

ANNUAL REPORT  
OF THE  
PENNSYLVANIA AND OHIO CANAL COMPANY,  
FOR THE YEAR 1844.

*To the General Assembly of the State of Ohio:*

In conformity to the laws of the State, the Pennsylvania and Ohio Canal Company present their annual report to the Legislature, exhibiting their operations the past year, and the present financial condition of the company.

The receipts at the treasury, up to the first of the present month, as credited to various accounts on the books of the treasurer, are as follows:

|  |                |
|--|----------------|
| Payments credited to stock.....                      | \$1,269,619 21 |
| Payments credited to interest and exchange account.. | 1,095 44       |
| Payments for tolls and rents previous to 1844.....   | 90,551 05      |
| Payments for tolls and rents since last report.....  | 36,024 96      |

|  |                     |
|--|---------------------|
| <b>Aggregate amount of receipts into the treasury.. ....</b> | <b>1,397,290 66</b> |
|--|---------------------|

The charges, disbursements, and cash on hand, up to the same period, as exhibited by the books of the treasurer are as follows:

|  |                |
|--|----------------|
| For work, including construction and repairs.....                      | \$1,164,514 59 |
| For contingent expenses .....  | 109,090 22     |
| For damages and purchase of lands.....                                 | 34,446 24      |
| For dividends paid.....  | 61,087 00      |
| For amount charged delinquent subscribers on sale of their stock ..... | 8,129 44       |
| Balance in the treasury.....   | 20,023 17      |

|   |                     |
|---|---------------------|
| <b>Aggregate amount of charges, disbursements and cash,</b> | <b>1,397,290 66</b> |
|---|---------------------|

Of this amount in the treasury, there has been already appropriated by the board of directors about thirteen thousand dollars, to pay the dividend declared on the first of January last, and unclaimed dividends of the preceding year, and about two thousand dollars for work and incidental expenses of the last quarter, which had not been audited and charged to the proper account on the books of the treasurer at the date of this report. These appropriations will leave in the treasury about five thousand dollars, to meet the current demands for work now in progress for the construction of additional feeders, under contracts made prior to the last annual report.

The financial accounts of the company, as rendered to the General Assembly, in February last, were as follows:

## RECEIPTS.

|  |                            |
|--|----------------------------|
| For stock paid in .....                | \$1,207,902 38             |
| Interest and exchanges .....           | 1,047 57                   |
| Tolls and rents previous to 1843 ..... | 62,995 59                  |
| Tolls in 1843 .....                    | 27,312 32                  |
| Rents in 1843 .....                    | 243 14                     |
| <b>Total amount of receipts .....</b>  | <b><u>1,359,501 00</u></b> |

## DISBURSEMENTS.

|  |                            |
|--|----------------------------|
| For work .....   | \$1,144,642 75             |
| Contingent expenses .....                                    | 102,694 30                 |
| Damages and purchase of lands .....                          | 29,638 24                  |
| Original subscribers in default on sale of their stock ..... | 8,129 44                   |
| Dividends paid .....   | 53,198 50                  |
| Cash in the treasury .....                                   | 21,197 77                  |
| <b>Total amount of expenditures and cash on hand .....</b>   | <b><u>1,359 501 00</u></b> |

By comparison with the present account, it will be seen that the following sums have been paid into the treasury the current year, to wit:

|   |                         |
|---|-------------------------|
| Payments credited to stock .....  | \$1,710 83              |
| Payments credited to interest and exchange account .....                        | 47 87                   |
| Payments for tolls and rents .....  | 36,024 96               |
| Add cash in the treasury at date of last report .....                           | 21,197 77               |
| <b>Total amount of funds at the disposal of the company the past year .....</b> | <b><u>58,987 43</u></b> |

It will also appear, from an examination of the preceding accounts, that the following disbursements have been made since the last annual report to the Legislature:

|  |                         |
|--|-------------------------|
| For work, including construction and repairs ..... | \$19,871 84             |
| For damages and purchase of lands .....            | 4,808 00                |
| For contingent expenses .....                      | 6,395 92                |
| For dividends paid .....                           | 7,888 50                |
| Balance in the treasury .....                      | 20,023 17               |
|  | <b><u>58,987 43</u></b> |

Of the foregoing items of expenditures for the current year, the following amounts are chargeable to cost of construction, to wit:

|  |                  |
|--|------------------|
| For work .....                             | \$13,200 00      |
| For damages and purchase of lands .....    | 4,868 00         |
| For contingent expenses .....              | 1,200 00         |
| <b>Aggregate amount .....</b>              | <b>19,268 88</b> |
| Leaving a balance of expenditures of ..... | 11,867 78        |

for superintendence, repairs, and other incidental expenses of the company, for the preceding year.

When it is considered that this canal, with its sidecut and navigable feeders, is nearly one hundred miles in length, it is believed that the annual expenditures, including all incidental expenses of the company, required to sustain its navigation, will fall far below those of other public improvements of a similar character in comparison with its extent.

Collector's offices have been erected at Youngstown and Warren, on land donated to the company, and several substantial boats have been built and furnished for boarding and lodging the hands employed in making repairs, by which the whole force stationed at different places along the line, for that purpose, can be readily transferred, with their necessary implements, to any point requiring prompt attention, thus materially lessening the danger of breaches and expense of repairs. The expenses incurred by these improvements are charged to the general account of contingencies.

The aggregate amount of salaries paid to the officers of the company, including principal engineer, president, treasurer, and three collectors, is \$3,200. The compensation allowed the secretary is three dollars per day, and the directors their personal expenses while engaged in the service of the company.

It is apparent, from the preceding statements, that the net income of the company for the last year would have warranted a dividend of two per cent. and left a small balance in the treasury, had not the interests of the company required the construction of additional feeders, from Muddy and Sandy lakes, to sustain the increasing business of the canal. The work is all under contract, to be completed the ensuing season at prices which, in the aggregate, will not exceed thirty five thousand dollars, about thirteen thousand dollars of which has been done. The amount of damages to mills and farms, necessarily resulting from the construction of these feeders, has been amicably adjusted with the proprietors at about ten thousand dollars, more than one third of which has been already paid.

Owing to the unprecedented floods in the Cuyahoga and Mahoning valleys, in 1843, the navigation was interrupted a part of the month of June, and the expense of repairs greatly augmented for that year. The navigation has been sustained throughout the past season at a moderate expense, until closed by ice in December last.

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The subjoined statements will give a comparative view of the expenses, receipts and business of the company, for the years 1843 and 1844:

Expense of repairs in 1843.....\$14,085 21  
 Expense of repairs in 1844..... 8,421 35

Amount of tolls collected at Youngstown, in  
 1843.....\$18,062 34  
 Amount of tolls collected at Warren, in 1843, 3,619 93  
 Amount of tolls collected at Akron, in 1843 .. 5,630 05

Total amount of tolls collected in 1843.. 27,312 32

Amount of tolls collected at Youngstown, in  
 1844.....\$22,848 14  
 Amount of tolls collected at Warren, in 1844, 5,165 93  
 Amount of tolls collected at Akron, in 1844.. 7,853 93

Total amount of tolls collected in 1844..... 35,868 00

*Statement of the principal articles cleared on the Pennsylvania and Ohio Canal, at the Collector's office in Youngstown, for the years 1843 and 1844.*

| Articles.                   | 1843.  | 1844.  |
|-----------------------------|--------|--------|
| <b>Barrels—</b>             |        |        |
| Flour .....                 | 7,911  | 6,359  |
| Pork .....                  | 22     | 1,030  |
| Beef .....                  | 3      | 91     |
| Fish .....                  | 73     | 71     |
| Whiskey.....                | 26     | 236    |
| Salt .....                  | 1,229  | 405    |
| Cider .....                 | —      | 211    |
| <b>Bushels—</b>             |        |        |
| Wheat .....                 | 20,466 | 21,018 |
| Rye .....                   | —      | 547    |
| Corn .....                  | 65     | 492    |
| Oats .....                  | 500    | 2,506  |
| Flaxseed .....              | 495    | 3,987  |
| Clover and grass seed ..... | 70     | 133    |
| Coal .....                  | 4,330  | 17,860 |

## STATEMENT—Continued.

| Articles.                       | 1843.      | 1844.      |
|---------------------------------|------------|------------|
| <b>Pounds—</b>                  |            |            |
| Pork and bacon.....             | 28,078     | 55,818     |
| Lard .....                      | 13,746     | 45,385     |
| Butter .....                    | 97,603     | 247,658    |
| Cheese .....                    | 159,142    | 247,107    |
| Dried fruit.....                | 67,812     | 78,075     |
| Pot and pearl ashes .....       | 212,520    | 308,091    |
| Wool .....                      | 89,945     | 156,921    |
| Feathers .....                  | 3,611      | 5,124      |
| Hides and skins.....            | 16,020     | 15,264     |
| Merchandise, furniture, &c..... | 1,771,597  | 2,953,895  |
| Iron, nails, glass, &c. ....    | 10,541,490 | 11,445,034 |
| Sugar and molasses.....         | 1,284,505  | 2,247,735  |
| Sole leather .....              | 6,652      | 28,457     |
| Pig iron .....                  | 395,085    | 487,472    |
| <b>No. perches—</b>             |            |            |
| Limestone .....                 | 1,293      | 760        |
| Feet timber .....               | 35,756     | 125,541    |
| Split and flat hoops .....      | 102,100    | 22,900     |
| Staves and heading .....        | —          | 54,900     |
| Brooms .....                    | 2,856      | 5,644      |
| Cords wood .....                | 155        | 854        |
| Brick .....                     | 10,560     | 11,112     |
| Shingles.....                   | 95,000     | 190,000    |
| Passengers.....                 | 2,406      | 3,779      |
| Miles conveyed.....             | 110,451    | 176,755    |

*Statement of the principal articles arrived and cleared at the Collector's Office in Warren, for the years 1843 and 1844.*

| Articles.                  | 1843.     |           | 1844.     |           |
|----------------------------|-----------|-----------|-----------|-----------|
|                            | Arrived.  | Cleared.  | Arrived.  | Cleared.  |
| <b>Barrels—</b>            |           |           |           |           |
| Flour.....                 | 155       | 1,057     | -         | 2,864     |
| Pork.....                  | -         | 170       | -         | £27       |
| Beef.....                  | -         | 73        | -         | 26        |
| Fish.....                  | 355       | -         | 504       | 49        |
| Whiskey.....               | 67        | 22        | 202       | 11        |
| Salt.....                  | 5,838     | 192       | 7,872     | 657       |
| <b>Bushels—</b>            |           |           |           |           |
| Wheat.....                 | 9,010     | 8,535     | 13,966    | 15,947    |
| Flax seed.....             | -         | 1,095     | 1,864     | 3,003     |
| Clover and grass seed..... | -         | 648       | -         | 185       |
| Bran and shorts.....       | -         | 5,540     | -         | 453       |
| Coal.....                  | 32,421    | 68,602    | 33,246    | 95,541    |
| Lime.....                  | 739       | 200       | 56        | -         |
| <b>Pounds—</b>             |           |           |           |           |
| Pork and bacon.....        | -         | 19,121    | -         | 44,954    |
| Butter.....                | -         | 169,846   | -         | 201,491   |
| Cheese.....                | -         | 2,415,177 | -         | 3,944,404 |
| Dried fruit.....           | -         | 73,892    | -         | 28,391    |
| Pot and pearl ashes.....   | -         | 909,034   | -         | 875,735   |
| Wool.....                  | -         | 55,419    | -         | 218,323   |
| Feathers.....              | -         | 1,929     | 906       | -         |
| Hides and skins.....       | -         | 1,120     | 16,491    | 1,250     |
| Merchandize & baggage..... | 1,265,479 | 217,878   | 1,649,642 | 244,941   |
| Iron, nails and glass..... | 1,480,654 | 627,900   | 1,011,643 | 317,852   |
| Sugar.....                 | 465,379   | 51,175    | 524,742   | 60,824    |
| Machinery.....             | 9,880     | 29,982    | -         | -         |
| Gypsum.....                | 57,268    | 3,115     | 48,785    | -         |
| Iron ore.....              | -         | 450,960   | -         | 363,520   |
| Sundries.....              | 19,493    | 43,785    | -         | 4,442     |
| Pig iron.....              | 50,397    | 164,830   | 81,496    | 13,130    |
| <b>Number—</b>             |           |           |           |           |
| Feet lumber.....           | -         | 58,398    | 65,903    | -         |
| Passengers.....            | 1,391     | -         | 1,805     | -         |
| Miles conveyed.....        | 43,521    | -         | 52,635    | -         |
| Shingles.....              | 98,000    | 114,000   | 30,000    | 30,000    |
| Split and flat hoops.....  | 31,000    | 882,150   | -         | 539,400   |
| Staves and heading.....    | -         | -         | -         | 63,637    |
| Empty barrels.....         | -         | 8,300     | -         | 5,864     |

*Statement of the principal articles arrived and cleared at Akron  
for 1844.*

| Articles.               | Arrived.   | Cleared.  |
|-------------------------|------------|-----------|
| <b>Barrels—</b>         |            |           |
| Flour .....             | 64,632     | 24        |
| Pork .....              | 13,110     | 28        |
| Beef .....              | 649        | —         |
| Fish .....              | 20         | 1,801     |
| Salt .....              | —          | 19,579    |
| Whiskey .....           | 152        | 228       |
| Oil .....               | 2,145      | 102       |
| Lime .....              | —          | 170       |
| <b>Bushels—</b>         |            |           |
| Wheat .....             | 13,635     | 182,744   |
| Rye .....               | 823        | —         |
| Corn .....              | 4,733      | —         |
| Peas and beans .....    | 146        | —         |
| Grass seed .....        | 1,499      | 578       |
| Flax seed .....         | 197        | 8,438     |
| Coal .....              | 495,691    | —         |
| Coke .....              | 9,448      | —         |
| Bran and shorts .....   | 5,616      | 10,677    |
| <b>Pounds—</b>          |            |           |
| Bacon .....             | 37,722     | 1,335     |
| Hides .....             | 7,610      | 27,886    |
| Lard .....              | 53,557     | 31,998    |
| Butter .....            | 251,002    | 34,841    |
| Cheese .....            | 294,552    | 25,563    |
| Sugar .....             | 1,444,748  | 45,490    |
| Potashes .....          | 535,156    | 473,345   |
| Paper .....             | 139,940    | 2,319     |
| Wool .....              | 234,828    | 29,906    |
| Sole leather .....      | 32,194     | 81,065    |
| Marble, unwrought ..... | 4,823      | 108,005   |
| Tallow .....            | 7,126      | 1,725     |
| Merchandise .....       | 1,523,690  | 1,702,389 |
| Extra baggage .....     | 194,605    | 191,087   |
| Machinery .....         | 9,588      | 47,147    |
| Iron .....              | 10,849,606 | 59,570    |
| Pig iron .....          | 99,720     | 744,880   |
| Iron ore .....          | 4,493,015  | —         |
| Castings .....          | 17,361     | 68,971    |

## STATEMENT—Continued.

| Articles.                     | Arrived. | Cleared. |
|-------------------------------|----------|----------|
| <b>Pounds—</b>                |          |          |
| Dried fruit.....              | 137,102  | 21,713   |
| Soap .....                    | —        | 3,630    |
| Tobacco, unmanufactured ..... | 208,429  | 3,014    |
| Agricultural implements ..... | 13,831   | 14,432   |
| <b>Perches—</b>               |          |          |
| Stone (rough) .....           | 926      | —        |
| <b>Feet—</b>                  |          |          |
| Lumber .....                  | 660,675  | 150,069  |
| Timber .....                  | —        | 7,830    |
| <b>Number—</b>                |          |          |
| Passengers.....               | 2,897    | —        |
| Miles conveyed.....           | 123,636  | —        |
| Shingles.....                 | 150,500  | 92,750   |
| Lath .....                    | 168,300  | 55,120   |
| Hoops .....                   | 625,300  | 2,000    |
| Staves .....                  | 22,160   | 72,269   |
| Empty barrels .....           | 2,188    | 1,137    |
| Brooms .....                  | 1,170    | 5,560    |
| Brick .....                   | —        | 155,666  |
| Wagons.....                   | —        | 15       |
| Millstones .....              | —        | 4        |

Not having the returns at this office from the collector at Akron, for 1843, to show the increase of business on this canal, a reference to the amount of tolls collected at that office for the last two years, as stated in this report, will show an increase of about forty per cent. in 1844, over the preceding year. From an examination of the returns of the collectors on this canal, as above stated, and of those made by the collectors on the Ohio Canal at Akron and Cleveland, as presented in the annual reports of the Board of Public Works, it must be apparent that the business introduced to the Ohio Canal by this improvement, constitutes no inconsiderable portion of the revenue accruing to the state from that canal, and far exceeding in amount what is paid directly to the state in the form of dividends by this company.

The returns of the collector on the Pennsylvania and Ohio Canal, at Akron, for 1844, show that nearly fourteen million of pounds of iron, merchandise, and sugar, arrived at that place from this canal during that year. Most of these articles must have passed down the Ohio Canal to Cleveland, or southerly, to different points on the Ohio Canal. From the annual reports of the Board of Public Works, it will be seen that, up to the year 1840, when the Pennsylvania and



Ohio Canal was first opened, the aggregate amount of merchandise, iron and nails, which arrived at Cleveland by the Ohio Canal, was about three hundred thousand pounds.

The same reports, for 1843 and 1844, give returns of the arrival of these articles at Cleveland, by way of the canal, to the amount of nearly twelve million of pounds for each of those years. It also appears, from said reports, that there was cleared at Akron, on the Ohio Canal, of these articles, during each of the years last referred, to about twelve million pounds.

That there arrived at Cleveland, by the Ohio Canal, in the year 1844, nearly four hundred and ninety five thousand barrels of flour, nine hundred and seventy six thousand bushels of wheat, eight hundred and forty nine thousand pounds of wool, one million and ninety nine thousand pounds of butter, one million three hundred thousand pounds of pot and pearl ashes, and five hundred and forty thousand bushels of mineral coal. That there was cleared, at Akron, the same year, on the Ohio Canal, two hundred and ten thousand barrels of flour, two hundred and sixty four thousand bushels of wheat, four hundred and six thousand pounds of wool, four hundred and thirty one thousand pounds of butter, seven hundred and sixty four thousand pounds of pot and pearl ashes, and five hundred and ten thousand bushels of mineral coal.

The following tables, taken from the reports of the Canal Commissioners and Board of Public Works, for a series of years, will exhibit the rapid increase of tolls on the Ohio Canal, at their office in Akron, since the opening of the Pennsylvania and Ohio Canal, in comparison with other offices on the line of that canal:

*Amount of tolls collected at the several offices on the Ohio Canal.*

| Name of Office.            | Tolls collected<br>1835. | Tolls collected<br>1837. | Tolls collected<br>1839. | Toll collected.<br>1841. | Tolls collected<br>1843. | Tolls collected<br>1844. |
|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Cleveland .....            | \$68,757                 | \$80,051                 | \$138,606                | \$86,470                 | \$66,677                 | \$73,903                 |
| Akron .....                | 7,028                    | 12,367                   | 17,007                   | 35,191                   | 36,307                   | 39,577                   |
| Massillon .....            | 13,518                   | 15,377                   | 26,595                   | 33,201                   | 24,229                   | 22,818                   |
| Dover .....                | 8,023                    | 13,852                   | 19,515                   | 23,858                   | 21,392                   | 20,644                   |
| Roscoe .....               | 14,495                   | 28,220                   | 36,072                   | 54,007                   | 38,668                   | 35,876                   |
| Newark .....               | 20,552                   | 55,838                   | 70,820                   | 72,141                   | 48,716                   | 87,603                   |
| Carroll .....              | not establis<br>hed.     |                          |                          |                          |                          | 19,279                   |
| Columbus .....             | 4,292                    | 10,137                   | 16,283                   | 16,593                   | 12,107                   | 11,229                   |
| Circleville .....          | 9,870                    | 20,985                   | 25,639                   | 30,014                   | 21,645                   | 25,944                   |
| Chillicothe .....          | 11,858                   | 31,125                   | 38,580                   | 31,254                   | 21,412                   | 24,412                   |
| Portsmouth .....           | 22,584                   | 24,874                   | 34,482                   | 33,473                   | 31,691                   | 32,424                   |
| <b>Total amounts</b> ..... | <b>180,977</b>           | <b>292,836</b>           | <b>423,599</b>           | <b>416,202</b>           | <b>322,844</b>           | <b>343,710</b>           |

From these tables it will be seen that up to 1840, when the Pennsylvania and Ohio Canal was opened, the amount of tolls collected in Akron had uniformly been less than any other office on the main line, and only exceeded the office on the feeder at Columbus—that the first year thereafter, (1841,) although there was a falling off in the aggregate amount received, the amount collected at the office in Akron was more than double what it had been in 1839, the year before this canal was opened.

It will also appear that, while the gross amount collected at every other office has diminished since that period, the receipts at Akron have been increasing until, in 1844, it exceeds every other office on the line, with the exception of Cleveland, although, from its location near the northern termination of the Ohio Canal, the tolls on property going north would be much less than at any office south of it.

These facts clearly demonstrate the importance of this work to the State, and warrant the conclusion that none of the public works in which the state has engaged have yielded more ample returns on her investments than this improvement.

At the close of the last year a new communication was opened between the Ohio river and Lake Erie, by the extension of the Beaver division of the Pennsylvania canal to the town of Erie. The distance from Pittsburg to Erie, by this route, is some six or seven miles shorter than from Pittsburgh to Cleveland by the Pennsylvania and Ohio canal. It is believed, however, that the facilities for transportation, by the latter route, are greater in consequence of less lockage, easier communication with the Lake, and other advantages. Considerable excitement prevails among the business men at Cleveland and Erie, and great exertions will be made to secure the carrying trade between the river and the lakes by the friends of each route. It is to be hoped that measures will be adopted by the agents of the State and the officers of this company, to retain it in its present channel. A dividend of one per cent. was declared by the board of directors on the first of January last, which has already been placed in the hands of the Treasurer of State.

Respectfully submitted, for and on behalf of the Board of Directors.

LEICESTER KING, *President.*

OFFICE OF THE PENN'A AND OHIO CANAL CO., }  
WARREN, OHIO, *February 12, 1845.* }

