

ANNUAL REPORT
OF THE
PENNSYLVANIA & OHIO CANAL COMPANY.

IN SENATE — *January 20.*

OFFICE OF THE PENNSYLVANIA AND OHIO CANAL COMPANY, }
WARREN, January 10th, 1851. }

To the General Assembly of the State of Ohio :

In compliance with the laws of this State, the Pennsylvania and Ohio Canal Company presents its annual report to the Legislature; exhibiting its operations during the past year, and its present situation.

The following statement is exhibited from the Treasurer's books :

Cash on hand, January 2d, 1851-----	\$ 35,822 66
Amount paid for work prior to 1850-----	1,229,748 58
“ “ for damages-----	41,228 63
“ “ for repairs of 1850-----	9,221 19
“ “ for contingent expenses of 1850-----	2,593 07
	<u>\$1,318,409 13</u>
Stock paid in full-----	\$1,237,700 00
Do delinquent-----	32,899 21
	<u>\$1,270,599 21</u>
Tolls and rents received in 1850-----	45,339 31
Dividends of 1849 unpaid-----	639 25
Profit and loss account-----	1,771 36
	<u>\$1,318,409 13</u>

The tables hereto annexed, will show the amount and kind of business done the last season.

This company last spring made an arrangement with the Erie Canal Company, for an uniform rate of tolls on each canal, to abolish discriminating tolls on way freight, and to allow no drawbacks. It was also agreed, that no special bargains should be made with forwarders and others. This agreement was to be obligatory for only one season, unless continued for a further arrangement. Although this compact has been beneficial to both parties, as we believe, yet for reasons unknown to this Board, the directors of the Erie Extension Canal decline to renew the agreement. It is but justice to that company to say, that the directors have strictly observed the terms of their agreement.

The usual repairs have, the past season, been made to the canal. No unusual injury has been done to it, whereby navigation has been interrupted, except the partial failure of one lock, which put a stop to the navigation for about ten days.

What business may be done on this canal in future is uncertain. What effect the railroads, now in progress of construction, may have on our canal, is a matter of conjecture. The tolls imposed on some articles, sent from this canal, on to the Ohio Canal and to Cleveland, and from thence on to our canal, by the Board of Public Works, have been too high. The distance from the junction of our canal with the Ohio Canal at Akron, to Cleveland, is less than 40 miles. The highest rate of toll imposed on articles transported on the Ohio Canal, for the shortest distance, has been imposed on almost all articles passing along the Ohio Canal, to or from our canal, and to or from Cleveland. There was, some years since, an understanding with the Board of Public Works, that a less rate of tolls should be imposed on some leading articles passing either way, into or out of our canal, than if the same were transported along the Ohio Canal alone the same distance. This informal agreement has been a relief to us, and, as we believe, of advantage to the State. The rate of tolls on salt has been very onerous. The tolls on Onondaga salt the last year, for the first hundred miles, have been twelve mills per mile for each thousand pounds, and for the next hundred miles, five mills; while Ohio salt, for the first twenty miles, was five mills for each mile, and for each mile over twenty, one mill. So that all salt, on the Ohio Canal, pays from Cleveland to Akron, the place of junction with our canal—a distance of thirty-eight miles—forty-five cents six mills; and salt, passing along the Ohio Canal the same distance from Zanesville, pays only eleven cents and six mills. All the salt used in this section of country is from the State of New York. There was last year, as in other years gone by, a reluctance in the Board of Public Works to take off this burthensome tax, on the ground that it was an encouragement to the manufacture of Ohio salt. The difference in the tolls on the different kinds of salt, imposed for one hundred miles, is much greater. This particularly does not affect us; but we may say New York salt pays, for the first hundred miles, one dollar and twenty

cents; while Ohio salt, for the same distance, pays but nineteen cents. How far it is consistent with modern ideas of right, to tax us for the direct benefit of the Muskingum salt manufacturers, is beyond our ability to divine. Glass, it is said, is manufactured at Zanesville in considerable quantities; and if the tolls on glass from Pennsylvania, through the Ohio Canal, were reduced, it would be unfavorable to the glass manufacturers at Zanesville. This is undoubtedly the case, for Ohio glass pays one dollar toll for the first hundred miles, and glass from Pittsburgh two dollars. These tolls have, heretofore, sent most of the Pittsburgh glass to Cleveland, by the Erie Extension Canal and Lake Erie. There is now a large quantity of glass manufactured on the banks of our canal, in Portage county, which must find its market in the country bordering on the lakes. The tolls on Ohio glass are so high, that this glass will all go to market by the railroad now in progress of construction, (and to be finished in a short time, through Portage county,) unless the tolls are reduced on Ohio glass. It is said that salt has been taken from Sandusky City to Newark, on the railroad, at so low a rate, that the salt merchants will abandon the Ohio Canal altogether; whereby the State will be much injured, and the monopolists of the Muskingum Valley no longer benefited. The railroad from Cleveland, through Portage county, will affect this canal in like manner.

It would be desirable, that there should be an uniform rate of tolls on both canals, on all property passing on both of them. This might be done by the Board of Public Works, or by this Board, or by the concurrent act of both; but if done by one body, it could be done by our Board with the most convenience, as it is necessary to watch very closely the operation of things on the Erie Extension Canal, which can be done by us better than by the Board of Public Works. It ought at all times to be borne in mind, that about one-third of the stock of this Canal Company is owned by the State.

A dividend of two and three-fourths per cent. has been declared by the Board of Directors, and a draft for the amount of the dividend of the State's stock (\$11,550) has been sent to the Auditor of State.

By order of the Directors.

THOMAS D. WEBB, *President.*

A STATEMENT of most of the different kinds of property cleared on the Pennsylvania and Ohio Canal, at Youngstown, during the years 1849 and 1850.

	1849.	1850.
Barrels — Flour -----	5,765	4,904
Pork -----	74	137
Whisky -----	613	440
Salt, (Pitts.) -----	178	66
Bushels — Wheat -----	4,279	3,077
Barley -----	438	1,151
Rye -----	144	-----
Corn -----	7,318	-----
Oats -----	334	-----
Flax seed -----	5,001	6,693
Clover and grass seed -----	368	101
Coal -----	191,831	738,867
Coke -----	4,396	14,525
Pounds — Pork and bacon -----	81,301	67,486
Lard and tallow -----	103,481	26,734
Butter -----	246,798	243,936
Cheese -----	185,552	128,772
Dried fruit -----	118,216	147,689
Pot and pearl ashes -----	162,092	247,782
Wool -----	348,302	388,118
Feathers -----	1,075	1,070
Hides and skins -----	103,275	82,393
Mdze. furniture and extra baggage -----	2,182,295	5,340,281
Iron, nails, spikes and castings -----	13,046,078	13,291,412
Sugar and molasses -----	2,401,857	2,348,274
Glass -----	2,853,505	2,809,383
Machinery -----	96,237	146,419
Agricultural implements -----	31,044	3,609
Potter's ware -----	148,163	239,878
Iron ore -----	5,781,236	5,059,628
Pig iron -----	7,774,892	10,338,216
Limestone -----	7,990,000	6,044,862
Number — Passengers -----	2,561	3,515
Miles conveyed -----	104,374	159,604
Feet lumber -----	160,806	107,217
Staves and heading -----	17,500	-----
Brooms -----	17,194	20,004
Cords wood -----	60	-----
Brick -----	81,950	175,870
Shingles -----	437,000	590,000
Empty barrels -----	331	384
Tolls received -----	\$20,585 45	\$23,169 07

A COMPARATIVE STATEMENT of property cleared on the Pennsylvania and Ohio Canal, at the port of Warren, during the years 1849 and 1850, and also money collected.

	1849.	1850.
Barrels — Flour-----	676	661
Pork -----	577	295
Beef -----	2,117	234
Fish -----	23	28
Whisky -----	25	36
Salt -----	289	-----
Linseed oil -----	-----	399
Bushels — Wheat -----	-----	700
Corn -----	44	-----
Oats -----	3,364	1,360
Flax seed -----	3,802	4,993
Clover and grass seeds -----	6,116	12
Bran and shorts -----	2,270	9,600
Lime -----	40	-----
Coal -----	552,610	636,509
Pounds — Pork and bacon -----	26,750	6,550
Butter -----	279,136	414,720
Cheese -----	6,729,002	8,216,484
Dry fruit -----	73,853	94,871
Green do -----	89,775	51,250
Pot and pearl ashes -----	472,188	545,021
Wool -----	109,968	109,859
Hides -----	392	16,602
Merchandize and baggage -----	197,123	220,741
Iron and nails -----	785,512	653,075
Sugar and molasses -----	3,867	13,248
Machinery -----	90,165	46,514
Agricultural implements -----	38,042	35,426
Stone and potter's ware -----	175,522	86,473
Pig iron -----	941,645	807,755
Number — Feet lumber -----	598,040	836,407
Number passengers -----	1,760	2,218
Miles conveyed -----	53,380	65,024
Shingles -----	92,500	148,000
Hoops -----	246,100	278,380
Staves, &c. -----	12,068	7,000
Empty barrels -----	1,951	3,062
Cords wood -----	143	104
Perches stone -----	118	164
Tolls collected -----	\$11,687 89	\$11,353 77

A STATEMENT of all the different kinds of property cleared on the Pennsylvania and Ohio Canal, at Akron, during the years 1849 and 1850.

	1849.	1850.
Barrels — Ale and beer-----	173	256
Beef -----	1	9
Flour -----	108	19,331
Fish -----	2,770	4,504
Oil -----	81	277
Pork -----		765
Salt -----	16,851	17,188
Whisky -----	1,053	4,359
Bushels — Barley and rye-----	3,730	19,733
Corn -----	3,097	33,503
Coal -----	2,948	208,774
Coke -----		9,089
Oats -----		3,580
Seeds, all kinds -----	2,236	1,363
Wheat -----	11,660	73,874
Pounds — Baggage and furniture-----	234,233	333,893
Bacon and pork-----	23,856	60,070
Butter -----	34,256	301,922
Cheese -----	13,587	427,041
Dried fruit, (W. S.)-----	222,813	130,667
Green do "-----		102,405
Gypsum -----	760,398	972,196
Hides and skins-----		101,083
Iron, nails, and spikes-----	173,140	3,068,148
Iron, (cast)-----	1,202,094	528,140
Iron, (pig and scrap)-----		1,353,111
Lard -----	8,263	86,250
Marble -----	260,913	350,586
Machinery -----	55,572	245,396
Merchandize -----	1,911,417	2,443,298
Oil cake -----		16,399
Ore, (iron and copper)-----	2,167,097	2,515,081
Pot and pearl ashes-----	534,168	452,258
Potter's ware-----		368,025
Rags-----	15,321	71,658
Salts of ley-----		1,376
Salætatus -----		208,882
Glass -----		166,284
Sugar and molasses-----	343,583	184,736
Shorts and bran -----	94,528	602,499
Wool -----	18,988	290,239
Sundries-----	1,615,763	2,964,237

STATEMENT — *Continued.*

	1849.	1850.
Number — Passengers -----	1,275	815
Miles conveyed -----	70,827	48,555
Barrels, (empty) -----	72	6,354
Staves and heading -----	36,124	61,800
Hoops -----		35,495
Shingles and lath -----	383,300	283,956
Feet lumber -----	81,681	369,062
Cords wood -----		392
Perches stone -----		43
Tolls collected -----	\$9,734 62	\$10,011 22

