

ANNUAL REPORT  
OF THE  
PENNSYLVANIA AND OHIO CANAL COMPANY.

PRESENTED IN HOUSE—FEB. 1, 1854.

OFFICE OF THE PENNSYLVANIA AND OHIO CANAL COMPANY,  
WARREN, January 10, 1854.

*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,	\$1,238,100 00	
“ “ “ delinquent,	34,229 46	
	\$1,272,329 46	
Dividends unpaid,		531 94
Rents received and land sold,		760 00
Fines received,		53 00
Profit and loss account,		2,872 37
Tolls received,		33,172 11
		\$1,309,718 88

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

Work,		\$1,230,332 54
Damages,		41,228 63
Repairs during the current year,		10,792 31
Contingent expenses, “ “		2,228 12
Tolls refunded, “ “		60 98
Cash on hand, “ “		25,076 30
		\$1,309,718 88

We have the pleasure to say, that our prospects, as anticipated last year, have brightened, and we are enabled to say that our receipts the last season of navigation have been such that we can announce a dividend of one and three-fourths of one per cent. The amount of money from all sources received is \$33,985 11. The dividend for the year 1853 amounts to \$21,666 75. This sum, together with former dividends unpaid, being \$531,95, amounts to \$22,198 69. This deducted from the amount of cash on hand, leaves a surplus of \$2,877 61. \$2,600 of this amount has in fact been appropriated to pay for four repair-boats, which are being built by contract. These boats are to supply the places of as many old boats that are worn out. Two of these boats are to be delivered by the fifteenth of March, and the others by the first day of April, at which times the contract price is to be paid. This, deducted from the surplus of \$2,877 61, will leave but \$277 61 for general repairs. The work necessary to be done before the navigation opens in the spring, will amount to a much larger sum, but as there is some money received for rents, in the hands of agents, and some rents now due which will probably be paid in season to pay for the spring repairs, it is probable that we shall have as much money in our treasury as will be wanted for that purpose.

We have this further gratifying consideration, that our credit since the last year has risen so much among capitalists, that if we should want more than we at any time may have in our treasury, we believe that we can borrow at the rate of legal interest all that may be wanted to fulfil our contracts. We have assurances to that effect from undoubted authority.

The opinion, that in consequence of the construction of Railroads, canals were about to become useless, is fast giving way to a more correct view of the subject; and the idea thrown out last year in our report, that for the transportation of heavy freight, such as coal, iron and other weighty articles, the Canal would always be preferred, is fast gaining ground. The necessities of the people of Cleveland in the article of fuel, will create a demand during the winter that must be supplied by the agency of the Railroad. This is but a trifle indeed, when compared with the whole quantity sent to that market during the summer. There will be no accumulation during the winter for summer's use. Last spring there was no stock on hand, which shows that not much was transported during the interruption of navigation. When the navigation opens, large quantities immediately go forward to supply not only the pressing demand of Cleveland, but the very large and increasing demand of the Lake market. It is sent in large quantities both up and down the Lake from Cleveland. Coal is sent to Chicago, although there are very extensive coal-fields in Illinois, comparatively in the immediate neighborhood of that place. The coal of Illinois is of an inferior quality. Cleveland sends coal to Lake Superior. The State of Michigan looks to Cleveland for its supplies. Large quantities of our coal are taken to various places in Canada, along the shores of Lakes Huron, Erie and Ontario. This coal, being bituminous, is used in many places for making gas. It is extensively used at Buffalo, not only for lighting their streets and dwellings, but for fuel.

It will be found on examination of the reports of the several Collectors, that there is a steady increase in the amount of coal and some other of the principal articles transported.

For the year 1850,	toll was collected on	55,445	tons of coal.
" " " 1851,	" " " "	77,395	" " "
" " " 1852,	" " " "	101,942	" " "
" " " 1853,	" " " "	114,232	" " "

From the manner in which the report of the Collector at the Akron office has this year been made out, the comparative estimate of the amount of business done at that office for the two last seasons, cannot so well be made. Next year, if the reports of that office are made in the same way, all the information necessary for the Stockholders, can be given as well as if they are made out in a more extended form. A mode similar to this has been adopted by the Board of Public Works of the State of Ohio, in making their annual reports of the business of the several canals of the State, and so far as we have been informed, has given general satisfaction. It was expected that the other Collectors would have pursued the same plan; but not having done so, their reports are published in the usual form. However, the most substantial comparative statements, and to which stockholders generally look, are the amount of money received, and the amount of current expenses; for although the business done on the Canal in one year may be greater or less in the preceding year, it does not follow that the proceeds in money will follow in the same ratio. The tolls may be, and in truth have been varied every year as the Directors may think is for the interest of the Company. In the exercise of this discretion they may err, and although a much greater amount of business may be done in one season than another, yet a less amount of money may be actually received. This may be owing to too low a rate of tolls; so also with high tolls, less money may be received, and from the very circumstance of high tolls, whereby business is driven from the canal to that extent that the Company suffers a very serious loss. It is always very difficult to decide upon the true medium to produce the greatest profit. Our Board have become satisfied that it is for the interest of the Company to raise the tolls on some of the leading articles of transport, such as Butter, Cheese, Iron, Nails, Coal, Lumber, and several other articles.

The Erie Canal has not been so successful a competitor for freight the last season as formerly. The Canal has not been in good repair, either above or below the Junction. A boat load of more than fifty-five tons has not been able to pass from the Junction to Erie during the last season. For some weeks, last summer, navigation on the Canal was almost entirely interrupted. This state of things above the Junction, if it were not counterbalanced by as bad a state of affairs below, would help us much. The usual cargo of boats on the Pennsylvania and Ohio Canal is seventy-five tons. Last fall a boat carrying ninety-three tons passed from Youngstown to Cleveland. Boatmen know that a boat carrying seventy-five tons can be navigated at nearly the same expense as one carrying but fifty-five tons. They are willing, and can well afford to pay a greater toll on our canal.

Newcastle is situated on the Erie Canal, about two miles above the Junction. There is an extensive iron business doing at that place, which is increasing, and will continue to increase, unless the price of iron should again become very low. Large quantities of Window Glass, Railroad Iron, Nails, and other manufactures of Iron are made at that place for the Lake country. The manufacturers and merchants prefer the route to the Lakes by Cleveland to that by Erie. It was attempted last year by the Erie Canal Company, to stop the trade to the Lake from that place through our Canal, by the imposition of a toll of twenty-five cents per ton on all property passing from Newcastle to the Junction. This was so high a toll that it drove all the freight destined for our Canal from that Canal, yet did not stop the business of this Canal, nor the transportation to Cleveland. The business men of that place preferred to transport everything two miles by land to the Pennsylvania and Ohio Canal, rather than to attempt to go to Erie.

Here is a striking exemplification of the doctrines that high tolls are sometimes productive of no profit. The Directors of that Company saw it, and reduced the

tolls to twelve and a half cents per ton. This we conceive is oppressive, and in violation to their chartered privileges; it is discrimination not warranted by any law. The furnaces in the neighborhood of Newcastle work large quantities of Iron Ore, brought from Lakes Superior and Champlain. Nearly all this is subject to this oppressive toll, as almost the whole of this ore comes from those Lakes by the way of Cleveland.

The expenses of repairs for the current year have been \$10,792 33; last year they were \$10,335. The increase is owing to the removal of a number of old lock-gates, and the erection of a number of new ones to supply their places. Our account of contingencies for the present year runs up to \$2,228 12. Last year the same account footed \$3,490 29; it included an item of \$1,000 paid to settle an unjust and vexatious law-suit. Our whole expenses, repairs and contingencies for the year 1853, have been \$13,620 45. Last year they were \$13,825 89. The main trunk of the Canal is 83 miles in length, and including navigable feeders, we have nearly 100 miles of Canal to support. If the Canal does not nett to the Stockholders large dividends, it is fondly believed that no Canal is managed with more prudence or regard for their interests.

The bad state of the Erie Canal above Newcastle, has a favorable effect on our business, while the almost equally bad state in which that Canal is below the Junction, is unfavorable. A boat that might take along our Canal seventy tons of freight, cannot bring more than half that amount to it. This, in most instances, operates to compel the boatmen to pass through our Canal half loaded. It is thought that the Erie Canal will, unless some efficient measures are taken, become useless, in which case, unless the lower part of that Canal from the Junction to the Ohio, can be bought or otherwise brought under the supervision of this Company, one great source of business and profit, and which was, at the time of the projection of the Canal, the only object that induced the capitalists of Philadelphia to advance their capital, will be lost, and the Canal must depend on a business there hardly thought of, the coal and other way or local trade, for its support. It may be possible that circumstances may arise that it might be for the interest of this Company to purchase the southern portion of that Canal. However, it is supposed that, to accomplish this object, some further legislation to authorize the Companies to make such an arrangement, should be had in both Pennsylvania and Ohio. It is presumed that this will not soon if ever take place, yet the suggestion is thrown out for the consideration of all concerned in the Canals.

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 1852 and 1853, and of tolls received during the same period.

Articles.	1852.	1853.
Barrels—		
Flour, - - - - -	21,194	11,851
Pork, - - - - -	2	25
Fish, - - - - -	71	26
Whisky, - - - - -	680	770
Salt, (Pittsburg) - - - - -	142	421
Bushels—		
Wheat, - - - - -	22,246	19,137
Barley, - - - - -	1,156	..
Oats, - - - - -	1,232	..
Rye, - - - - -	..	909
Corn, - - - - -	..	60
Flax Seed, - - - - -	5,411	4,571
Clover and Grass Seed, - - - - -	527	7
Bran and Shorts, - - - - -	362	253
Tons—		
Coal, - - - - -	741,753	40,213
Coke, - - - - -	33,251	293
Casks—		
Pork and Bacon, - - - - -	22,219	16,451
Lard and Tallow, - - - - -	40,464	3,936
Butter, - - - - -	146,687	22,814
Cheese, - - - - -	68,680	41,272
Dried Fruit, - - - - -	46,340	25,849
Pot and Pearl Ashes, - - - - -	65,339	15,755
Wool, - - - - -	153,432	214,557
Feathers, - - - - -	1,003	57
Hides and Skins, - - - - -	9,783	9,614
Merchandise, Furniture and Extra Baggage - - - - -	2,059,603	2,057,427
Iron, Nails, Spikes and Castings, - - - - -	11,369,292	14,877,427
Sugar and Molasses, - - - - -	1,144,251	1,163,492
Glass and Glass Ware, - - - - -	1,936,084	1,357,669
Machinery, - - - - -	257,310	632,984
Agricultural Implements - - - - -	4,980	11,397
Potter's Ware, - - - - -	138,482	35,017
Gypsum, - - - - -	1,600	5,000
Iron Ore, - - - - -	8,400,850	35,910,758
Pig Iron, - - - - -	6,772,616	15,238,032
Lime Stone, - - - - -	3,477,000	15,779,200
Number—		
Feet of Lumber, - - - - -	55,685	55,071

## STATEMENT—Continued.

Articles.	1852.	1853.
Number—		
Passengers, - - - - -	1,205	174
Miles Conveyed, - - - - -	41,028	8,664
Staves and Heading, - - - - -	10,000	..
Split and Flat Hoops, - - - - -	..	14,000
Brooms, - - - - -	10,751	4,875
Cords of Wood, - - - - -	58	48
Brick, - - - - -	268,357	270,562
Shingles, - - - - -	683,000	398,000
Mill Stones, - - - - -	2	5
Empty Barrels and Kegs, - - - - -	956	8,128
Tolls received, - - - - -	\$10,795 74	\$13,510 33

A STATEMENT of Property cleared on the Pennsylvania and Ohio Canal at the port of Warren, during the years 1852 and 1853, and moneys procured.

Articles.	1852.	1853.
Barrels—		
Flour, - - - - -	7,853	7,043
Pork, - - - - -	1	164
Fish, - - - - -	80½	110
Whisky, - - - - -	176	161
Salt, - - - - -	90	317
Linseed Oil, - - - - -	1,065	978
Cider and Vinegar, - - - - -	67	33
Ale, - - - - -	..	36
Bushels—		
Wheat, - - - - -	6,271	11,186
Potatoes, - - - - -	344	1,885
Oats, - - - - -	75	100
Flax Seed, - - - - -	12,231	3,197
Beans, - - - - -	37	351
Lime, - - - - -	1,500	2,672
Ashes, - - - - -	1,670	1,000
Tons—		
Coal, - - - - -	54,644	59,686
Coke, - - - - -	186	338
Pounds—		
Pork and Bacon, - - - - -	932	1,554
Butter and Cheese, - - - - -	3,595,768	4,165,353
Dried Fruit, - - - - -	110,143	44,239
Green Fruit, - - - - -	50,794	24,120
Pot and Pearl Ashes, - - - - -	284,335	169,406
Wool, - - - - -	125,894	197,981

## STATEMENT—Continued.

Articles.	1852.	1853.
<b>Pounds—</b>		
Hides, - - - - -	10,910	6,179
Merchandise and Sundries, - - - - -	332,486	353,904
Iron and Nails, - - - - -	932,723	1,595,136
Sugar and Molasses, - - - - -	15,665	11,697
Machinery, - - - - -	16,011	27,637
Agricultural Implements, - - - - -	7,054	6,656
Stone and Potter's Ware, - - - - -	19,946	11,306
Pig Metal, - - - - -	223,626	793,971
Saleratus, - - - - -	178,107	79,404
Rags and Flax Tow, - - - - -	54,231	111,011
Castings, - - - - -	55,148	27,126
Eggs, - - - - -	3,336	3,232
Wagons and Buggies, - - - - -	27,752	50,675
Oil Cake, - - - - -	518,282	313,363
Iron Ore, - - - - -	169,895	916,299
Copper Ore, - - - - -	101,835	..
Glass and Glass Ware, - - - - -	45,389	978
Powder, - - - - -	29,411	38,245
Wooden Ware, - - - - -	52,247	69,776
Tallow and Candles, - - - - -	17,577	5,138
<b>Number—</b>		
Feet of Lumber, - - - - -	761,672	1,143,035
Timber, - - - - -	250	1,500
Passengers, - - - - -	894	54
Miles Conveyed, - - - - -	23,970	1,702
Shingles and Lath, - - - - -	444,500	223,650
Hoops, - - - - -	992,500	1,246,800
Staves and Plow Handles, - - - - -	137,984	141,695
Empty Barrels and Kegs, - - - - -	4,065	2,237
Cords of Wood, - - - - -	195	..
Perches of Stone, - - - - -	180	325
Brick, - - - - -	50,000	36,100
<b>Tolls collected, - - - - -</b>	<b>\$10,580 42</b>	<b>\$11,599 24</b>

A STATEMENT of the different kinds of Property cleared on the Pennsylvania and Ohio Canal, at Akron, during the year 1852.

Articles.	1852.	Articles.	1852.
Barrels—Ale and Beer, -	167	Merchandise, - - - -	1,245,172
Flour, - - - - -	64,551	Iron Ore, - - - - -	4,584,620
Fish, - - - - -	2,735	Copper Ore, - - - - -	1,436,005
Oil, - - - - -	285	Pot and Pearl Ashes, -	33,462
Pork, - - - - -	95	Potter's Ware, - - - -	199,768
Salt,, - - - - -	9,756	Rags, - - - - -	77,333
Whiskey, - - - - -	4,317	Salts and Ley, - - - -	111,287
Tons—Coal, Mineral, - -	21,382	Saleratus, - - - - -	19,145
Coke, - - - - -	26	Sugar and Molasses, -	19,145
Bushels—Barley and Rye,	1,013	Glass, - - - - -	557,402
Corn, - - - - -	22,125	Shorts, - - - - -	253,986
Seeds of all kinds, - -	5,849	Wool, - - - - -	380,113
Wheat, - - - - -	103,926	Sundries, - - - - -	35,894
Pounds—Baggage & Furnit.	100,719	Number—Passengers, - -	1,373,708
Bacon and Pork, - - -	17,890	Miles conveyed, - - -	3,403
Butter, - - - - -	38,749	Empty Barrels, - - -	24,110
Cheese, - - - - -	147,718	Staves and Heading, -	5,284
Fruit, Dried, - - - -	1,498	Hoops, - - - - -	10,186
Fruit, Green, - - - -	30,164	Shingles and Lath, - -	28,500
Gypsum, - - - - -	663,887	Feet Lumber, - - - - -	374,900
Hydes and Skins, - - -	3,820	Cords Wood, - - - - -	371,833
Iron and Nails, - - - -	223,477	Perch Stone, - - - - -	623
Iron, Cast, - - - - -	1,952,682	Railroad Ties, - - - -	1,180
Iron, Pig and Scrap, -	1,719,696		7,682
Lard, - - - - -	2,723	Cash rec'd for tolls and fines,	\$8,966 61
Marble, - - - - -	380,402		
Machinery, - - - - -	61,313		

A STATEMENT of Property cleared on the Pennsylvania and Ohio Canal, at Akron, during the year 1853. In tons of 2000 pounds.

Date.	Wheat & Flour.	Coal, Mineral.	Iron and Nails all kinds.	M'dize.	All other articles.	Lumber, Feet.
April, - - - -	581	2,035	539	33	1,309	202,185
May, - - - -	1,215	1,822	745	62	1,292	224,531
June, - - - -	439	1,750	332	57	2,417	391,678
July, - - - -	58	904	377	18	1,931	178,233
August, - - - -	115	1,748	316	23	1,808	287,000
September, - - -	789	1,624	217	64	1,750	176,322
October, - - -	947	2,133	180	27	2,612	298,557
November, - - -	1,454	1,591	146	107	2,451	194,480
December, - - -		722	130	10	768	194,480
	5,698	14,331	5,982	405	16,340	2,057,406

Tolls and Fines received, - - - - - \$8,110 54.