

ANNUAL REPORT
OF THE
PENNSYLVANIA AND OHIO CANAL COMPANY.

IN HOUSE, FEB. 14, 1853.

OFFICE OF THE PA. AND OHIO CANAL Co. }
WARREN, J^YANUARY 10th, 1853. }

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 for the past year, and its present condition.

Cash credited to Stock, paid up in full	\$1,237,600 00	
“ “ “ delinquent	34,099 46	
	\$1,271,699 46	
Dividends unpaid		488 24
Rents received and land sold		1,264 12
Tolls received		29,312 37
Fines		52 00
		\$1,302,816 20

Amount of expenditures and cash on hand during the same period—

Work	\$1,230,332 54
Damages	41,228 63
Profit and Loss account	1,342 46
Repairs during the current year	10,335 00
Contingent expenses	3,490 89
Tolls refunded	210 77
Cash on hand	15,875 91
	\$1,302,816 20

We regret that we are obliged to say to the Stockholders, that circumstances beyond our control have compelled us to declare a dividend of but one per cent. The amount of all money received for lands sold, rents, fines, and tolls, is thirty thousand six hundred and twenty-eight dollars and forty-nine cents. The dividend of the year just closed, amounts to twelve thousand three hundred and seventy-six dollars; and the balance of former dividends unpaid, added, makes the sum of twelve thousand eight hundred and sixty-four dollars and twenty-five cents; which sum deducted from the cash on hand, leaves a surplus of three thousand eleven dollars and sixty-six cents in the treasury, to meet casualties that may attend the canal during the remainder of the winter, and make the usual and necessary repairs in the spring. Last year a dividend of two and one fourth per cent. was made. It was thought to be good policy at that time, not only to divide all the money on hand, but to anticipate the revenue of this year to the amount of two hundred twenty-nine dollars three cents. At that time our credit was such that if any great injury had been sustained by the canal, in the succeeding part of the winter or spring, we could have borrowed on the faith of tolls to be received, money enough to have repaired the breaches, and to have the canal generally in navigable order. We are unfortunately compelled to say that things do not now stand in so favorable a posture as at that time. The general apprehension that railroads will supersede canals, not only as channels for the conveyance of passengers, but of all kinds of freight, has become very general. This general impression has had a tendency very much to cast (we hope and believe,) only a temporary cloud over our prospects. We believe that, whenever the thing is fairly tested, it will be found that for heavy freight, such as coal, iron, and other articles of a ponderous nature, that the canal will be preferred. Notwithstanding the Cleveland and Pittsburg Railroad has been in full operation during the whole season, we are informed that, comparatively, very little, if any coal has been carried on it, during the season of navigation, to Cleveland.

From the statement annexed, of the different kinds of property transported on the canal, it will be seen that there has been a great increase in the amount of coal transported. There were but 1,584,150 bushels, equal to 55,445 tons of two thousand pounds, sent forward in the year 1850. Last year it ran up to 77,395 tons; and during the season just closed it amounted to 101,942 tons. All the coal which pays a toll at Akron, to the amount, this year, of 21,383 tons, is transported on our canal a little less than ten miles, on an average; that which is cleared at Youngstown and Warren, an average of about sixty-three miles. We have, for the two last seasons, put coal at a toll of one mill per mile, for each thousand pounds, to compete with the Erie Canal Company. This, we believe, has been a bad policy and will no longer be pursued. There is an influence exercised in that company by parties who have a large interest in steam vessels. That interest is best subserved by a low toll on coal. For although the interest of those parties in the canal is so great as to give it a controlling influence, yet the interest on the lake is paramount; and although the parties alluded to may lose as stock and bond holders, yet they gain in a ten fold degree in the transportation of coal. Two years ago, a person was informed by one of the individuals above alluded to, that he consumed, in a season of navigation, forty thousand tons of coal. The same individual, as we are credibly informed, is now building twelve additional boats for the transportation of coal, and has said the toll on coal must be put still lower. How far this will be doing justice to the other stockholders and creditors of that company, is not for us to say, but so much we may say, that it has had an injurious influence upon us.

This Canal was constructed at a time when a railroad of any extent was not known. It is probable if there had been a system of railroads of any considerable

extent, that this work would never have been constructed. The railroads have had a great effect upon this canal, which will be lasting. During the last season, we have indirectly sustained a very considerable temporary injury from the Pennsylvania and Ohio Railroad. Last season the navigation from the Ohio river was interrupted for nearly three months. The rains of the last spring produced a flood, which undermined the foundation of the Pennsylvania and Ohio Railroad near Rochester, and precipitated it into a lock of the Erie Canal, which completely cut us off from the Ohio River. This state of things continued until the water of the river became so low, that our communications by the river, either up or down, were in a great measure stopped. What freight came on to the canal, from the Ohio river, was, during the continuance of the obstruction, brought past it upon wagons. The railroad was repaired, long before the obstruction was removed, and much freight which otherwise would have passed along the canal to Cleveland, was transferred to the Pennsylvania and Ohio Railroad, and thence to the Cleveland and Pittsburg Road. The extent of the injury to us, the amount of damage we have sustained, is entirely conjectural; but we may safely say that the amount of additional tolls that we would have received, if the accident had not happened, would have been as much as five thousand dollars.

Another railroad is now being located from Cleveland through Warren in the direction of Pittsburg. This road will run from Braceville, a place about seven miles westerly of Warren, nearly parallel with the canal, to its eastern termination, and generally not many rods from it. This road will pass directly through the region from which coal is sent along the canal. Whenever the road is finished, the question will be settled whether coal can be sent to market on more favorable terms on the railroad than on the canal. There are various opinions as to the result; but one thing is certain, that so far, notwithstanding the railroads completed, and the competition thereby created, there has been a great increase of coal business on the canal. The great increase in the quantity of iron and copper ore transported, shows that articles of a ponderous kind will be taken along the canal in preference to the railroads.

Some articles have fallen off. I will mention but one prominent article, which is cheese. In the year 1850 the large quantity of eight millions seven hundred seventy-two thousand two hundred ninety-seven pounds was tolled, while in 1852 but three millions four hundred seventy-five thousand two hundred and six pounds were sent to market by the Canal. The obstructions above alluded to was a very great cause of this; and to that may be added other causes, particularly the influence of a Plank Road, extending from the heart of the cheese country to the Railroad and Lake at Painesville. Much cheese took that route, both to Cincinnati and New York. The high price of cheese in the northern and eastern market, has diverted much from our canal, directly on to Lake Erie and thence east. Should the present high price of iron continue it will undoubtedly add much to our revenue, both in the transportation of ore from Lake Superior and of the manufactured article to the North-West.

It is not deemed necessary to particularize the repairs made the last season.— They were of the ordinary kind, no particular injury having been done to the canal. The expenses of repairs, it will be seen, are less than last year, which were eleven thousand six hundred and thirty-one dollars. In the account of repairs for the year 1852, is included a small balance that was due of the appropriation for the bridge across the Mahoning, at Warren. Five hundred eighty-eight dollars and ninety-six cents has been paid the last season, which was properly chargeable to the account of construction. The principal of this claim should have been paid long ago, and thereby saved some cost and much interest; but owing to a difference of opinion between our predecessors and the person entitled to the money, it was unfortunately not sooner paid.

The contingent item is somewhat greater than it was last year. In a former report we announced the existence of an expensive law-suit, in which the company had been involved for many years, and then pending in Mercer county, Pennsylvania. The company was sued for a claim of about thirteen thousand dollars. A partial trial was had by jury, and before verdict the cause was arrested from the jury, continued and then submitted to the arbitrament of five respectable citizens of Pennsylvania, of the plaintiff's choice, who, after a patient hearing of several days, and a personal examination, on the spot, of the principal ground of controversy, awarded in favor of the company, and decided that there was nothing due the plaintiff. Exceptions were taken to the award because a witness had been permitted to testify, who had been a stockholder, and had sold his interest, but had not in every particular complied with the rules and by-laws in the technical transfer of the stock. The exceptions were sustained, and the award set aside. The company chose, rather than to have any further litigation, to compromise and to pay one thousand dollars to the plaintiff and have the controversy ended. In this settlement were embraced two other groundless suits which the plaintiff had instituted against the company in Beaver county. A general discharge has been taken, the money paid and charged to the account of contingencies, whereby that account is so much larger than last year.

A collector's office was established at Ravenna, in the year 1851, which it has been thought best to close. Some years ago the Board dispensed with the office of principal engineer, and divided the business of overseeing and repairing the canal among five superintendents. The Board has come to the conclusion to dispense with one of these. This will reduce the annual amount paid for superintendence about two hundred dollars. The expense of repairs cannot be made less than heretofore. There will necessarily have to be a number of lock gates renewed, bridges repaired, and some rebuilt, the ensuing spring. It is, however, to be hoped that our prospects will brighten the coming season.

A draft on the Treasurer of the company is herewith transmitted to the Auditor, in favor of the Treasurer of State, for the amount of dividend due the State, being four thousand two hundred dollars.

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 1851-'52, and of tolls received during the same period.

DIFFERENT KINDS OF PROPERTY.	1851.	1852.
<i>Barrels</i> —Flour	12,741	21,294
Pork	17	2
Fish		71
Whiskey	558	680
Salt—(Pitts.)		142
<i>Bushels</i> —Wheat	8,395	22,246
Barley	4,863	1,156
Oats	3,802	1,232
Flax-Seed	6,244	5,411
Clover and Grass Seed		527
Bran and Shorts		362
<i>Tons</i> —Coal	29,336	25,912
Coke	1,076	463
<i>Pounds</i> —Pork and Bacon	25,106	22,219
Lard and Tallow	9,102	4,464
Butter	188,994	146,687
Cheese	150,477	68,680
Dried Fruit	79,607	46,340
Pot and Pearl Ashes	270,306	65,339
Wool	478,109	153,432
Feathers	910	1,003
Hides and Skins	43,494	9,783
Mdze. Furniture and extra baggage	4,896,064	2,059,503
Iron, Nails, spikes and castings	12,780,407	11,369,202
Sugar and Molasses	2,060,722	1,144,251
Glass and Glass Ware	2,482,814	1,936,884
Machinery	313,624	257,310
Agricultural Implements	12,107	4,980
Potters' Ware	266,423	138,482
Gypsum		1,600
Iron Ore	14,918,689	8,500,850
Pig Iron	7,649,880	6,772,616
Lime Stone	6,224,000	3,477,000
<i>Number</i> —Passengers	1,200	1,205
Miles conveyed	71,018	41,028
Feet of Lumber	99,192	55,685
Staves and Heading		10,000
Brooms	12,736	10,751
Cords of Wood	73	58
Brick	98,209	268,357
Shingles	1,302,000	683,000
Mill stones	4	2
Empty Barrels	200	956
Tolls received	\$17,291 90	\$10,795 74

A STATEMENT

Of property cleared on the Pennsylvania and Ohio Canal, at the port of Warren, during the years 1851 and 1852, and moneys procured.

DIFFERENT KINDS OF PROPERTY.	1851.	1852.
<i>Barrels</i> —Flour	3,026	7,853
Pork	132	1
Beef	206	.....
Fish	119	80 $\frac{1}{2}$
Whiskey	98	176
Salt	9	90
Linseed Oil	547	1,065
Cider and Vinegar .....	.....	67
<i>Bushels</i> —Wheat	757	6,271
Corn	238	.....
Potatoes .....	.....	344
Oats .....	.....	75
Flax Seed	11,850	12,231
Beans .....	.....	37
Lime	51	1,500
Ashes .....	.....	1,670
<i>Tons</i> —Coal	37,301	54,644
Coke	174	186
<i>Pounds</i> —Pork and Bacon	20,165	932
Beef	14,535	.....
Butter	294,117	336,956
Cheese	4,610,213	3,258,808
Dried Fruit	74,983	110,149
Green Fruit	17,066	50,793
Pot and Pearl Ashes	365,577	284,335
Wool	119,079	125,894
Hides	54,286	10,910
Mdza. and sundries	1,167,106	332,486
Iron and Nails	970,671	932,723
Sugar and Molasses	7,236	15,665
Machinery	22,582	16,011
Agricultural Implements	16,747	7,064
Stone and Potters' Ware	52,738	19,946
Pig Metal	266,988	223,626
Saleratus	94,750	178,107
Flax tow	59,228	54,231
Castings	85,502	55,148
Eggs	189,514	3,336
Waggons and Buggies	45,015	27,752
Oil Cake	555,807	518,282
Iron Ore .....	.....	169,895
Copper Ore .....	.....	101,835
Glass and Glass Ware .....	.....	45,389
Powder .....	.....	29,411
Wooden Ware .....	.....	52,247
Tallow .....	.....	17,577

STATEMENT—Continued.

DIFFERENT KINDS OF PROPERTY.	1851.	1852.
<i>Number</i> —Feet of Lumber.....	886,865	761,672
Feet of Timber	21,769	250
Passengers	10,519	894
Miles conveyed.....	375,254	23,970
Shingles and Lath.....	240,000	444,500
Hoops	498,000	992,500
Staves and Plough Handles.....	69,044	137,984
Empty Barrels and Kegs	4,206	4,065
Cords Wood	191	195
Perches Stone.....	65	180
Brick		50,000
Tolls received	\$10,799 28	\$10,580 42

STATEMENT of property cleared on the Pennsylvania and Ohio Canal, at Akron, during the years 1851-'52.

DIFFERENT KINDS OF PROPERTY.	1851.	1852.
<i>Barrels</i> —Ale and Beer	340	167
Flour	48,729	64,551
Fish	4,157	2,735
Oil	175	285
Pork	87	95
Salt	15,485	9,756
Whiskey	6,100	4,317
<i>Tons</i> —Coal Mineral	10,162	21,382
Coke	110	26
<i>Bushels</i> —Barley and Rye	672	1,013
Corn	52,851	22,125
Seed of all kinds	4,626	5,849
Wheat	119,193	103,926
<i>Pounds</i> —Baggage and Furniture	178,723	100,719
Bacon and Pork	13,947	17,890
Butter	46,904	38,749
Cheese	7,142	147,718
Fruit, Dried	69,475	1,498
Fruit, Green	164,310	30,164
Gypsum	626,338	663,887
Hides and Skins	58,647	3,820
Iron and nails	613,034	223,477
Iron, cast	854,293	1,952,682
Iron, Pig and Scrap	491,312	1,719,602
Lard	6,525	2,736
Marble	316,599	380,402
Machinery	149,875	61,313
Merchandise	1,818,426	1,255,172
Iron Ore	1,988,174	4,284,620
Copper Ore	1,220,173	1,436,005
Pot and Pearl Ashes	332,116	33,462
Potters' Ware	231,723	199,768
Rags	41,413	77,333
Salts of Ley	98,715	111,287
Saleratus	97,481	19,145
Sugar and Molasses	146,613	557,402
Glass	582,339	253,986
Shorts	391,600	380,113
Wool	66,124	35,894
Sundries	3,342,309	1,373,708
<i>Number</i> —Passengers	396	3,403
Miles conveyed	20,409	24,110
Empty Barrels	3,489	5,284
Staves and Heading	22,100	10,186
Hoops	33,600	28,500
Shingles and Lath	457,435	374,900
Feet Lumber	390,802	371,833
Cords wood	365	623
Perch Stone		1,180
Railroad Ties		7,682
Cash received for Tolls and Fines	\$8,335 90	\$6,966 61