

ANNUAL REPORT  
OF THE  
PENNSYLVANIA AND OHIO CANAL.

IN SENATE — *February 21, 1846.*

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

In obedience to the laws of the State, the Pennsylvania and Ohio Canal Company present their annual report to the Legislature, exhibiting the operations of the Company the past season, and its present financial condition.

Up to the close of the last month, the following sums had been received at the Treasury, as charged to various accounts on the books of the Treasurer :

Cash credited to stock -----	\$1,269,998 21
Do interest and exchange account -----	1,284 92
Do received for tolls and rents, prior to 1845 ----	126,806 60
Do received for tolls and rents in 1845 -----	29,420 31
Do received on loans, during past season-----	4,141 91
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Aggregate amount of receipts into Treasury ----	\$1,431,651 95

The charges and disbursements, and cash on hand, up to same period, are as follows :

For work, including construction and repairs-----	\$1,195,134 62
For contingent expenses -----	113,189 17
For damages and purchase of land-----	40,358 03
For dividends paid-----	73,377 00
For amount charged delinquent subscribers, on sale of their stock, by order of Directors -----	8,129 44
Cash on hand, uncurrent funds-----	1,463 69
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Aggregate amount of disbursements, and cash on hand -----	\$1,431,651 95

The financial condition of the company, as presented in the last annual report to the General Assembly, was as follows :

*Receipts.*

Payments credited to stock-----	\$1,269,619 21
Do credited interest and exchange account ---	1,095 44
Do for tolls and rents, prior to 1844-----	90,551 05
Do for tolls and rents in 1844-----	36,024 96
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Aggregate amount of receipts-----	<u>\$1,397,290 66</u>

*Disbursements.*

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 stock-----	8,129 44
Balance in treasury at that period-----	20,023 17
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Aggregate amount of disbursements and cash --	<u>\$1,397,290 66</u>

Of the twenty thousand dollars then in the treasury, it was stated, in the report, that about thirteen thousand had already been appropriated to the payment of the dividend then declared, and about two thousand dollars for work then done, but not settled and placed to the proper account, on the books of the treasurer, leaving a balance of about five thousand dollars as applicable to future operations.

By examination of the present account, and a comparison with the former, it will be seen that there has been paid out, the current year, under various charges in said statement, about forty thousand dollars, as follows :

For work (increased amount from last report)-----	\$30,620 03
For contingencies " " "-----	4,098 95
For damages and purchase of lands, last report-----	5,911 79
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Aggregate amount of payments since last report --	<u>\$40,630 77</u>

Of the above expenditures for 1845, the amount properly chargeable to the construction of the new feeders and reservoirs, is as follows :

For work-----	\$22,000 00
For damages and purchase of land-----	5,911 77
For contingencies-----	2,000 00
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Aggregate amount of current expenses for new work, \$29,911 77

Leaving the sum of **\$10,719** as the expense of superintendence, repairs, and other incidental charges of the company, for the entire line, the preceding year.

The conversion of Muddy and Sandy lakes into reservoirs, and the construction of feeders from them to the summit level of the canal, which have always been considered as ultimately necessary to a full supply of water, but which have been postponed from year to year, until 1844, have been fully completed the past season. These resources will furnish the summit and eastern levels with water in the dry seasons of the year, and supersede the necessity of drawing from the Cuyahoga river for that purpose, to the injury of the water power of that valuable stream. They can also be made available for the western levels, and can be relied upon to meet any deficiency occasioned by any unforeseen casualties along the line.

By reference to the preceding and present annual reports, it will be seen that the expense of constructing these reservoirs and feeders, including work, damages, and incidental contingencies, will fall short of fifty thousand dollars, the sum at which it was originally estimated.

The expenditures for this work, as stated in last annual report, being —

For work-----	\$13,200 00
For damages-----	4,808 00
For contingencies-----	1,200 00
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Amount embraced in last report-----	\$19,208 00
Amount expended the past season -----	29,911 77
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Aggregate expense of reservoir and feeders-----	\$49,119 77

It will also appear, from an examination of the present and preceding annual reports, that the expenses for the main line, including repairs, contingencies, salaries of principal Engineer, President, Treasurer, and three collectors, and expenses of Directors, for the past year, amount to \$10,719, being about twelve hundred dollars less than the preceding year, a great proportion of which has been saved by a reduction of the salaries of the officers above named, the aggregate amount of whose salaries, for the past year, is less than twenty-five hundred dollars.

To meet these demands upon the treasury, for the construction of reservoirs and feeders, and the current expenses of the year, resort has been had to a loan of about four thousand dollars, which may still further be increased before navigation opens in the spring.

Daily observation evinces the utility and economy of the plan adopted for keeping the canal in repair by keeping boats furnished for boarding and lodging the hands, by which they and their tools and implements can, at short notice, be concentrated at any point along the line, wherever their services may be required. By thus keeping the superintendents and hands constantly passing along the line, the weaker places are discovered and protected, slight injuries promptly repaired, and the danger of breaks greatly diminished.

Time and occupation, thus far, shows the work to have been done in a substantial, durable manner. The annual reports will show the average expense of superintendence and repairs, up to the present period, (being the seventh year of its navigation,) to have been less than twelve thousand dollars per annum, and that the whole amount of expenditures, including cost of construction, superintendence, repairs, damages, and all other contingent expenses of the company, from the commencement of the work down to the present time, will fall short of fourteen thousand dollars per mile, for the extent of navigation opened and sustained, being little short of one hundred miles.

It is fully believed that this work will favorably compare with the public works of this and other States; that the cost of construction has been less; and that the expense of keeping up the navigation has been far less per annum, for the period it has been used, than public works generally, of a similar character, in the charge of agents of the State.

This canal has been kept in navigable order, without any material intervention, throughout the past season, and capable of sustaining boats carrying from forty-five to fifty-five tons burthen, and, with the additional reservoirs and feeders just completed, may be made capable of passing boats of sixty tons burthen hereafter.

It is a subject of regret, however, that the Beaver division of the Pennsylvania Canal, below the Junction, through which all boats must pass to reach the Ohio river from this canal, still continues in such a condition as to cause frequent suspensions of navigation in low water, and, in ordinary stages of water, not admitting boats of the same burthen as this canal, thereby frequently occasioning the necessity of employing two boats upon that division to sustain the business and burthen of one on this.

That canal having been transferred, by the State of Pennsylvania, to an incorporated company, who have extended the line to Lake Erie, hopes were entertained that these causes of complaint would be removed, and that the navigation would be sustained, without interruption, and made capable of passing boats of the same burthen as this. No improvement, in this respect, has yet been made, and it is feared the navigation hereafter will be subjected to the same interruptions and embarrassments as heretofore. Having no power to obviate these difficulties, ourselves, our only hope is, that, by calling public attention to the subject repeatedly, those having charge of the work may ultimately be induced to apply the remedy.

This new channel of communication between the Ohio river and Lake Erie, was first opened for navigation last spring. The Board of Directors of the Pennsylvania and Ohio Canal Company would have preferred that arrangements should have been made for an uniform tariff of tolls for both canals, leaving the public to choose between the two routes. No such arrangements having been effected, a rate of tolls was adopted and published for the Erie Extension Canal, materially lower than what had been uniformly paid on the Pennsylvania and Ohio Canal. It followed, as a matter of course, that the board of directors of the latter company had to conform to the same

line of policy. In anticipation of such a course, they had made arrangements with the Board of Public Works of Ohio, on many of the most important articles, for the same rate of tolls, between Akron and Cleveland, as should be established on this canal, when passing through from river to lake, or lake to river. Under these circumstances, the rate of tolls was diminished about fifty per cent., at the opening of navigation, from what they had been the preceding year, and still they were, in many cases, higher than those on the Erie Extension. The result of this policy, as ascertained at the close of navigation in the fall, was a falling off in the aggregate amount of tolls received, of seventeen per cent., and an increase of business, equal to thirty per cent., on the preceding year. So long as this system is pursued by those having charge of the Erie Extension Canal, it will be adhered to by the present board of directors of this canal, while they have charge of it. The arrangements made with the Board of Public Works, last season, have been renewed with the Canal Commissioners for the coming season, and extended to all articles passing through the Pennsylvania and Ohio Canal. Without any wish or desire to reduce the rate of tolls on this canal below what they had long been established, still the Directors have no other alternative than to conform to those adopted by the Erie Canal Company.

The following tables will show the principal articles transported on this canal the two last seasons :

*A LIST of the most important articles cleared on the Pennsylvania and Ohio Canal, during the years of 1844 and 1845, at Youngstown.*

Articles.	1844.	1845.
<b>Barrels—</b>		
Flour -----	6,359	5,040
Pork -----	1,030	445
Beef -----	91	
Whiskey -----	236	221
Salt -----	405	532
<b>Bushels —</b>		
Wheat -----	21,018	15,477
Rye -----	547	
Corn -----	492	96
Oats -----	2,506	4,302
Flaxseed -----	3,989	1,926
Coal -----	17,860	29,812
<b>Pounds —</b>		
Pork and bacon -----	55,818	47,304
Lard -----	45,571	41,077
Butter -----	247,658	332,995
Cheese -----	247,107	336,311
Dried fruit -----	78,075	57,741
Pot and pearl ashes -----	308,091	505,775
Wool -----	156,921	167,145
Feathers -----	5,124	2,710
Hides and skins -----	15,264	46,246
Merchandise, furniture, and extra bag-		
gage -----	2,953,895	1,966,211
Iron, nails, &c. -----	11,445,024	11,932,085
Sugar and glass -----	2,247,735	5,199,033
Sole leather -----	28,457	21,470
Machinery -----	3,243	7,576
Agricultural implements -----	26,758	8,114
Potters' ware -----	6,621	41,298
Gypsum -----	15,695	96,597
Pig iron -----	487,472	447,720
<b>Number —</b>		
Passengers -----	3,779	2,986
Miles conveyed -----	176,755	129,376
Feet lumber -----	125,541	194,051
M Shingles -----	190,000	1,003,780
M Brick -----	11,112	22,592
Perches lime stone -----	760	681

YOUNGSTOWN — *Continued.*

Articles.	1844.	1845.
Number—		
Staves and heading -----	54,900	42,920
Split and flat hoops -----	22,900	41,270
Brooms -----	5,644	4,584
Cords wood -----	85	98
Empty barrels -----	1,100	788

*LIST of articles arrived and cleared in 1844 and 1845, at Warren.*

Articles.	1844.		1845.	
	Arrived.	Cleared.	Arrived.	Cleared.
<b>Barrels —</b>				
Flour .....		2,840	3,389	1,974
Pork .....		527		535
Beef .....		26		124
Fish .....	504	49	403	
Whiskey .....	202	11	462	
Salt .....	7,872	657	5,279	
<b>Bushels —</b>				
Wheat .....	13,966	15,947		6,840
Flaxseed .....	1,864	3,003		3,061
Clover and grass seeds .....		185		
Bran and shorts .....		455		
Coal .....	33,246	95,541	24,289	230,278
Lime .....	56			
<b>Pounds —</b>				
Pork and bacon .....		44,954		4,390
Butter .....		201,491		238,217
Cheese .....		3,944,404		3,995,375
Dried fruit .....		28,391		
Pot and pearl ashes .....		875,735		971,653
Wool .....		218,323		174,261
Feathers .....	906			
Hides and skins .....	16,491	1,250		
Merchandise and baggage .....	1,649,642	244,941	1,414,606	306,125
Iron and nails .....	1,011,643	317,854	758,454	419,571
Sugar .....	524,742	60,824	863,139	
Machinery .....				
Gypsum .....	48,785			
Iron ore .....		363,520		570,000
Sundries .....		4,442		19,948
Pig iron .....	81,496	13,130		
<b>Number —</b>				
Feet lumber .....	65,903		16,500	163,587
Passengers .....	1,805		1,867	
Miles conveyed .....	52,635		55,620	
M Shingles .....	30,000	30,000		
Hoops .....		539,400		431,100
Staves .....		63,000		318,350



*LIST of the principal articles arrived and cleared at Akron, 1844 and 1845.*

Articles.	1844.		1845.	
	Arrived.	Cleared.	Arrived.	Cleared.
<b>Barrels —</b>				
Flour .....	64,632	24	20,006	1,441
Pork .....	13,110	28	1,700	34
Beef .....	649	.....	76	4
Fish .....	20	1,801	9	1,573
Salt .....	.....	19,579	.....	10,961
Whiskey .....	152	226	38	429
Oil .....	2,145	102	1,329	28
<b>Bushels —</b>				
Wheat .....	13,635	182,744	2,740	82,169
Barley and Rye .....	823	.....	.....	5,562
Corn .....	4,733	.....	.....	23,803
Oats .....	.....	.....	2,395	9,364
Grass seed .....	1,499	578	96	1,155
Flaxseed .....	197	8,438	7,471	7,320
Coal .....	495,691	.....	527,483	.....
Coke .....	9,448	.....	10,973	.....
Bran and shorts .....	5,616	10,677	4,223	21,421
<b>Pounds —</b>				
Bacon .....	37,722	1,335	65,348	.....
Coffee .....	.....	.....	8,218	36,845
Butter .....	251,002	34,841	146,990	4,543
Cheese .....	294,552	25,563	521,856	85,393
Sugar .....	1,444,748	45,490	3,559,061	44,450
Pot ashes .....	535,473	473,345	412,740	909,169
Paper .....	139,940	2,319	122,084	.....
Wool .....	234,828	29,906	153,222	12,976
Lard .....	53,557	31,998	17,417	63,159
Sole leather .....	32,194	81,065	42,044	74,440
Merchandise .....	1,523,690	1,702,389	1,097,786	1,235,243
Extra baggage .....	194,605	191,031	407,857	139,344
Pig iron .....	99,720	744,880	.....	1,613,528
Glass ware .....	.....	.....	332,393	4,968
Iron and nails .....	10,849,606	59,570	9,943,601	25,016
Castings .....	17,361	68,971	21,379	92,622
Dried fruit .....	137,000	.....	43,794	4,403
Marble (wrought) .....	.....	.....	2,755	12,719
Do (unwrought) .....	4,823	108,005	300	176,576
Tobacco (manufactured) .....	.....	.....	2,447	.....
Do (unmanufactured) .....	208,423	3,014	197,520	28,987
Iron ore .....	4,493,015	.....	1,756,407	.....
Machinery .....	9,563	47,147	22,217	35,659
Plaster .....	.....	.....	.....	635,142
Rags .....	.....	.....	.....	98,882
Pig lead .....	.....	.....	11,955	.....
<b>Number —</b>				
Feet lumber .....	660,675	150,069	569,523	65,075

AKRON — *Continued.*

Articles.	1844.		1845.	
	Arrived.	Cleared.	Arrived.	Cleared.
Number —				
Passengers .....	2,897	.....	1,603	.....
Miles conveyed .....	123,636	.....	96,350	.....
Empty barrels .....	2,188	1,137	507	516
Hoops .....	625,300	2,000	308,850	.....
Shingles and lath.....	150,500	92,750	907,550	223,529
Staves .....	22,160	72,269	29,000	.....

Respectfully submitted, on behalf of the Board of Directors,  
LEICESTER KING, Pres't.

OFFICE OF PENNSYLVANIA AND OHIO CANAL,  
Warren, February, 1846.