaware River, not just Bordentown-Philadelphia. (PL)
- Jan. 21, 1829 Maryland & Virginia Steamboat Company incorporated in Md. to operate from Baltimore to Norfolk, Petersburg and Richmond and on rivers tributary to Chesapeake Bay. (PL)
- Jan. 22, 1829 Illinois appoints second Board of Canal Commissioners to accept federal land grant and survey for Illinois & Michigan Canal.
- Jan. 29, 1829 Ohio River Bridge Company incorporated in Kentucky to build bridge at Louisville; began construction but never finished. (LBCo AR)
- Feb. 5, 1829 Delaware issues charter to Pennsylvania, Delaware & Maryland Steam Navigation Company, incorporated in Md. in 1826 (PL); operates as Citizens Line between Philadelphia and Baltimore. (Gray)
- Feb. 7, 1829 Union Line Stage & Steamboat Company incorporated in New Jersey by Robert L. Stevens, Edward A. Stevens, Benjamin Fish, George Abbe, Robert Bayles, Robert Letson and Phineas Withington; capital set at \$250,000 (PL); Stevens family purchases steamboat fleet from William Gibbons, son of Thomas Gibbons; Union Line also acquires two-third interest of Citizens Line (Lane) and begins rate war with Vanderbilt's Dispatch Line.
- Feb. 7, 1829 Delaware authorizes New Castle & Frenchtown Turnpike & Railroad Company to build a railroad as per Maryland act of 1828. (Val)
- Feb. 7, 1829 New Castle Turnpike Company renamed New Castle Turnpike & Railroad Company. (Val)
- Feb. 7, 1829 Report of Commissioners of Internal Improvement Fund predicts Pennsylvania will default on internal improvement loans on Feb. 1, 1830; says deficit can be made up temporarily by diverting funds from the general treasury. (Rept)
- Feb. 12, 1829 Pa. legislative resolution orders Canal Commissioners to modify sluice in Shamokin Dam near Sunbury after complaints from operators of rafts and arks. (PL)
- Feb. 13, 1829 N.J. Assembly defeats Camden & Amboy Railroad Bill, 26-15. (AssyMin)

- Feb. 14, 1829 William Lehman of Pa. Committee on Inland Navigation & Internal Improvement issues report on application of Baltimore & Susquehanna Railroad for charter in Pennsylvania with recommendation it be denied. (HazR)
- Feb. 17, 1829 N.J. Assembly passes bill for state-built Delaware & Raritan Canal, 22-20. (AssyMin)
- Feb. 18, 1829 Canal Commissioners let first contracts for Philadelphia & Columbia Railroad; eventually covering 20 miles at each end. (CC)
- Feb. 19, 1829 Commissioners of Pennsylvania Internal Improvement Fund report that the fund will be unable to meet interest payments due on Feb. 1, 1830. (AR)
- Feb. 19, 1829 Maryland repeals act creating Board of Public Works but allows Treasurer of Western Shore to make state subscriptions to turnpike, canal and railroad companies. (PL) (verify - BPW still functioned in 1830s?)
- Feb. 23, 1829 New Jersey Council postpones consideration of state Delaware & Raritan Canal bill until next session. (CnclMin)
- Feb. 28, 1829 William R. Hopkins, late of the Ohio canals, reports to Canal Commissioners on survey for railroad from Harrisburg to Chambersburg; also for a railroad between Chambersburg and York via Gettysburg, which he holds to be impractical. (HazR - see 1/19 above)
- Mar. 2, 1829 Congress makes second subscription of \$150,000 to Chesapeake & Delaware Canal. (Gray)
- Mar. 3, 1829 Pa. legislative resolution authorizes David Leech to contract for use of water power at Dam No. 1 on Kiskiminetas River. (PL)
- Mar. 4, 1829 In his first inaugural address, Pres. Jackson promises economy in government, respect for states' rights and a "just" policy towards the Indians, but makes no clear indication of his stand on the tariff, the national bank, the currency or internal improvements. (EAH)
- Mar. 9, 1829 Pa. legislative resolution orders Canal Commissioners to consider replacing Grants Hill Tunnel at Pittsburgh with a deep cut. (PL)
- Mar. 11, 1829 Canton Company of Baltimore formally incorporated in Maryland by Peter Cooper (1791-1883) of New York, Columbus O'Donnell, son of Capt. John O'Donnell, William Patterson (1752-1835), Robert Oliver (1757?-1834), and others, to develop Canton Tract east of Baltimore for industrial sites.
- Mar. 12, 1829 Baltimore & Potomac Steam Packet Company incorporated in Md. to

operate between Baltimore and Washington. (PL)

- Mar. 12, 1829 Maryland Mining Company incorporated in Maryland; first antecedent of Consolidation Coal Company in Cumberland Coal Field; does not begin large scale operations until 1840s for want of connection to eastern markets. (RRH)
- Mar. 1829 James Walker (1781-1862) and John U. Rastrick (1780-1856) issue report on motive power to Liverpool & Manchester Railway; weakly recommend a series of stationary engines like a cable railway; L&M directors do not accept report.
- Mar. 1829 Conestoga Navigation Company opens slackwater navigation of Conestoga Creek up to ___ Landing near Lancaster.
- Mar. 27, 1829 J. Edgar Thomson appointed Principal Assistant Engineer of Philadelphia & Columbia Railroad, effective April 1; Henry Roe Campbell named Superintendent of Wood & Stone. (CC)
- Mar. 29, 1829 William Lehman (1779-1829), principal advocate of the Pennsylvania Public Works, dies at Harrisburg at age 50.
- Apr. 14, 1829 Cass County, Ind., established with county seat at Logansport. (Vexler)
- Apr. 15, 1829 New York authorizes construction of Chemung Canal, extending reach of its canal system to upper Susquehanna Valley at Elmira.
- Apr. 16, 1829 Jacksonian majority in Pennsylvania Legislature passes act restructuring Canal Commission; nine new commissioners appointed by the Legislature in order to purge the anti-Jackson commissioners previously appointed by Governor Shulze, particularly Gen. Abner Lacock of Beaver County, a bitter long-time foe of Gen. Jackson; David Scott of Luzerne and James Clarke of Westmoreland, both Jacksonians, are only holdovers from old board; new Commissioners are John Mitchell (1781-1849) of Centre, a skilled surveyor and former Congressman, Benjamin W. Richards (1797-1851) of Philadelphia, Peter S.V. Hamot of Erie, John Forrey of Lancaster, Nathaniel B. Eldred of Wayne, James S. Stevenson (1789-1831) of Allegheny, and David Frazier of Washington; are to contract no new work except extending Delaware Division to Easton; act takes power to appoint subordinate engineers from principal engineers and vests in Canal Commissioners; act also authorizes Canal Commissioners to appoint an Engineer-in-Chief & Superintendent of Surveys for the whole state, but plan is forgotten in financial crisis of the spring and summer. (PL)
- Apr. 20, 1829 Gov. Shulze vetoes Improvement Bill as excessive spending but agrees to accept an appropriation of \$2.2 million. (PArch)

- Apr. 20, 1829 Pa. legislative resolution orders Canal Commissioners to resurvey line of Philadelphia & Columbia Railroad east of Belmont Plane to Broad & Vine Streets and to head of sloop navigation on Schuylkill River. (PL)
- Apr. 22, 1829 Pennsylvania Improvement Act authorizes \$2.2 million loan (\$1,518,838 eventually issued); authorizes completion of North Branch Division to Nanticoke; completion of Delaware Division to Easton; surveys between Pittsburgh or Freeport to Erie; may improve Monongahela to Virginia state line; any spare moneys to be placed in Internal Improvement Fund; no bids are made for the loan because of inadequate provisions for interest payment. (PL, Bishop)
- Apr. 23, 1829 Secretary of the Commonwealth requests \$800,000 temporary loan from Bank of Pennsylvania and the Commercial Bank of Pennsylvania in Philadelphia.
- Apr. 23, 1829 Pa. legislative resolution calls on Canal Commissioners to give contract for Grants Hill Tunnel and canal to City of Pittsburgh if James McAvey abandons contract. (PL)
- Apr. 24, 1829 Secretary of the Commonwealth appeals to most other banks along Main Line to make up temporary loan.
- Apr. 28, 1829 Oswego Canal opens between Syracuse and Oswego, N.Y., connecting the Erie Canal with Lake Ontario.
- May 1, 1829 Stockholders of New Castle & Frenchtown Turnpike Company approve laying a railroad from Clarks Corners to the Maryland state line. (MB)
- May 2, 1829 B&O engineers report on survey of extension of B&O from "First Stone" on Baltimore's western boundary to harbor at corner of Pratt & Poppleton Streets. (Long)
- May 12, 1829 Response to Pennsylvania's call for temporary loans nets only \$145,500.
- May 13, 1829 Locomotive *Stourbridge Lion*, built by Foster, Rastrick & Co. and imported by Delaware & Hudson Canal Company, arrives in New York; *Lion* weighs 7 tons and *Pride of Newcastle* 6 tons, vs. 5-1/2 tons specified. (CHTP22)
- May 13, 1829 Col. Stephen H. Long orders grading of B&O from "First Stone" into city of Baltimore; order not obeyed by Superintendent of Construction Wever. (Long)
- May 15, 1829 First two boats, *Pioneer* and *Pennsylvania* owned by David Leech, arrive at Saltsburg from Pittsburgh on Western Division Canal; unable to proceed

further because tunnel and aqueduct at Tunnelton are incomplete.

- May 1829 Nathan S. Roberts and Alfred Cruger resurvey route for C&O Canal crossing of Allegheny Mountain between Wills Creek and Casselman River. (Dilts)
- May 16, 1829 Stephen Girard loans Commonwealth \$100,000; Bank of Pennsylvania \$100,000; Philadelphia Bank \$50,000.
- May 18, 1829 Farmers & Mechanics Bank of Philadelphia loans Commonwealth \$20,000.
- May 22, 1829 B&O engineers Jonathan Knight, William G. McNeill and George W. Whistler return from England. (Long)
- May 25, 1829 B&O Pres. Philip E. Thomas surrenders authority over Superintendent of Construction Caspar W. Wever to Board of Engineers; McNeill soon comes to share opinion that Wever is incompetent; Knight, who had a long relationship with Wever on the National Road, sides with Wever, creating division and controversy within the Board of Engineers; directors side with Knight and Wever, setting stage for a show-down later in year. (Long)
- May 27, 1829 Locomotive *Pride of Newcastle/America* tested on blocks at Abeel & Dunscomb's foundry in New York City; *Stourbridge Lion* is tested next day. (CHTP22)
- May 29, 1829 Old Board of Canal Commissioners increases salary of John Wilson, Principal Engineer of Philadelphia & Columbia, from \$2,000 to \$2,500 retroactive to October 1, 1828. (CC)
- June 1, 1829 New Board of Canal Commissioners assumes office; David Scott elected president; first action is to cut salary of Secretary to \$1,000; Joseph McIlvaine declines to continue on those terms; Francis Rhawn Shunk (1788-1848) career politician and future Democratic Governor, elected. (CC)
- June 2, 1829 First water reaches Allegheny City on Western Division Canal.
- June 3, 1829 Canal Commissioners begin reappointments of engineers, superintendents, and other employees. (need who fired!)
- June 5, 1829 Managers of Pennsylvania Internal Improvement Fund inform Canal Commissioners that funds are exhausted.
- June 5, 1829 Canal Commissioners evenly split between James D. Harris (hated by Commissioner James Stevenson for his association with Gen. Lacock) and Alonzo Livermore to be Principal Engineer on Western Division and

Portage; approve Sylvester Welch of New York and Lehigh Canals as compromise candidate. (CC)

- June 8, 1829 Canal Commissioners decide that their enabling legislation neglects to give them the power to adopt complicated operating rules or enforce them by imposing fines and penalties; authorize superintendents to adopt temporary rules. (CC)
- 1829 Edward Miller follows Sylvester Welch to Western Division Canal as Assistant Engineer. (Wilson)
- June 14, 1829 Canal Commissioners fire James D. Harris as (Principal Asst.?) Engineer on Western Division at the insistence of James Stevenson, who sees him as a protégé of his enemy Abner Lacock. (Cummings)
- June 1828 Benjamin Wright accepts position as Chief Engineer of C&O Canal. (Dilts)
- June 18, 1829 Delaware Breakwater dedicated; forms artificial anchorage inside Cape Henlopen at Lewes. (Alexander)
- June 1829 817-foot canal tunnel completed at Tunnelton on Western Division; is third canal tunnel in U.S.; opens directly onto 412-foot aqueduct over Conemaugh River; tunnel is plagued by rockfalls in soft strata and is occasionally blocked.
- June 22, 1829 Horatio Allen, in letter to John B. Jervis, proposes to test *America* on summit level and *Stourbridge Lion* at Honesdale. (CHTP22)
- June 27, 1829 Lehigh Coal & Navigation Company opens Lehigh Canal between Easton and Mauch Chunk, Pa.; two-way communication between Mauch Chunk coal mines and Philadelphia blocked by failure to complete Delaware Division Canal south of Easton, and company must continue to use arks in the Delaware River. (LCN AR)
- June 27, 1829 Pa. Board of Internal Improvement offers \$1 million of 1829's \$2.2 million permanent loan for sale at auction; no bids.
- July 1, 1829 Lt. Isaac R. Trimble reports on preliminary exploration for B&O route between Cumberland and Pittsburgh, covering same route as built in 1871. (AR)
- July 4, 1829 Chesapeake & Delaware Canal opens over entire length. (Gray)
- July 4, 1829 Planned demonstration of Delaware & Hudson Canal Company locomotives postponed. (CHTP22)

- July 11? 1829 Cornelius Vanderbilt buys several steamboats from William Gibbons and goes into business on own account; establishes Dispatch Line with steamboat *Emerald* on Delaware River and stage between New Brunswick and Trenton; cuts fare to \$1. (Lane)
- July 12, 1829 William Henry Barnes (1829-), future PRR engineer and director, born at Philadelphia. (PRRMensNews)
- July 21, 1829 Argument begins in cross suits of B&O and C&O Canal in Maryland Court of Chancery. (Dilts)
- July 22, 1829 Canal Commissioners appoint Alexander C. Twining Principal Engineer of Juniata Division over rival candidate James D. Harris. (CC)
- July 22, 1829 David Leech's boats *Pennsylvania* and *Pioneer* are first boats to arrive at Blairsville; Philadelphia-Pittsburgh freights cut from 18.75 cents per ton-mile to 3.33 cents. (elsewhere in Canal Currents say this date depart! Saltsburg)
- July 23, 1829 Delaware & Hudson locomotives *Pride of Newcastle/America* and *Stourbridge Lion* arrive at Honesdale, Pa., where inclined-plane railroad from Carbondale meets canal; plan is to use *America* on summit level and *Lion* on portion nearest Honesdale. (CHTP22)
- July 25, 1829 Canvass White refuses post of Engineer-in-Chief of Pennsylvania; Nathan S. Roberts had applied for the post but was anathema to Commissioner James S. Stevenson of Pittsburgh for having located the Western Division down the west bank of the Allegheny. (CC)
- July 25, 1829 Canal Commissioners reject offer of Lehigh Coal & Navigation Company to loan \$100,000 towards completion of Delaware Division, which furnishes its outlet to tidewater, as favoring one division over others. (CC)
- July 26, 1829 On this date, Horatio Allen probably tests the *Pride of Newcastle/America* in secret on the summit level of the Delaware & Hudson railroad, discovering that it is much too heavy and he has made a very expensive blunder; in 1981, a small carved casket with an inscription that the *America* blew up during at test on this date and supposedly made to hold a fragment as a souvenir, is sold at a New York antiques shop; however there is no other evidence to support this assertion, and some to the contrary; however, the test would have caused the plan to use locomotives to "blow up" in the metaphorical sense. (Demos, CHTP22)
- July 29, 1829 Chippewa, Ottawa and Potawatomis cede land in Michigan Territory to U.S.

- Aug. 5, 1829 Anti-Masonic Party organized in Allegheny County in opposition to Jacksonians. (Vexler)
- Aug. 6, 1829 Horatio Allen holds private test of locomotive *Stourbridge Lion* near Honesdale. (CHYP22)
- Aug. 8, 1829 Baltimore & Susquehanna lays "first stone" in Masonic groundbreaking ceremony at site of North Avenue, Baltimore; an elaborate procession marches up west side of Jones Falls and returns on east side; date is chosen because it is the centennial of the act ordering the creation of Baltimore. (BaltAm)
- Aug. 9, 1829 Horatio Allen tests English locomotive *Stourbridge Lion* on Delaware & Hudson Canal Company's railroad between Honesdale and Seeleyville, Pa.; first successful public operation of a regular locomotive in America; proves too heavy for light strap-rail track and trestles and is never placed in revenue service. (CHTP22)
- Aug. 1829 Chesapeake & Ohio Canal Company completes survey for canal between Cumberland and Pittsburgh, including a 4-mile summit tunnel. (Sanderlin)
- Aug. 21, 1829 Western Division Canal opens for regular service between Allegheny and Blairsville. (local histories say Leech packets Pioneer & Pa. arrive at Blairsville on 7/22!)
- Sep. 3, 1829 Letters patent issued to Codorus Navigation Company. (PaArch)
- Sep. 22, 1829 Susquehanna Division Canal completed between Duncans Island and Northumberland; not fully navigable.
- Sep. 24, 1829 Maryland Chancellor Theodorick Bland issues ruling in favor of B&O on basis that it acquired right of way first. (Dilts)
- Sep. 28, 1829 First schooner passes through Chesapeake & Delaware Canal. (NilesReg)
- Sep. 29, 1829 U.S. Engineers under Dr. William Howard leave Buffalo enroute to Chicago to survey Illinois & Michigan Canal. (NilesReg)
- Oct. 2, 1829 David Thomas (1776-1859) of the New York canals declines appointment as Pennsylvania Engineer-in-Chief; Benjamin Wright demands \$5,000 per year, moving expenses, and four annual vacation periods to visit family in New York; Canal Commissioners make no further attempts to fill post; also adopt method of marking and weighing boats for toll purposes as used on Schuylkill Canal and the New York method of keeping toll collectors separate from locktenders. (CC)

- Oct. 3, 1829 Canal Commissioners now approve seeking special loans from private parties interested in the completion of particular divisions to raise necessary funds; Lehigh Coal & Navigation Company had spent funds elsewhere after rejection of loan offer in July. (CC)
- Oct. 1829 Canal Commissioners discover that funds raised by loans are still insufficient and order Superintendents to issue scrip certificates to contractors, pending next appropriation. (CC)
- Oct. 8, 1829 Rainhill Trials begin on Liverpool & Manchester Railway in England, ending Oct. 14; *The Rocket*, designed by Robert Stephenson, wins the competition and demonstrates commercial viability of general-purpose steam railroads. (Dilts has 10/6!!-14); spectators include George Brown and Ross Winans of Baltimore, affiliated with B&O, and E.L. Miller and Horatio Allen of the South Carolina Canal & Railroad Company; Winans is allowed to demonstrate a hand-cranked version of his friction-wheel car; although Stephenson was the only competitor to meet and exceed the specifications, public opinion favored Braithwaite & Ericsson, whose *Novelty* was eye-catching but weak and fragile. (, Dilts)
- Oct. 8, 1829 Leiper Canal along Crum Creek filled with water. (HazReg)
- Oct. 13, 1829 Jacksonian Democrat George Wolf (1777-1840) of Easton elected Governor of Pennsylvania over Anti-Mason Joseph Ritner by 17,000 votes. (Klein)
- Oct. 14, 1829 B&O Board defeats proposal of Capt. William G. McNeill to suspend or fire Superintendent of Construction Caspar W. Wever for incompetence on grounds that Board of Engineers has no authority to make dismissals. (Long)
- Oct. 17, 1829 Official dedication ceremonies held for Chesapeake & Delaware Canal; canal begins diverting much trade from lower Susquehanna and upper Chesapeake Bay from Baltimore; also first trip of steamboat *William Penn* of Citizens Line, which makes trip from Philadelphia in 3:15. (NilesReg, Gray)
- Oct. 1829 B&O completes track from Pratt Street, Baltimore, to Carrollton Viaduct. (Dilts)
- Oct. 1829 James Ferguson reports on surveys for canal between Pittsburgh and Erie via the Allegheny and Conneaut Lake. (CC)
- Oct. 26, 1829 Philadelphia merchant Robert M. Lewis elected Pres. of Chesapeake & Delaware Canal. (Gray)
- Oct. 29, 1829 Canal celebration at Lewistown on Juniata Division. (NilesReg)

- Oct. 30, 1829 First section of Juniata Division Canal watered between Delaware Run and Lewistown; not connected to rest of system.
- Fall 1829 Nathan S. Roberts reports on four-mile summit tunnel for C&O Canal; will cost \$1.6 million and take 120 men 13 years; Pres. Mercer has organized lobbying Pres. Jackson to authorize U.S. Army to build it. (Dilts - 22Cong House Rept 18)
- Nov. 1, 1829 Juniata Division Canal opens between Lewistown and Mifflin. (Leuba - check - Jacobs says only that water admitted)
- Nov. 2, 1829 Baltimore & Susquehanna Railroad limits construction to south of Gunpowder River, citing inability to procure charter from Pennsylvania. (MB)
- Nov. 3, 1829 Special session of Legislature convenes at call of Gov. Shulze to deal with financial crisis as has only been able to place temporary loans, and these have now come due.
- Nov. 6, 1829 Jacksonian majority in New Jersey Legislature elects Peter D. Vroom (1791-1873) Governor over Isaac H. Williamson 42-13 after first choice Garret D. Wall (1783-1850) declines office. (AssyMin)
- Nov. 9, 1829 Bill introduced in N.J. Assembly to create New Jersey Canal Commissioners to build Delaware & Raritan Canal. (AssyMin)
- Nov. 10, 1829 Western Division Canal opens between Allegheny and the mouth of the Grants Hill Tunnel, Pittsburgh, including a wooden aqueduct over the Allegheny River built by Sylvanus Lothrop; three packet boats cross into Pittsburgh greeted by 10,000 people and 105-gun salute. (CC, HazReg)
- Nov. 17, 1829 Pennsylvania authorizes a "temporary" loan of \$1 million to cover shortages in public works program, including interest on state loans. (PL)
- Nov. 17, 1829 Committee of B&O Board appointed to investigate controversy between Long and McNeill and Caspar W. Wever, headed by banker Alexander Brown, interviews Capt. McNeill; blames him for starting the trouble and opposing wishes of Board. (Long, Dilts)
- Nov. 21, 1829 Moncure Robinson reports on surveys over Allegheny Mountain; in favor of a portage railroad by the most direct route over the lowest gap with a one-mile summit tunnel and steam-operated planes of 6 to 30 degrees slope; also suggests operating planes either with water wheels or by natural water pressure working a steam engine-type piston and crankshaft; discards idea of turnpike road which requires lower grades and longer distances. (CC)

- Nov. 25, 1829 Maj. David Bates Douglass reports on location of Philadelphia & Columbia Railroad east of Belmont Plane. (CC)
- Nov. 28, 1829 French Creek Feeder Canal completed between Bemus's Mill and a point on French Creek four miles below Meadville; two boats run from Meadville to Bemus's Mill and back; feeder remains isolated from the rest of the state system and remains unfilled and unusable.
- Nov. 30, 1829 First two vessels pass Welland Canal between Lake Ontario and Lake Erie in Canada; no real traffic until 1832.
- Dec. 4, 1829 Joseph Dilwyn Potts (1829-1893), future Pres. of Empire Transportation Company, born at Springton Forge, Pa.; member of famous Potts family of ironmasters. (DAB, Wilson)
- Dec. 4, 1829 B&O's Patterson Viaduct over Patapsco River formally dedicated with railroad excursion from Baltimore. (Dilts)
- Dec. 7, 1829 Pennsylvania act directs chartered banks to make loans to the State up to amounts required by their charters for the purpose of prosecuting the Public Works. (PL)
- Dec. 9, 1829 James Stevenson of Pittsburgh, new Acting Canal Commissioner of Western Division and a Jacksonian, in his report accuses his predecessor and political enemy Abner Lacock of inefficiency.
- Dec. 15, 1829 George Wolf inaugurated as Governor of Pennsylvania.
- Dec. 16, 1829 Canal Commissioners approve location of canal between Pittsburgh and Erie via Beaver and Shenango Valleys. (CC)
- Dec. 21, 1829 B&O's Carrollton Viaduct over Gwynn's Run formally dedicated by Charles Carroll of Carrollton with railroad excursion from city. (Dilts)
- Dec. 1829 District of Columbia subscribes \$1.5 million to Chesapeake & Ohio Canal; money raised by Dutch loan.
- Dec. 27, 1829 Pennsylvania authorizes loans from banks to fund Public Works. (PL)
- Dec. 28, 1829 B&O begins experimental excursions between Pratt Street and Carrollton Viaduct using a variety of cars; one horse draws 42 passengers in two Winans cars at 10 MPH and another draws three cars with 84 persons; two dogs pull six persons. (NilesReg)
- Dec. 30, 1829 Six persons travel over B&O in a sail car. (NilesReg)

- Late 1829 Juniata Division Canal opens between Delaware Run and Aqueduct. (water was to have reached 1/2 mile from Duncans Island by 11/17/29)
- 1829 Union Line shifts *Trenton* to New York end of route. (Stanton)
- 1829 Columbian Pilot Line, dissolved in 1823, is revived in connection with Columbian Steam Boat Company on Raritan. (Lane)
- 1829 Pennsylvania, Delaware & Maryland Steam Navigation Company (Citizens Line) begins using fast barges through Chesapeake & Delaware Canal instead of stages across Delmarva Peninsula; operate through canal in two hours. (Gray - def. by 12/29, possibly early as 8/29)
- 1829 Pittsburgh & Ohio Transportation Company (? verify in Pitts. dir) establishes agency at Blairsville. (verify)
- 1829 William C. Redfield publishes a pamphlet advocating the construction of a "Great Railway" across the Southern Tier of New York and northern Ohio to the Mississippi River at Rock Island; genesis of Erie Railroad.
- 1829 Congress subscribes an additional \$135,000 to Louisville & Portland Canal.
- 1829 Congress appropriates money for building National Road east and west from Indianapolis.
- 1829 Flood destroys Long Bridge at Washington, D.C. (Wilson)
- 1829 Michigan authorizes Territorial Road or St. Joseph Road from Ypsilanti through Ann Arbor and Kalamazoo to St. Joseph.
- 1829 Future PRR Pres. William Chamberlain Patterson (1813-1883) joins his older brother Robert Patterson's wholesale grocery business in Philadelphia. (Watkins)