

SEVENTEENTH ANNUAL REPORT

OF THE

BOARD OF PUBLIC WORKS,

TO THE

FIFTY-FIRST GENERAL ASSEMBLY

OF

THE STATE OF OHIO.

COLUMBUS:
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1854.

SEVENTEENTH ANNUAL REPORT



BOARD OF PUBLIC WORKS.

IN SENATE, JAN. 2d, 1854.

OFFICE OF THE BOARD OF PUBLIC WORKS,
COLUMBUS, December 26th, 1853.

HON. WILLIAM MEDILL,
Governor of the State of Ohio.

In conformity with Article III, Section XX, of the Constitution, the Seventeenth Report of the Board of Public Works, is herewith transmitted:

ALEX. P. MILLER,
President of the Board of Public Works.

REPORT.

In pursuance of an Act of the General Assembly of Ohio, dated February 28, 1852, the Public Works of the State were divided, on the 8th of March, 1852, into the following districts:

DIVISION NUMBER ONE, comprising the Miami and Erie Canal, from the Indiana state line to Manhattan: the Six Mile Reservoir: the Northern Division of the Ohio Canal, from the city of Cleveland to the first lock north of Roscoe: the Walhonding Canal, and the Western Reserve and Maumee Road.

DIVISION NUMBER TWO, consisting of the Miami and Erie Canal, from the city of Cincinnati to the Junction: the Warren County Canal: Sidney Feeder: Mercer County Reservoir, and Lewistown Reservoir.

DIVISION NUMBER THREE, consisting of the Middle and Southern Division of the Ohio Canal, from the first lock north of Roscoe to the Ohio River: the Hocking Canal: the Muskingum Improvement, and National Road.

The First Division, during the year ending November 15th, 1853, has been under the charge of James B. Steedman: the Second, under the charge of Alexander P. Miller, and the Third, under that of George W. Manypenny, until his resignation as a Member of the Board on the 30th of March, 1853, and since the 16th of April, has been under the charge of his successor, Wayne Griswold.

Each of the works will be noticed separately, and in the following order:

DIVISION NO. 1.

MIAMI AND ERIE CANAL—NORTHERN DIVISION.

The Northern Division of the Miami and Erie Canal—originally the Wabash and Erie—extending from its connection with the Wabash and Erie Canal of Indiana, at the line between the two States to the town of Manhattan, on the Maumee Bay (with the exception of that portion of the Canal, between Toledo and Manhattan, four miles in length, which has not been used for several years) was prepared for navigation, and boats commenced their trips on the twenty-fifth day of March, last. The navigation has been maintained throughout the season without material interruption.

An unusually large expenditure has been incurred on this division, during the past year, by the completion of the Weigh Lock, at Toledo; the re-building of three locks west of Defiance: the construction of two new cut-stone Waste Weirs, and putting in a cast-iron Feeding Culvert.

The Weigh Lock at Toledo, including a large brick building to cover it, and afford offices for the Collector and Weigh Master, has been completed at a cost of twenty five thousand dollars, and is one of the most necessary, valuable, and permanent structures connected with the Public Works of the State. The Lock was finished, and boats were required to commence weighing on the 2nd day of August. On the 12th of the same month, a breach occurred near the Lock, which suspended its operations for a few days.

This structure, the erection of which, was regarded by many experienced friends of the Public Works, as of doubtful policy, has more than met the most sanguine expectations of the Board. The Lock was in operation eighty days from the time of its completion to the close of the year, and the excess of freight, as shown by the scale, during that period, over the amount reported, was one thousand nine hundred and fifty seven tons, upon which tolls were collected, that otherwise would have been lost to the State, to the amount of twelve hundred and ninety six dollars. A corresponding difference for the whole season of navigation—a period of two hundred and forty days—would show a saving by the Weigh Lock of three thousand seven hundred and eighty eight dollars, or fifteen per cent. on its entire cost.

The necessity of re-building three locks west of Defiance, arose from their decayed condition, which rendered it unsafe to postpone their re-construction another year.

A temporary waste weir constructed in 1846, under a contract with Peter Minor, which the State is bound to keep up, has been replaced during the past year by a substantial and permanent cut stone structure. A new cut-stone waste weir to secure the level between Texas and Independence, twenty four miles in length, from breaches caused by the surface water suddenly thrown into it, during heavy rains, has also been completed.

A cast-iron Feeding Culvert, to supply the canal with water from the Maumee River at the town of Independence, has also been finished during the past season. This expense could not be avoided. The old Culvert, which was of wood, had so far decayed, that it was with great difficulty a sufficient quantity of water was passed into the canal during the preceding year. To avoid the expense, in future, of removing the heavy embankment, placed over this Culvert, it was deemed economy to put in a structure of the most permanent character. It consists of a cast-iron arch, secured with abutments, and wing-walls of cut-stone, and without doubt, will require no repairs for many years.

Most of the lock gates on this line of canal have been furnished with new wickets, which increase the facilities for passing boats one hundred per cent.

In addition to the new works, much labor has been expended in repairing and tightening the dams; erecting new towing-path bridges; protecting the towing paths and embankments at exposed points with timber and stone; constructing new, and repairing old lock-gates, and assisting boats over the Providence slack-water. This Slackwater, to which the Board, in their last annual report, called the attention of the General Assembly, still continues to be a most serious obstruction to the navigation of this otherwise fine canal. An annual expenditure far exceeding the interest upon the cost of what is necessary to be done to make a perfect navigation, cannot be avoided while this work remains in its present condition.

There has been paid on this canal, for the year ending November 15, 1853, by check of James B. Steedman, Acting Commissioner, on the Treasurer of State:

On Superintendence and Repairs.....	\$33,834,88	
“ Contracts for New Work:—		
“ Weigh Lock at Toledo.....	\$12,505,73	
“ Re-building Locks Nos. 8, 9, and 13....	3,857,39	
“ Cast-iron Feeding Culvert.....	1,666,78	
“ Waste weir on 24 mile level.....	2,069,62	
“ “ “ at Providence.....	450,00	
“ House to cover Weigh Lock.....	1,800,00	
“ New Lock House at Bucklin’s.....	287,76	
“ Timber for Culvert.....	178,55	22,815,83
		<hr/>
For Wages of Engineers and Incidental Expenses.....	2,273,00	
On Awards by Appraisers and Board of Claims.....	966,28	
		<hr/>
Total payments for the year.....	\$59,889,99	

The amount paid on Superintendence and Repairs, includes about six thousand dollars for the repair of breaches, and to secure the canal where they occurred, from further casualties.

In May and June last, there were two breaches, at the waste weir, at Lock No. 5, and two at the head of Lock No. 13, west of Defiance, detaining boats, in each instance, for a short period.

A serious breach occurred, in May, on the south bank of the Six Mile Reservoir, at a decayed wooden waste-weir, causing a loss of water, three feet in depth, over a surface of two thousand acres. It was feared that this unexpected loss of water would impair navigation, during the dry season, but fortunately, a large additional quantity was thrown into this canal, from the Mercer County Reservoir, and boats experienced no difficulty in passing, with full loads, throughout the entire season. This breach has been thoroughly repaired, and all the weak points in the banks, are protected, with stone, against the action of the waves.

On the 12th of August, the weighing of boats at Toledo, was suspended, by a breach, at the weir, over which the water, from the Weigh Lock, is discharged into Swan Creek. It was found that a bed of quicksand extended from the Lock to the Creek, and that to secure the weir, from being undermined, and washed out entirely, it would be necessary to construct a race, of timber and plank, so connected with the weir as to prevent the water from disturbing the quicksand. This was so thoroughly and permanently done, that no further danger is apprehended.

On the 6th of October, one of the Packets on this Canal, through the carelessness of those in charge of the boat, entered Lock No. 6, at such speed, as to entirely demolish one of the gates of the lock, causing a suspension of navigation for three days. The gates were repaired, at a cost of about three hundred dollars, which has been collected from the owners of the boat.

Several other breaches of inconsiderable extent, each detaining boats a few hours, have occurred during the season.

The arrangement effected, in 1850, with the Board of Trustees of the Wabash and Erie Canal, securing a rate of tolls, uniform in both States, and giving each State *pro rata* proportion, for each mile that any article is transported, on either Canal, has been revised and continued. A further modification of this arrangement will probably be made, during the present year.

The Northern Division of the Miami and Erie Canal, is believed to be in a better condition now, than at any former time, since its completion, and unless injured by breaches or floods, from which great pains have been taken to secure it, can be maintained for the next two years, at an expenditure, greatly reduced, from what has been unavoidably incurred during the past two years.

OHIO CANAL—NORTHERN DIVISION.

The business of transportation on this line of Canal, commenced on the 28th day of March, and continued throughout the past season, with but slight interruptions from breaches and other causes.

The Spring repairs were unusually large on account of injuries to the banks by freshets.

A breach occurred near Cleveland, a few days after the water was let in, which postponed the commencement of business four days.

New gates have been placed in one of the ship locks at Cleveland. The old gates had become so weak, from decay, as to rest heavily on the mitre sills, and rendered the process of opening and closing them slow and difficult.

When the Spring repairs were commenced on this division, it was found that the lower end of the lock, which connects the canal with the Cuyahoga river, in the city of Cleveland, was obstructed with gravel and sand, deposited by the Cuyahoga. This bar was so far reduced, by dredging, as to admit the passage of boats.

Several pairs of new lock gates have been put in, on the line of this Canal: new bridges have been built, and all the usual repairs made.

The grass, of which so much has been said in former reports of the Board, has caused much trouble, and increased expense during the past year. It has grown to be so serious an obstruction to the free passage of the water as to overflow the banks, impede the passage of boats, and greatly reduce the value of the water power furnished by the canal. It has been cut and drawn out, on some portions of the line, six times during the past season, and even when the roots have been entirely removed, by excavating the bottom of the canal, in the Spring, the grass has appeared again before the close of navigation. We may deem it advisable to employ a Dredging Machine, more effectually to remove this and other obstructions from the channels of the canals.

There has been expended on this division for the year, by check of James B. Steedman, Acting Commissioner, on the Treasurer of State:

On Superintendence and Repairs.....	\$30,330 52
For the purchase of land.....	200 00
For Wages of Engineers and Incidental Expenses.....	1,146 32
Total.....	\$31,676 84

The amount charged to Superintendence and Repairs, includes all the payments for the construction of new work.

The cost of repairs is in some degree increased over the amount expended for that purpose, in the years 1850, and 1851. The cause of that increase will be considered in another part of this report.

WALHONDING CANAL.

This Canal was in readiness for business at the same time with the Ohio Canal, and an uninterrupted navigation has been maintained throughout the year.

This line of work has required the usual repairs, and some permanent improvements have been added during the past year. It is now in excellent condition, and will require for the next two years only the repairs, which are necessary to keep up the water and prevent breaches.

There has been paid on this Canal for the year ending November 15, 1853, by the check of James B. Steedman, Acting Commissioner, on the Treasurer of State:

On Superintendence and Repairs.....	\$2,066 72
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This amount is considerably less than was expended for the year 1851, and it is believed a further reduction can be made the coming year.

WESTERN RESERVE AND MAUMEE ROAD.

As was expected, the opening of the Toledo, Norwalk and Cleveland Rail Road has reduced the amount received from tolls on this road several thousand

dollars, below the amount collected the preceding year. The decrease in travel has withdrawn from the road the heavy coaches employed by the Ohio Stage Company, in transporting their passengers, and the United States mails, which greatly reduced the cost of keeping the road in repair. The amount expended the past year, in repairing the road is \$2,889 94, less than in the year 1852.

When the extension of this road, now being constructed, to connect with the bridge over the Maumee River, shall have been completed, it is believed that the annual cost of keeping the road in repair, will not exceed \$6,000.

As the country improves, and the local travel increases, there will be a corresponding increase in the revenues of this important road.

There has been paid on this road, during the year ending Oct. 30, on repairs by Abner L. Backus, Resident Engineer, \$6,894 06.

By check of James B. Steedman, Acting Commissioner, on the Treasurer of State, to the Contractors, engaged in completing the road, for the year ending Oct. 30, 1853, \$6,425 00.

This road is now in thorough repair: the bridges all re-built, the culverts repaired, the ditches opened, and nothing will be needed the coming year, but the ordinary repairs.

DIVISION NO. II.

MIAMI AND ERIE CANAL—SOUTHERN DIVISION.

The Southern Division of the Miami and Erie Canal, extending from the Ohio River, at Cincinnati, to the Feeder next above the town of Piqua, has been kept open during the whole of last year, with the exception of twenty days, during which the water was drawn from the canal, and fourteen days of interruption from breaks, and while the canal was so firmly closed with ice, as to check the movement of the ice-boats.

During the last of December, 1852, and the first of January, 1853, the Miami valley was visited by a most disastrous flood. This portion of the canal suffered severely from its violence, thereby increasing the expenditures for superintendence and repairs. The whole amount expended on breaches was \$15,459 00, exclusive of contract on State dam.

On the 25th day of December, 1852, Mill Creek was so swollen by this flood, that a large number of trees were carried down to Mill Creek Aqueduct, north of Carthage, where they lodged firmly against the double trestles, which support the trunk, forming a dam, and raising the water in the creek, until, finally, the south abutment, which was built of small stone, was undermined and gave way. A large breach was thus effected: the bed of the canal for some distance, and from 12 to 15 feet below the bottom, was swept away; and much of the trunk, and work attached was destroyed. No timber for repairs could be procured, except at great expense, from Cincinnati, ten miles distant: the work was executed at a very unfavorable season, much of the time in the rain; and the breach, therefore, caused a delay of about eight days.

On the 29th of August, a small breach in the berm bank of the canal, north of

Mill Creek Aqueduct, and on the same level, produced a delay of two days. Another, at Camp Washington, on the night of July 17, was repaired in two days.

During the past summer, the south abutment at Mill Creek Aqueduct, was rebuilt, at a heavy cost, owing to the difficulty of obtaining a good foundation. On account of the quicksand, it was found necessary to sink the abutment, nearly eleven feet below the surface of the water in Mill Creek. We have no doubt of its permanence.

Half a mile north of this Aqueduct the superstructure and abutment of a new change-bridge were built during the past year. The wood work of the old bridge had decayed, and the stone abutments were so cracked, that it was feared they would fall into the canal.

Considerable work was required on that part of this division, between Swift's Mill and the State Dam. The floods of December and January last, broke into the Middletown level, near the feeding gates; after washing away the towing path, and depositing it in the canal. Other breaches occurred by the water breaking into the canals—one on the towing path side, below the bridge of the Germantown Turnpike, and another through a high bank, on the berm side, north of Amanda. Immediately below the lock at Snider's Mill, south of Amanda, the flood again passed into the canal, depositing the towing path in its channel. The flood continued so long, and at such an extraordinary height, that it was feared the canal would be useless for months.

It was during the first heavy rise that the new dam above Middletown, which had been finished with the exception of a small amount of stone-work on the north abutment, was materially injured. Large sycamore trees, six and seven feet in diameter, with all their roots and branches, were lodged on the comb of the dam, the roots having caught on the rear of the dam crib. One immense trunk, with limbs two feet in diameter, struck with such force as to displace about forty feet of the roof, which floated off and lodged about half a mile below the dam. The sycamore lodged with its heavy roots and branches; the water rapidly undermined the exposed structure, and before it was possible to check the destruction, about 150 feet of the body of the dam sunk eighteen feet—the whole bed of the river having been washed out to that depth. So heavy was the crib filling, and so firmly were the parts of the crib put together with iron spikes, twenty inches long, that the dam sunk almost vertically, not being out of line, at any place, over two feet. There was a gradual sinking of the crib work on each side of the main breach for about 75 feet. The old dam, which is about two hundred feet above, was very much torn, and required considerable repairs to keep the canal supplied with water, while the new structure was in course of repair. Had such a flood occurred before the new dam was erected, we are confident that the old dam would have been almost entirely destroyed, and navigation suspended for months. In repairing the former, its plan was somewhat changed, by extending the roof of the dam twelve feet, with a greater pitch than before, thus widening the base. In the rear of this extension, and as high as the hip of the dam, brush, stone and gravel were placed, forming a depth of twenty-three feet, with a base of sixty feet. The abutments were raised three feet above the height, at first thought sufficient, and around the lower, or west end of the south abutment, which was undermined during the flood, a large amount of heavy "boulder," or "nigger-head" stone was deposited.

On the 25th of April, last, the waters of "Gregory's" creek were greatly swollen by heavy rains, and trees from 50 to 60 feet long, were lodged against the pier-head of the Aqueduct. The south abutment gave way, together with one wing, and as the embankments were high, a large quantity of earth was removed by the

breach. A boat heavily loaded with flour, whiskey, &c., was drawn into the Aqueduct, and rested on the bottom of the trunk, with her bow projecting over the break about ten feet, but fortunately sustained no damage. As no materials could be procured, except at a distance of seven to ten miles, it required five days to repair the breach, by constructing a temporary abutment, and an addition to the trunk, forty feet long. Afterwards, a new abutment was constructed in a substantial manner, with cut stone, from the Dayton quarries.

On the division of the canal from the State Dam to Dayton, little damage was done by the freshets, other than the formation of bars, which rendered a large amount of cleaning out, and bottoming necessary. This was very thoroughly done, to prevent, if possible, the backing of water upon the wheels of those who use the water from the canals for manufacturing purposes, although there is little doubt that the lessees at Dayton, use more than they are entitled to, by the terms of their leases.

On the 11th of January last, a break occurred in the canal, at Morrison's boat-yard in Dayton, by the caving in of a stone culvert, constructed to drain Seeley's Basin. This caused a delay to navigation, of two days.

During the past winter, an Aqueduct, more than 300 feet in length, was re-built over Mad River, near Dayton. The abutments and piers of the old Aqueduct were altered, and so modified and re-built, as to receive the new superstructure, the trunks of which were made four feet wider than the old one. The old Aqueduct had become so decayed as to render navigation unsafe, and it was liable at any time to fall to pieces.

The State Dam across the Miami River, immediately below the mouth of Loramie's Creek received considerable repairs. The roof had become so much decayed that we were compelled to renew it entirely.

During the past year, some thirty pairs of lock gates were built and placed in locks, and timber provided for eight or ten more.

The interest of the State requires that this division of the canal should be kept in the most perfect repair. The Rail Road competition for freight, is very great, and when the Short Line Road from Dayton to Cincinnati shall be completed, this competition will be still greater. Before the building of Railroads, a suspension of the navigation of the canal for a few days to make repairs, did not materially diminish the amount of business eventually done upon it. Times are changed. A few days suspension, and much freight is sent off upon the Railroads. Frequent suspensions, rendering the navigation uncertain, inclines those engaged in forwarding to use the roads instead of the canals. The expenses on this division of the canal, it is true, have been large, but no larger than the interests of the State demanded. They have been, mostly, for new structures, absolutely necessary, and but little for ordinary repairs.

MIAMI AND ERIE CANAL—MIDDLE DIVISION.

The water was drawn from the Canal, north of Delphos, on the 12th of December last, for the purpose of building Locks, Nos. 27 and 29, of wood, and Lock No. 24, of stone. These Locks were completed, so that boats passed on the 25th of March last. Since that time the navigation has been uninterrupted, during the season, with the exception of about ten days. The first interruption was occasioned by a break on the five mile level, below St. Marys. On the 4th day of July, the wooden waste-weir washed out. It was repaired in three days, by filling the space formerly occupied by it with earth, and dispensing with a

waste-weir at that point for the present. Another breach occurred on the sixth of September, at the waste-weir below Lock eleven, three-fourths of a mile south of St. Marys, and immediately below the Mercer County Feeder. It was occasioned by the water washing out, and undermining the foundation of the waste-weir, which had, for some time, been in a bad condition. Materials had been prepared, on the ground, for re-building it with stone. The plan has since been changed, and the stone used in enlarging the waste-weir and tumble below St. Marys, dispensing with this waste-weir entirely, and filling it up with earth.

On the 30th of June, 1852, Locks, Nos. 27 and 29, already referred to, were let to be re-built of wood. The materials for these Locks were delivered, and nearly all the framing done before the close of navigation in that year. They were completed within the time specified in the contract, and in time, as already stated, for the spring navigation. The cost of each Lock was \$3,868 43. Locks Nos. 24 and 30, were also let at the same time, to be built of cut stone masonry, from the Dayton quarries. Owing to the great difficulty of procuring boats for transporting the stone, the contractors failed to procure the delivery of the materials necessary, in time to complete Lock No. 30, which lies over at their expense, for repairs, until this winter. The stone and other materials are all now delivered, and no doubt is entertained of the completion of the Lock, in time for early navigation, in the spring.

Lock No. 24, was completed about the 20th of March last, and ten days previous to the expiration of the time specified in the contract, at a cost of \$10,345 03. This Lock is constructed of the best quality of Dayton stone, with tight beds and joints, and laid up and grouted with hydraulic cement. It is ninety feet in the chamber, to meet the contemplated increased size in all the permanent Locks to be hereafter constructed, and is of the same length as the Weigh Locks.

Last spring, a contract was made for continuing the graveling of the towing path, from the south end of Sec. No. 20, to Blue Creek Aqueduct, but little progress has been made with the work, owing to a difficulty, in the early part of the season, with the former contractors for the same work, who had possession of the railroad from the gravel bank to the canal. The work will proceed early in the spring. There is still about six miles not put under contract, which is in a bad condition.

In the original construction of this portion of the Canal, the surplus earth was generally deposited in the spoil banks, so that the water which falls upon it, runs back into the Canal, making the towing path bank in the *rainy* seasons almost impassible for Canal teams. The land, through some oversight, was not cleared to a proper distance, and not unfrequently, trees fall entirely across the Canal, making the navigation dangerous.

During the past year, a large number of ditches have been dug, and the land cleared to its proper width, between Spencer and Lock No. 20, a distance of eighteen miles, at a cost of \$2,650, which was paid for under the head of repairs.

On the 25th of May last, a contract was entered into, to re-build wooden Locks Nos. 20 and 21, north of Loramie's summit. The materials are mostly delivered, and the framing of both Locks nearly finished.

In July last, contracts were entered into for re-building Aqueducts across Big Flat Rock, and Blue Creeks. The Aqueducts across these two creeks are now 225 and 226 feet long, and have become so much decayed as to render navigation dangerous. Fears were entertained that navigation could not be maintained over them during the season, but by thorough repairs, and much attention, no difficulty has accrued from them. The plan adopted for the new structures, reduces the

length of the Aqueducts to fifty feet each. They are to rest upon permanent stone abutments, about 20 feet high, with cut beds and joints, rock face, and laid in and grouted with hydraulic cement.

A new waste-weir of stone has been constructed on the Hydraulic Canal at St. Marys, which is on the same level, and controls the water of the Canal, between Locks Nos. 11 and 12, and also of the Mercer County Feeder. It is a substantial structure, and so made as to secure a permanent flow of water for the mills and other hydraulic works in St. Marys, being 20 feet wide. The land adjoining this part of the Canal, is now owned by the State, and upon it, all the excess of water from the Mercer Reservoir can be used. It is estimated there will be eight thousand cubic feet of water per minute, to be let at this point.

The side cut or feeder to the Mercer County Reservoir, referred to in our last Annual Report, is not yet entirely completed, but will be in a short time. This will insure at all seasons, a full supply of water in the Canal, between St. Marys and Defiance, besides creating immense water power between these two points. In the winter and spring seasons, when the Miami River has a large surplus of water, a portion of it may be conveyed through the Canal from Port Jefferson into the Summit, and from thence through this side cut into the Reservoir, so that the water of the Miami will flow into the Maumee at Defiance. There is also, in the spring season of the year a large amount of water passing over the waste-weir at the Loramie Reservoir, which may also be passed through this channel, and reserved in the Mercer Reservoir for the summer navigation.

The construction of the bulk-head at Port Jefferson, was put under contract, and the materials for building the same have been delivered, and the work is now in process of construction.

There has been a decrease in the amount of tolls collected, on the part of the Canal between Piqua and the Junction, which is easily accounted for by an examination of the tables annexed to this report. It will be seen that at the Ports of Dayton, Piqua, St. Marys and Delphos, the decrease in the shipment of corn over the previous year, has been 586,180 bushels, and at the same Ports a decrease in the shipments of wheat of 116,100 bushels. This is not owing to Railroad competition, as there has been none except at Dayton, and very little corn or wheat is exported on Railroads from that place. It is owing to the failure in these crops in the vicinity of those ports in 1852.

It will be perceived by the tables of tonnage, that at the Ports of Cincinnati and Toledo, there has been quite an increase of tonnage, and nearly a corresponding increase in the amount of tolls, while there has been no increase of tonnage on other parts of the Canal. This shows that we are successfully competing for the through trade. The other portions of the Canal would, no doubt, have shown a large increase of business, had it not been for the failure of the wheat and corn crops, above referred to.

The increase of tons arrived at the several Ports is..... 63,556 tons.
The increase of tons cleared is 21,143 "

The following tables will exhibit the amount paid on Division No. 2, of the Public Works of the State, during the year ending Nov. 15, 1853, including the amount in former report, as having been expended from the 15th of November, 1852, to the 9th of January, 1853.

On contracts for original construction :

Feeder to Mercer County Reservoir..... \$15,317,33

On contracts for new works as follows :

On contracts for Wooden Locks	\$ 90 75	
“ “ Stone Locks Nos. 24 and 30.....	15,345 03	
“ “ Wooden Locks Nos. 27 and 29	4,736 87	
“ “ Stone Lock and Bulkhead at Mercer County Reservoir	21,303 45	
“ “ Cast Iron Culverts	3,246 18	
“ “ Mad River Aqueduct	12,955 00	
“ “ State Dam above Middletown	27,661 09	
“ “ State Dam, Repairs.....	6,500 00	
“ “ Weigh Lock Scales, Cincinnati	2,500 00	
“ “ “ “ Junction.....	3,000 00	
“ “ Bulkhead at Port Jefferson	1,270 91	
“ “ Gregory's Creek Aqueduct.....	1,965 00	
“ “ Wooden Locks 20 and 21.....	500 00	
“ “ Big Flat Rock Aqueduct	600 00	
“ “ Bottoming Canal.....	8,220 00	
“ “ State Boat.....	600 00	
“ “ Graveling Towing Path.....	575 00	
		\$111,069 28
On Superintendents' Accounts and Repairs	67,519 22	
For wages and incidental expenses.....	3,323 08	
“ Awards by Appraisers	305 00	
“ Lands	515 00	
		\$198,048 91

RECAPITULATION.

Original Construction.....	15,317 33
New Work	111,069 28
Superintendence and Repairs	67,519 22
Wages and Incidentals	3,323 08
Awards	305 00
Lands	515 00
	\$198,048 91

Amount paid for Superintendence and Repairs, for the year 1853:

M. Fells.....	11,966 70
William Lefler.....	15,764 42
Samuel Mays.....	6,387 73
Samuel Taylor.....	8,476 72
T. L. P. De Frees.....	5,438 25
Robert Lambert.....	2,406 29
Charles Boesil.....	4,050 24
Charles C. Marshall.....	13,028 87
	\$67,519 22

The above amount paid out by Superintendents, includes extraordinary repairs caused by floods.

DIVISION NO. III.

OHIO CANAL—MIDDLE AND SOUTHERN DIVISIONS.

The Middle and Southern divisions of the Ohio Canal, were seriously injured by the freshet of last December. The water in many of the feeders became very high, washing the banks, and causing some extensive breaks in the canal. The Granville Feeder, near the Dam, and the North Fork Feeder, near Newark, were greatly damaged. A part of the berm bank was washed away, near Hollisters, and the tow path from Hollisters, to the slackwater pool, above the Licking Dam, was much injured. The crib on the south side of the dam, and several feet of the dam itself, were also carried off. The abutments and piers of the North Fork Aqueduct were greatly damaged. All of these breaches were repaired as soon as possible, except the piers and abutments, which were partly re-built during the summer. The damages, by the freshets of last December, on the middle Division of the Ohio Canal, amounted to \$8,000, considerably increasing the Superintendent's accounts.

Two very serious breaches occurred near Lockbourne, caused by the flood on Big Belly, which took nearly six weeks to repair, but at a season of the year, when there was little navigation. There were smaller breaches at the same time—one near Hibbs' Mill, one near Lockville, and two below Circleville. The cost of repairing these injuries, was about \$4,000.

The expenditure on the Middle and Southern Divisions of the Ohio Canal, for re-building new works, has been considerable. The middle lock at Adam's Mill; a large Culvert at Black and Norris' Mill, near Baltimore, Locks Nos. 25 and 26, south of Licking Summit, contracted for in 1852, and also the Frazersburg Aqueduct, were all re-built in February and March last, in a substantial manner.

The Aqueduct across the canal, at Columbus, fell during the summer; the trunk being entirely rotten, and the abutments having crumbled down. It has been re-built at a cost of \$1,500, and is a good structure.

A new tow path bridge has been constructed over Walnut Creek, near Lockville, at an expense of \$700.

Preparations have been made to re-build the wood-work of the North Fork Aqueduct, near Newark; and a large amount of timber has been purchased, dressed, and framed, ready to put in new cords to the Circleville Aqueduct, which are in a very precarious condition.

Twelve new pairs of lock gates, have been made and put in on the Southern Division.

While the water was out of the Canal for re-building locks in February and March, much was done to remove the deposits and bars from many of the levels.

All the breaches caused by the floods of December were repaired, and the new locks completed, so that navigation was opened on the first of April, and was only interrupted for a few days to repair some breaches, during the Spring and Sum-

mer. These were at Pond Creek, April 24th, repaired in three days; near Waterloo, April 21st, repaired in two days; another at Dare's Run, for two days; and a very serious break at the Aqueduct, near Dresden, on the 15th of May, which washed out over twenty thousand cubic yards of earth, at a point where it was difficult to replace it. This last breach employed a numerous force for two weeks, suspended navigation on the Ohio Canal one day, and the Dresden side-cut thirteen days, and was repaired at an expense of \$2,000.

Much inconvenience has been experienced from the growth of grass in the Canal. Not less than \$9,000, has been expended in removing bars, deposits and grass on the Middle and Southern Divisions of the Ohio Canal.

Another serious obstruction to navigation has been encountered, during the Fall, at the Deep Cut, near the Licking Summit Reservoir. The extraordinary drouth, from July to November, kept all the streams which feed the Reservoir, entirely dry. At the highest stage of water, navigation is quite difficult at the Deep Cut, on account of the deposits in the bottom of the channel, caused by the constant sliding of the banks. The depth of these deposits will average ten or twelve inches for nearly two miles. During the drouth above mentioned, every boat fully laden required to be lightened, and towed through. This aid to over six hundred boats involved an expenditure of nearly \$1,000.

If the channel through the Deep Cut could be dredged out so as to increase its depth and capacity, it would remedy the evil to a great extent; but to make the navigation what it should be upon this part of the canal, and supply more water to the side-cut on the Hocking Canal, the Licking Summit Reservoir ought to be enlarged, and one or two additional streams turned into it.

The dams below Circleville across Paint Creek, and at other points have been protected by putting in stones.

The payments on the Middle and Southern Divisions of the Ohio Canal, during the year ending Nov. 15, 1853, by check of George W. Manypenny and Wayne Griswold, acting Commissioners will appear by the following table:

17	100	100	100	100	100
18	100	100	100	100	100
19	100	100	100	100	100
20	100	100	100	100	100
21	100	100	100	100	100
22	100	100	100	100	100
23	100	100	100	100	100
24	100	100	100	100	100
25	100	100	100	100	100
26	100	100	100	100	100
27	100	100	100	100	100
28	100	100	100	100	100
29	100	100	100	100	100
30	100	100	100	100	100
31	100	100	100	100	100

OHIO CANAL, 1853.

Superintendence and Repairs.	Manypenny.	Griswold.	Total.	Dollars.	Cts.
Jas. Moore.....	4,340,42	5,700,00	10,040,42		
Lewis Evans.....	7,570,18	4,487,40	12,057,58		
J. C. Springer.....	2,216,05	2,522,31	4,738,36		
Wm. Hughes.....	5,158,90	4,044,25	9,203,15		
H. J. Epley.....	5,898,44	3,494,18	9,392,62		
J. G. Alexander.....	6,028,72	3,426,71	9,455,43		
J. S. McGinnis.....	1,567,62	.....	1,567,62		
A. Elliott.....	.....	4,299,93	4,299,93		
Building Boarding Boat.....	550,00	.....	5,50,00		
Amount.....	\$33,330,33	27,974,78	61,305,11	61,305	11
NEW WORK.					
Lock 28.....	6,636,75	1,729,51	8,366,26		
Locks 25 and 26.....	7,800,00	4,544,92	12,344,92		
" 15, 16 and 17.....	4,728,23	92,00	4,820,23		
Circleville Aqueduct.....	1,150,00	2,879,09	4,029,09		
Culvert, B. & N. Mill.....	1,700,00	1,050,21	2,750,21		
North Fork Aqueduct.....	.....	1,000,00	1,000,00		
Columbus ".....	.....	1,900,00	1,900,00		
Waste Gate, West Fall.....	87,00	.....	87,00		
New Level.....	129,00	.....	129,00		
Amount.....	\$22,230,98	13,195,73	35,426,71	35,426	71
Incidental.....	323,50	761,92	1,085,42	1,085	42
On Awards.....	227,95	370,00	597,95	597	95
Total.....	\$98,415,19				

The large number of breaks on this division during the past year; the great amount of labor employed in the removal of deposits and grass; the preparation of materials for new cords to the Circleville Aqueduct, and the wood work of the North Fork Aqueduct near Newark, added to the advanced price of labor and materials have increased the Superintendents' accounts largely over ordinary repairs, and much more than will be required another year.

Contracts have been made to rebuild Locks No. 4, north, and Nos. 23 and 24, south of Licking Summit. The materials are already on the ground, and the Locks will be re-built in February and March.

One of the most serious difficulties with the Southern Division of the Ohio Canal, is its termination at Portsmouth, on the west bank of the Scioto River, rendering it almost impossible to communicate with the City or the Ohio River both at high and low stages of water. If some mode could be devised to facilitate the transshipment between the Canal and the River, and give the growing business of

Portsmouth an easy approach to the Canal, it would add materially to its tonnage. Several plans have been suggested to remedy the evil. The most feasible would be, either a low dam at the mouth of the Scioto River, with a lock into the Ohio, or to construct a bridge from the City directly across to the termination of the canal, and widen the bank sufficiently for a wharf.

MUSKINGUM IMPROVEMENT.

Navigation upon this branch of the Public Works, has been uninterrupted during the season, except four days in March, and a week in November, while repairing a breach at Windsor Dam, and the miter sills of the Lock at Devol's Dam. Steam Boats have made regular trips upon the Muskingum River, notwithstanding the great drouth, and the low stage of water in the Ohio River, during a part of the season.

The total amount of expenditures for the year ending November 15, 1853, has been :

By check of G. W. Manypenny, Acting Commissioner.....	\$6,313,14
“ “ “ Wayne Griswold, Acting Commissioner.....	13,200,34
Total amount for year ending November 15, 1853.....	19,513,48
“ “ “ “ “ “ “ “ 1852.....	24,043,16
Decrease in 1853.....	4,530,02

The following will exhibit the expenditures at the different points on the Muskingum Improvement :

Symm's Creek.....	\$ 814,13
Zanesville.....	2,432,76
Taylor'sville.....	5,028,03
Rokeby.....	1,427,85
McConnel'sville.....	429,51
Windsor.....	6,166,30
Luke Chute.....	319,87
Beverly.....	566,42
Lowell.....	191,86
Devol's Dam.....	845,41
Harmar.....	114,13
Miscellaneous.....	1,179,80
Total.....	19,513,48

Over twelve thousand dollars of the expenditure upon this Improvement has been for re-construction.

SYMM'S CREEK.—A Conduit for the water used by the mill has been constructed ; bars dredged from the channel below the lock ; piles driven to keep boats off the mill race, and a quantity of stone removed. The Lock is in rather a precarious

ous condition, and will need some further repairs next year, and may require to be rebuilt within a few years.

ZANESVILLE.—The bank of the Canal above the Lock has been protected by a substantial slope wall. Fender cribs have also been re-built at the head of the Lock, and the Canal further improved by a row of sheet piling directly above the Lock.

TAYLORSVILLE.—Three hundred and forty-eight feet of this dam has been re-built during the past season, which completes the entire dam. It is eight hundred and forty-eight feet long, is founded on rock; has a double fall, and is now permanent. Except two small cribs to protect the abutments, the dam will probably need no further expenditure for years. The bars at the head of the canal have been dredged out, and piles driven for the convenience of boats in passing the bridge abutments and mill race.

ROKEBY.—The expenditures here were for dredging out the bar below the Lock, and extending the breast work further down to contract the channel, and prevent the formation of a bar below the Lock by the re-action of the water. Fender cribs have been re-built at the head and foot of the Lock, replacing the old ones which were gone to decay.

McCONNELSVILLE.—The dam has been graveled and the apron of the old part repaired. Fender cribs have been re-built at the head of the Lock, and piling put in at the head of the cribs.

WINDSOR.—One hundred and seventy-five feet of this dam were swept out by the freshet of February last, and boats were detained four days, while the breach was repaired. This portion of the Dam has been entirely re-built during the past season, by a good and substantial double aproned crib founded on rock. The balance of the dam is in a frail condition, and will probably require re-building next season. Piles have been driven along the shore above the Lock for the safety and convenience of boats passing into the Lock. The dam has been thoroughly graveled.

LUKE CHUTE.—Fender cribs have been re-built at the head of the lock and the dam graveled.

BEVERLY.—This dam has been thoroughly graveled and piles driven to guide boats by the mill race. Great difficulty has been experienced here by the giving way of the lower miter sills. At length false sills were inserted, which answered a temporary purpose. The walls at the lower end of this lock settled a few years since, and notwithstanding they have been protected by blocks of stone and cribs at the foot of the walls, fears are entertained that they may settle still further, and next season a Coffin dam should be thrown around the lower end of the lock and the whole pit pumped out, so that substantial repairs may be made.

LOWELL.—Piling for fenders at the bridge abutments, at the head of the lock and across the mill race, have been put in. The dam has also been graveled.

DEVOL'S DAM.—The miter sills of the lock at this place have been in the same condition as at Beverly, and the same difficulties encountered. The dam has been graveled and preparations made to build a lock house. Measures have been taken to appropriate the requisite site, the owner of the adjacent land having refused to sell the necessary amount.

HARMAR.—The expenditures here consist in fitting up guard gates for a mill race, preparing miter sills for the lower lock and some slight repairs to the dam.

MISCELLANEOUS.—This item includes the wages of the Superintendent and Lock tenders, and the expense of boats and tools &c., for the use of the improvement.

Some of the greatest obstructions to the navigation of the Muskingum Improvement, are found at the mouth of the River. The constant formation of sand-bars, obstructing the channel from the lock into the Ohio; the high water making it dangerous for boats to pass over the dam: also the low water rendering it difficult for any boat, unless lightly loaded, to pass the miter sills of the lock, render navigation between the Muskingum and the Ohio, at times, uncertain and dangerous. To remove this difficulty, as far as possible, will require some improvement at no distant day.

HOCKING CANAL.

This Canal was opened for navigation on the first day of April, and has continued uninterrupted during the entire season, except about twenty-four hours, for the repair of a breach below Nelsonville. With this exception, the Hocking Canal from Lancaster to Athens, has been in a better condition, than in any former year.

The side-cut from Lancaster to Carroll, is so narrow, and so filled by deposits, that the navigation is seriously obstructed. The drouth in the fall, and the failure of water in the Licking Summit Reservoir, made the passage of boats heavily loaded, almost impossible. The tonnage on this canal is mostly composed of heavy articles, such as stone, coal, iron &c., making it highly important to its future prosperity, that boats can pass with a full load. If we are satisfied that any reasonable system of dredging can restore the depth and capacity of this section of the canal, we shall labor thereby to secure the uninterrupted movement of full freighted boats.

There has been paid on the Hocking Canal, during the year ending November 15th, 1853:

By check of G. W. Manypenny, on Superintendence and Repairs...	\$4,407 45
“ “ Wayne Griswold, “ “ “	4,209 94
“ “ G. W. Manypenny, Act'g Com. for Wages & Incidentals..	250 00
“ “ Wayne Griswold “ “ “	575 00
“ “ G. W. Manypenny, on Awards.....	20 00

Total amount of expenditures on Hocking Canal..... \$9,462 39

Of this amount \$1,075 00, was expended for building and putting in six and one half sets of new lock gates, also, \$281 00 for a gravel boat. Stone have been delivered and dressed for a large culvert at “Seven Mile Run,” at an expense of about \$800 00. This culvert will have to be re-built next February and March.

The Hocking Canal has been kept in good repair, during the entire season, without any extraordinary expenditures.

NATIONAL ROAD.

This branch of the Public Works is in a good condition, and although the rate of tolls is much less than formerly, yet the amount collected would seem to justify the policy adopted by the Board.

The whole amount of tolls collected on the National Road during the year ending November 15, 1853, and paid into the Treasury, after deducting the wages of Gate Keepers, is as follows :

Tolls collected from Gates and Stage Company.....	\$35,356 10
Tolls collected from Gates and Stage Company in 1852.....	35,183 22
	<hr/>
Increase of 1853, over 1852.....	172 88
Balance remaining in Treasury Nov. 15, 1852.....	3,262 85

EXPENDITURES FOR THE YEAR ENDING NOV. 15, 1853.

On contracts per check of G. W. Manypenny, Acting Commissioner...	15,570 18
On Incidental Expenses per check of G. W. Manypenny, Acting Commissioner.....	2,500 00
On contracts per check of Wayne Griswold, Acting Commissioner...	14,331 99
On Incidental Expenses per check of Wayne Griswold, Acting Commissioner.....	4,133 87
	<hr/>
Total expenditures for 1853.....	\$36,536 04
	<hr/>
Balance remaining in Treasury Nov. 15, 1853.....	\$2,082 91

Large amounts of materials have been furnished during the past year along many sections of this road, under contracts made in March and April last, sufficient to keep the road in good repair next year at much less expense for stone and gravel. Several bridges and culverts have been repaired, and two or three more will have to be re-built next season. The favorable condition of the road-bed at the present time will leave ample means to put the bridges and culverts in such order as their condition may require.

The Central Ohio Rail Road will probably be completed to Wheeling next season, when the entire line of stages will be withdrawn from the National Road. Fears have been entertained by some, that the absence of all revenue from mail coaches, would leave the road without sufficient means for repairs, especially at the present low rate of tolls. But since the stages have been taken off between Zanesville and Springfield, the cost of keeping that portion in repairs has been reduced more than the amount of tolls received from coaches, and we think this will be the case on the entire line of the National Road.

During the past year, twenty-seven thousand four hundred and twenty-four dollars and thirty cents have been collected from gates, after paying gate keepers, and seven thousand nine hundred and thirty-one dollars and eighty cents from the Ohio Stage Company, and there is little doubt but that the expense of keeping up the road between Zanesville and Wheeling will be reduced to the full amount of the tolls from the Company, when the heavy mail coaches cease to run. We would not deem it policy to make any material change in tolls, believing that the present low rates will yield sufficient revenue to keep up the road.

GENERAL REMARKS.

Allusion has already been made to the fact, which is confirmed by the whole history of the Ohio Canals, that as the exports of grain and flour increase or diminish from year to year, so will the revenues of the canals fluctuate. The wheat crop of 1850, amounted to 28,769,139 bushels, and the transit of its surplus to market contributed materially to swell the Canal receipts, from tolls in 1851, to the unusual sum of \$856,351,75. The wheat crop of 1852, was less than that of 1850, by 5,806,365 bushels; and when it is considered that the home consumption during the last year has been greatly increased by the presence, in greater numbers, than in any former year, of laborers upon the railroads in course of construction, it is reasonable to suppose that the contrast between 1851, and 1853, in the transportation of wheat and flour beyond the limits of the State, is equal to the difference of tolls received in those years respectively.

It was also observed that the corn crop, by no means an average on the line of the Miami and Erie Canal, was attracted to the southern market—a movement less productive of tolls, than if the current of export had been northward traversing by canal the greater distances which separate the lake ports from the corn-growing regions of the State.

It is possible, also, that the revenues of the canals have been temporarily diminished by the reductions and equalization of tolls, which has been a cherished policy of the Board, as now organized. In addition to the reduction of March 1851, which was equivalent to at least 30 per cent. upon all articles, the Board on the 29th of January, 1852, fixed a scale of tolls about 25, per cent. less than the rates of the previous year, abandoning the system of discriminations in favor of particular points. Even this tariff was modified, for reasons detailed in our last annual report, by a further reduction of tolls on flour, wheat, corn, oats, pork, lard, bacon, whiskey, and high wines to a point 30 per cent. below the rates fixed in the toll sheet of January 29, 1852. These rates have prevailed through the year 1853, and are believed to be more liberal to the producer, (the party ultimately benefitted by cheap transportation to market,) than those adopted by any other State, not excepting New York, upon whose central canal every reduction of tolls has hitherto produced an increase of revenue.

We only state the substance of former reports on this subject, when we repeat our conviction that the above reductions in the rates of toll, will be followed by an increase of tonnage, sufficient to compensate any temporary deficiency of receipts. Whether the extraordinary competition which the Ohio Canals have encountered from the Railroads of the State, has pressed the Board beyond the point which is immediately remunerative, is a difficult question to determine; but it is already apparent that the through freight between Cincinnati and Toledo, is steadily increasing, and that the present toll sheet encourages the shipment of many articles, which could not sustain the rates of the old system. When, however, the advantages at present secured to the producer are taken into consideration, it seems to be a clear proposition, that the action of the Board on this subject, must conduce to the public welfare—the only legitimate object of a system of public improvements.

The details of expenditure will be found under their appropriate heads. A large proportion, especially on the Miami and Erie Canal, consists of such reconstructions as might be properly classed under the head of original construction, instead of repairs. When the Miami Extension and the Wabash and Erie Canals were undertaken, the north-western section of the State was so far a wilderness, that it was found inexpedient if not impracticable to construct the locks, aque-

ducts, culverts, &c., of such durable materials as had been employed in the original construction of the Miami and Ohio Canals. In the Report of the Board, dated January 2, 1843, it is stated that "all the locks on the Miami Extension Canal north of the Loramie Summit are constructed of wood," and from Defiance to the State line, on the Wabash and Erie Canal, the locks, thirteen in number, were also of wood. The reason is thus given by the Report—"The expense of obtaining proper material for constructing these locks of masonry was such, that as a matter of economy, wooden locks were adopted, believing they would answer for several years, without re-building, and if it then should be thought advisable, to re-build them of stone, they could by means of the Canal, be re-built at a much less expense." The same policy was pursued until June, 1845, when the Miami Extension was finished, and the Miami, the Miami Extension, and the Wabash and Erie Canals were designated, for the sake of convenience, as one entire work, by the name of the Miami and Erie Canal.

During the last season, an unusual amount of the deferred construction, above alluded to, devolved upon the Board. Whatever may have been the suggestion of economy to our predecessors in 1843, yet now, after ten years of extraordinary development along the line of the Canals in question, we have felt it to be decidedly the best economy, gradually to substitute locks &c., of masonry, for wooden structures, and as a general rule to relieve the future revenues of the Canals, by making permanent, instead of perishable repairs. The requisite expenditures have been increased during the last season, by an advance in the wages of laborers and the cost of materials. In localities where two years ago, seventy-five cents per day was paid for a man's labor, one dollar and twenty-five cents was the current rate during the last season; and the increased cost of all articles manufactured from iron, has added materially to our disbursements.

It is of the utmost importance that the administration of the Ohio Canals should establish and sustain the public confidence in the security and certainty of their navigation; but experience has shown that this result will greatly depend upon the nature of their superintendence, and the quality of repairs. With thorough superintendence and substantial repairs, these works will probably be as productive of benefit to the people hereafter, as they have been during any period since their construction.

We hazard this remark with an entire appreciation of the extraordinary degree of prosperity, which has been witnessed in Ohio since the canals went into operation, and to which they have, in a large measure contributed.

The Canals and Slackwater improvements of the State may be regarded as an extension of the navigation by the lakes, and the Erie Canal on the North, and the Ohio and Mississippi Rivers on the South, by which the advantages of those great avenues to the Atlantic are equalized to the people of Ohio. It is difficult to conceive that in 1825, when the first improvement by artificial navigation, was authorized, in Ohio, "wheat was selling at from twenty to thirty cents per bushel, and corn at from ten to twelve cents, and in many instances, at prices even lower than these."* Even after the Erie Canal was completed, its influence was unfelt, beyond the immediate vicinity of the Lake shore, and it was only until the interior of Ohio was penetrated by 822 miles of Canal and Slackwater navigation, that the full energies and resources of the State began to be appreciated. From 1832 to 1846 is peculiarly the period of Canal development, and it is capable of demonstration that the access to market thus secured, so far increased the value of agricultural products; reduced the prices of merchandise; diversified industry; attracted population, and swelled, in all respects, the resources of the people and the basis of taxation, as completely to vindicate the expenditures of their construction.

*See Annual Report of the Board of Canal Commissioners, for 1832.

As an illustration of these benefits, not only to the immediate vicinity of an improvement, but to the tax payers of the State at large, take the contrast effected by the construction of the Miami Extension, and Wabash and Erie Canals, since the return of taxable real property, in 1840. Then, in the region now constituting the counties of Auglaize, Allen, Mercer, Van Wert, Putnam, Paulding, Defiance, Williams, Henry, Lucas, Wood, and Fulton, there were only 993,578 acres of taxable real property, while the returns of 1853, show an aggregate of 2,873,782 acres—an increase of nearly three hundred per cent.

— Since 1846, a new and powerful element of internal prosperity has been added. We refer to the railroad system of the State, which is extended or extending in all directions, and is supposed by many to be fatal to the future of the Ohio Canals. We do not share these apprehensions. Let our Canals be retained in such a condition by a liberal and intelligent system of superintendence, as to secure that certainty of navigation, which is the life of trade, and their prosperity may safely be left to the relations, as yet undetermined between the land and water communications of the country. This is too large a subject for incidental discussion, but if the opinions of eminent Engineers, that the Erie Canal, before enlargement, sustained a tonnage which would require six railroads of the capacity of the line from Buffalo to Albany, to transport, are worthy of confidence, such a fact would seem to be of decisive significance in favor of Canal navigation for a large class of articles.

The events of the last year have shown that the canals of Ohio will be invaluable to the people, as a check upon excessive freights by railroads. It was supposed that competition between parallel routes, would be effective for this purpose, but it is not likely to be so. "Consolidation" is the order of the day, or affiliations of interests, heretofore deemed irreconcilable. The immense railroad system of Ohio is rapidly becoming a unit, over which periodical conventions of railroad officers constitute a flexible, but most efficient Board of Control. This is an explanation of the high rates of travel in Ohio, as compared with New York, when cheaper fares might be reasonably anticipated in this State. It is our deliberate conviction that the control of canal navigation which the people of Ohio wisely retain in themselves, will, during the next twenty-five years, force the freighting of our products to a reduced scale of prices, which, otherwise would not be tolerated, by the railroad "fusion" now so manifestly in progress.

While the government of Ohio can point to toll-sheets as moderate in their terms, as are now established, it will be impossible for the railroads greatly to exceed those charges.

We believe that as long as the people of Ohio control the internal navigation of the State by canals the efforts of railroad corporations to monopolize the transportation within its limits, at rates only limited by their own pleasure, will always be restrained. We shall endeavor during our terms of official service, to preserve in full efficacy, so obvious and salutary a check, and we are encouraged to hope that the era of our canal history, upon which the State is now entering, may thus save as much to the people of Ohio, in reduced freights, as those works directly contributed to the development of the State, during the period from 1832 to 1846.

Especially do we desire that the policy of the Board, during the last two years, should be scrutinized in the light of the foregoing considerations.

— We have felt it to be our duty to resist, by all the means at our disposal, every intrusion by railroads upon the canals, which, in our judgment, impaired the navigation of the latter; while, at the same time we have sought to extend to the railroad interests of the State, every encouragement and facility consistent with our paramount obligations to the Constitution and Laws. For a fuller statement of our views, in this connection, we would refer to our Report of January 31, 1853.

On the subject of discriminations in railroad freights, obviously intended to impair the business of the canals, at particular points, by an injustice to freighters for less distances, we would also refer to the report above mentioned, and the law passed by the late General Assembly (Vol. 50, p. 205.) discountenancing the practice. It is again submitted that this enactment is defective in not attaching a penalty for the violation of its provisions. It is certainly a grievance requiring effective restraint, when a railroad sinks its freights in the vicinity of a canal to a point far below the rates exacted from business men, who live so much nearer the common point of destination, as to be beyond the protection of the canals. The statute of May 1, 1852, provides "that it shall be the duty of each and every railroad company whose line of road extends, or shall hereafter be extended to any place in the vicinity of, or to a point of intersection with, any of the navigable canals, or other works of internal improvement belonging to this State, to fix and establish a tariff of rates for the transportation of merchandize, produce, and other property consigned to or from such place or point of intersection; and it shall be unlawful for such railroad company to charge or receive any higher rate for transporting similar merchandize, produce or property over a shorter distance of its road, than is charged or received according to such fixed tariff for transportation to and from such places of intersection as aforesaid." Surely a mandate so reasonable and just ought not to be made a dead letter, for the want of a penal sanction.

In the Fifteenth Annual Report of the Board, dated December 29, 1851, the following considerations were respectfully submitted to the Legislative Departments of the Government:

"By existing laws, the Acting Commissioners of this Board are required to pay the claims of contractors for work done on the Canals, by their check on the Treasurer of State, and not otherwise." This provision of the law the Board would not disturb. But there has been, and now is a difficulty in the Superintendents and Contractors obtaining the money for these drafts of the Commissioners. The banking institutions of the State are used by the Treasury for depositories of the revenue collected on the Canals. The instances are rare where a Superintendent or Contractor can get one of these banks, in which the State funds may be placed at the time, to cash his check on the Treasury, and it cannot be expected, or at least, ought not to be, that he will travel fifty, one hundred, or one hundred and fifty miles to Columbus, to get a small sum of money, and pay the expenses of his journey; but he must do this, or as a general thing be subjected to a discount, in a town where the revenue from the Canal is on deposit in the bank.

"It has seemed to the Board that the institutions where these deposits of the revenue from the public works are placed, ought to be willing at all times to cash the drafts made by the Acting Commissioners, on the Treasurer of State, without hesitancy or objection. But such is not their course, and from what has been the past action of these depositories, it is not to be expected in the future. It is therefore submitted whether a system of safe keeping and disbursing the public moneys cannot be adopted, independent of the banking institutions of the State, and their use, as depositories of the Canal revenues dispensed with altogether."

In our last Annual Report the foregoing suggestion was renewed. During the year just closed, the inconvenience has been still more apparent, and we would earnestly reiterate our views on the subject.

The estimates reported on the call of the Senate, of the amounts required on the several divisions of the Public Works, were not exceeded by the actual expenditures of the last year; and we confidently anticipate that the expenditures for the next season will be reduced twenty-five per cent. and not exceed \$325,000. At the same time, there is reason to believe that the revenues of the Canals will be largely increased.

Comparative Exhibit of the amounts received at the different offices by the Collectors of Tolls, Fines and Water Rents, on the Canals and Slackwater Improvements of this State, and reported to the Auditor of State during the years 1852 and 1853.

OHIO CANAL.

Name of Office.	Amount collected.	
	1852.	1853.
Cleveland.....	61,098 64	59,010 28
Akron.....	38,330 85	34,130 87
Massillon.....	32,532 43	24,807 97
Dover.....	29,169 09	19,717 68
Roscoe.....	24,347 96	20,218 01
Dresden.....	11,947 82	5,900 13
Newark.....	16,378 74	12,267 06
Carroll.....	32,693 90	21,581 85
Columbus.....	8,997 70	5,823 94
Circleville.....	12,890 79	10,080 99
Chillicothe.....	20,090 11	17,681 40
Portsmouth.....	18,920 10	20,033 92
Zanesville.....	6,713 67	10,330 82
Total.....	\$314,111 80	\$261,584 92

MUSKINGUM IMPROVEMENT.

Name of Office.	Amount collected.	
	1852.	1853.
Dresden.....	1,043 46	1,202 19
Zanesville.....	15,138 43	13,028 92
McConnelsville.....	5,912 88	5,040 74
Harmar.....	11,246 91	12,208 43
Total.....	\$33,341 68	\$31,480 28

HOCKING CANAL.

Name of Office.	Amount collected.	
	1852.	1853.
Carroll	3,245 47	3,984 50
Nelsonville	6,719 89	7,934 82
Total	\$9,965 36	\$11,919 32

WALHONDING CANAL.

Name of Office.	Amount collected.	
	1852.	1853.
Roscoe	\$1,927 57	1,232 25

MIAMI AND ERIE CANAL.

Name of Office.	Amount collected.	
	1852.	1853.
Cincinnati	51,596 59	65,235 41
Hamilton	3,611 70	4,643 75
Middletown	8,426 82	7,952 57
Dayton	34,964 56	35,429 45
Piqua	29,852 04	24,941 91
St. Marys	13,787 66	10,819 68
Delphos	5,082 23	6,062 59
Junction	107,004 49	79,496 50
Maumee City	5,565 54	7,392 58
Toledo	69,637 61	84,011 99
Total	\$329,529 24	\$325,985 53

RECAPITULATION.

Name.	1852.	1853.
Ohio Canal	314,111 80	261,584 92
Muskingum Improvement	33,341 68	31,480 28
Hocking Canal	9,965 36	11,919 32
Walhonding Canal	1,927 57	1,232 25
Miami and Erie Canal	329,529 24	325,985 53
	\$688,875 65	\$632,202 30
	632,202 30	
Difference in favor of 1852	\$56,673 35	

The following tables will exhibit the comparative aggregate tonnage of the Ohio, and Miami and Erie Canals, for the years 1852 and 1853, in tons of 2,000 pounds each :

OHIO CANAL.

Offices.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Cleveland.....	425,096	66,802	461,056	64,034
Akron.....	26,733	191,704	35,084	186,070
Massillon.....	19,928	58,717	25,350	55,896
Dover.....	10,599	29,918	8,956	35,170
Roscoe.....	10,651	31,796	9,136	30,711
Dresden.....	28,523	15,680	15,265	16,333
Newark.....	33,342	40,505	25,507	29,648
Carroll.....	3,086	70,386	4,222	64,238
Columbus.....	46,534	9,560	49,090	5,096
Circleville.....	9,951	15,358	30,048	6,478
Chillicothe.....	21,996	31,726	34,473	45,574
Portsmouth.....	27,273	17,284	21,793	23,042
Total.....	663,712	579,436	719,980	562,290

MIAMI AND ERIE CANAL.

Offices.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Cincinnati.....	103,341	50,130	153,789	60,896
Hamilton.....	7,635	19,832	6,354	14,800
Middletown.....	2,897	20,746	4,776	18,174
Dayton.....	45,771	44,472	56,956	36,867
Piqua.....	3,071	39,822	4,356	46,736
St. Marys.....	3,931	21,048	5,206	20,015
Delphos.....	1,897	7,713	3,783	10,009
Junction.....	40,378	143,938	51,578	144,648
Maumee City.....	4,841	12,998	2,299	12,410
Toledo.....	237,109	85,276	225,330	102,563
Total.....	450,871	445,975	514,427	467,118

The following tables will give a view of the business of Cleveland and Portsmouth, by canal, for each of the fiscal years ending November 15, 1852 and 1853, in tons of 2,000 pounds each.

CLEVELAND.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and flour.....	170,001	29	118,192	197
Coal (mineral).....	141,191	53	174,167	179
Corn.....	24,183	06	4,723	241
Pork, bacon and lard.....	3,382	4	3,547	3
Iron (all kinds).....	7,561	10,492	6,160	15,718
Lumber.....	2,048	19,938	11,731	19,632
Salt.....	4	7,047	.....	5,993
Merchandise.....	422	4,215	480	3,748
All other articles.....	76,304	25,018	142,056	18,323
Total.....	425,096	66,802	461,056	64,034

PORTSMOUTH.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and flour.....	6,230	16	2,437	18
Coal (mineral).....	.....	2,944	52	3,777
Corn.....	10,042	17	7,809	49
Pork, bacon and lard.....	6,321	5	3,968	22
Iron (all kinds).....	131	7,458	356	9,813
Lumber.....	404	429	492	1,465
Salt.....	125	29	189	1,284
Merchandise.....	245	999	168	1,137
All other articles.....	3,775	5,387	6,322	5,477
Total.....	27,273	17,284	21,793	23,042

The following tables will give a view of the business of Toledo, Junction, and Cincinnati, by Canal, for each of the fiscal years ending November 15, 1852 and 1853, in tons of 2,000 pounds each.

TOLEDO.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and flour.....	86,819	.....	77,549	22
Coal (mineral).....	.....	.....	1	977
Corn.....	108,585	.....	66,349	1
Pork, bacon and lard.....	11,708	.....	26,149	1
Iron (all kinds).....	162	22,227	258	31,865
Lumber.....	.....	.....	3,977	9,730
Salt.....	.....	.....	.....	21,724
Merchandise.....	232	5,002	279	6,094
All other articles.....	29,603	58,047	50,768	32,149
Total.....	237,109	85,276	225,330	102,563

JUNCTION.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and flour.....	22	57,668	56	46,830
Corn.....	9	62,324	4	58,008
Pork, bacon and lard.....	5	9,827	59	11,656
Iron (all kinds).....	11,619	32	16,342	293
Merchandise.....	4,152	75	5,209	83
All other articles.....	24,571	14,012	29,908	27,778
Total.....	40,378	143,938	51,578	144,648

CINCINNATI.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and flour.....	20,013	305	15,940	1,253
Coal (mineral).....	.....	.....	.....	.....
Corn.....	8,968	.....	9,167	.....
Pork, bacon and lard.....	4,549	4,397	4,605	8,379
Iron (all kinds).....	3,979	6,865	13,191	6,629
Cotton and cotton yarns.....	94	263	77	223
Paper.....	268	99	1,224	160
Merchandise.....	868	2,189	1,842	2,380
All other articles.....	64,602	36,012	107,743	41,867
Total.....	103,341	50,130	153,789	60,896

CLEVELAND—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	56	83	1,972	2,199
Beef.....	15	169	14	145
Flour.....	760,475	589,466	240	203
Fish (fresh water).....	155	147	18,148	18,260
Oil (linseed).....	719	747	56	245
Oil (lard).....	13	257	19	643
Pork.....	12,198	15,582	13	40
Salt.....	33	....	46,984	39,959
Salt (Ohio).....	....	219	....	....
Whisky.....	42,279	39,807	2,614	662
Other domestic spirits.....	....	45	....	13
Bushels—				
Barley.....	....	1,226	3,842	2,315
Buckwheat.....	....	....	1,822	....
Corn.....	861,897	168,713	199	5,042
Coal (mineral).....	3,940,749	4,969,174	1,469	5,124
Coke.....	22,537	17,054	....	....
Oats.....	19,503	11,768	2,774	....
Seeds (clover).....	1,218	3,916	....	....
Do (other grass).....	....	317	....	280
Do (flax).....	479	666	40	1,939
Wheat.....	2,920,534	1,817,677	105	5,833
Pounds—				
Butter.....	1,489,534	1,844,554	147	3,931
Burr blocks.....	....	....	....	30,680
Baggage (extra) & furniture.....	717,435	789,947	475,641	235,902
Broom corn.....	153,677	221,486	....	....
Bacon and Pork in bulk.....	1,806,257	1,160,624	2,680	5,498
Cheese.....	621,963	1,178,525	120,298	73,950
Coffee.....	4,218	9,230	1,699,534	1,132,899
Cotton (raw in bales).....	378	....	8,685	....
Cotton yarns.....	....	....	7,043	....
Cordage.....	6,730	3,465	70,276	72,667
Candles (lard).....	1,152	79,688	3,539	32,377
Clocks.....	....	....	28,917	11,999
Crockery (foreign).....	22,192	45,090	584,384	465,508
Eggs.....	500,901	543,526	75	....
Fruit (dried U. S.).....	60,442	421,355	6,752	5,968

CLEVELAND — Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Fruit (undried U. S.)	114,749	112,414	64,332	1,267
Feathers	13,498	4,010	....	....
Furs and peltries.....	32,472	16,839	400	....
Grease	25,291	34,273	787	....
Grindstones	185,901	425,404	150,161	258,908
Gypsum .....	....	....	2,390,589	4,234,958
Glass and glassware (Ohio) .	216,895	1,560,063	2,019	41,510
Hemp .....	....	....	2,850	3,370
Hemp (from Ohio river) ...	....	....	840	....
Hides and skins.....	31,828	21,339	57,794	25,590
Hogs hair.....	63,320	....	....	....
Ice	2,285	....	....	244,925
Iron (pig or scrap)	3,923,509	4,073,076	1,636,485	4,102,182
Iron (including railroad) ...	5,256,258	8,082,464	18,575,002	26,042,447
Iron (cast).....	92,875	163,709	517,344	1,291,530
Lard	943,114	792,792	....	151
Lead (in pig or bars) .....	....	....	900	....
Leather (Ohio) .....	....	129,516	....	226,376
Do (unfinished)	223,952	81,007	322,814	155,575
Machinery	212,468	212,283	192,257	239,929
Merchandise	845,089	960,225	8,430,775	7,495,908
Marble (unwrought).....	57,391	2,380	1,826,275	1,567,072
Marble (wrought) .....	....	....	2,904	69,016
Molasses.....	39,546	183,014	1,636,687	878,138
Nails and spikes	5,851,177	7,156,277	252,241	344,698
Oil cake	315,781	319,752	....	....
Ore (iron) .....	....	55,808	1,353,061	12,884,471
Potters-ware	1,882,816	2,500,291	7,697	2,289
Paper (Ohio)	29,550	3,420	12,950	1,550
Powder (Ohio) .....	....	....	....	918,613
Pot and pearl ashes	249,565	128,222	41,419	1,058
Saleratus (Ohio) .....	....	451	....	32,470
Starch (Ohio)	6,014	....	....	....
Sugar	68,801	97,408	2,297,342	1,013,147
Tallow	41,719	31,134	111	491
Tobacco (not manufactured)	14,675	....	1,106	....
Do (manufactured) ...	7,063	10,097	148,271	76,622
Wool.....	1,040,270	1,200,903	36,508	15,017
Woodware (Ohio).....	17,844	80,388	....	2,546
West India fruits.....	485	....	15,207	33,455
White lead.....	7,145	....	4,925	30,161
Sundries	5,208,252	2,180,955	5,453,168	3,180,044

AKRON—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer	342½	237	..	..
Beef	1	..	3	12
Flour	437	..	279,256	218,609
Fish (fresh water)	5,270	5,458	..	..
Oil (linseed)	33	..	838	851
Oil (lard)	16	17	..	..
Pork	9	16	1,024	808
Salt	19,861	17,671	..	..
Whisky	1,842	1,173	3,991	2,172
Bushels—				
Corn	7,743	15,914	2,632	6,479
Coal (mineral) .....	..	..	3,148,746	3,702,711
Coke .....	..	..	35,816	37,582
Oats	3,751	30	1,322	3,131
Seeds (clover)	447½	1,147	6,356	5,752
Do (flax)	1,641	4,142	..	..
Wheat	360,981	300,419	660,572	465,765
Pounds—				
Butter	7,938	32,848	609,451	679,945
Baggage (extra) & furniture	219,656	105,573	400,599	738,247
Bacon and pork in bulk	10,123	..	64,136	40,127
Cheese .....	..	..	797,359	1,431,070
Coffee	317,249	156,744	10,077	3,844
Cordage	24,757	13,266	6,727	3,723
Candles (lard)	17,688	24,360	..	..
Crockery (foreign)	125,515	88,890	69,979	5,820
Eggs .....	..	..	53,662	105,935
Fruit (dried U. S.)	2,101	1,566	60,704	114,962
Fruit (undried U. S.)	10,467	2,800	52,956	89,241
Grease .....	..	..	1,080	..
Grindstones	97,505	110,689	..	..
Gypsum	1,473,139	2,076,152	..	..
Glass and glassware (Ohio)	..	..	339,254	212,028
Hides and skins	27,774	10,640	26,495	31,605
Iron (pig or scrap)	1,673,616	3,717,768	663,334	461,870
Iron	4,471,313	3,080,866	5,183,889	7,590,890
Iron (cast)	125,947	202,519	712,090	355,048
Lard	3,489	1,708	13,781	44,260

AKRON—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Leather (unfinished).....	..	..	68,191	64,790
Machinery.....	59,349	54,787	297,800	245,483
Merchandise.....	2,780,994	2,877,012	741,835	1,054,732
Marble (unwrought).....	459,480	223,865	46,849	3,185
Molasses.....	437,142	210,788	137,222	4,650
Nails and spikes.....	45,711	23,572	6,839,449	7,587,388
Oil cake.....	..	..	424,802	323,142
Ore (iron).....	1,778,483	15,778,234	..	..
Potters-ware.....	..	..	1,833,005	2,695,634
Paper (Ohio).....	..	..	29,169	3,332
Powder (Ohio).....	..	..	51,953	162,675
Pot and pearl ashes.....	43,738	46,642	196,969	141,604
Starch (Ohio).....	1,352	..	..	..
Sugar.....	964,407	562,036	44,335	36,667
Tobacco (not manufactured)	21,890	10,928	18,051	3,143
Do (manufactured)...	19,493	15,771	9,328	2,485
Wool.....	37,241	25,174	370,442	411,783
Woodware (Ohio).....	..	..	65,246	122,917
West India fruits.....	16,500	8,827	..	..
White lead.....	5,587	4,473	40,649	8,750
Sundries.....	3,130,916	4,427,762	7,132,081	6,803,995
Number—				
Barrels (empty).....	38,865	26,308	15,090	11,494
Split and flat hoops.....	271,100	193,198	49,283	11,700
Staves and heading.....	..	..	15,900	8,056
Shingles.....	1,244,100	2,076,500	83,500	446,500
Feet—				
Lumber.....	994,908	1,835,746	610,574	1,831,525
Perches—				
Dressed and rough stone...	295	327	..	..
Cords—				
Wood.....	869½	838½	..	..

MASSILLON—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer.....	236	262	16	15
Beef.....	..	9	1	9
Flour.....	580	3,798	67,830	55,932
Fish (fresh water).....	3,354	3,192	156	98
Oil (linseed).....	100	161	18	9
Oil (lard).....	43	34	2	4
Pork.....	..	61	1,123	1,795
Salt.....	10,236	13,147	140	694
Whisky.....	6,197	4,591	2,555	1,707
Other domestic spirits.....	140	628	5	140
Bushels—				
Barley.....	22	793	1,998	525
Corn.....	2,080	1,400	4,872	2,720
Coal (mineral).....	97,010	99,774	173,381	187,345
Coke.....	1,000	1,000	5,560	5,400
Meal.....	110	..	40	..
Oats.....	7,764	..	2,940	1,404
Seeds (clover).....	4	2,376	796	3,109
Do (other grass).....	20	..	29	18
Do (flax).....	..	261	705	1,815
Wheat.....	2,221	37,719	1,399,999	1,066,954
Pounds—				
Butter.....	39,498	28,909	457,119	588,871
Baggage (extra) & furniture	220,936	107,206	327,102	297,646
Bacon and pork in bulk....	12,298	76,316	43,249	54,214
Cheese.....	10,417	15,784	1,852	25,505
Coffee.....	510,792	417,348	19,044	78,610
Cotton yarns.....	8,021	..	4,826	3,375
Cordage.....	14,515	2,440	580	3,800
Candles (lard).....	5,422	10,975	1,302	1,188
Clocks.....	2,216	6,117	..	..
Crockery (foreign).....	101,621	141,807	14,670	19,415
Eggs.....	2,671	12,863	104,657	137,962
Fruit (dried U. S.).....	3,264	171,443	23,642	90,464
Fruit (undried U. S.).....	5,791	..	2,831	8,355
Feathers.....	90	618	188	..
Furs and peltries.....	120	..	4,237	432
Grindstones.....	12,214	32,929	400	..

MASSILLON—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Gypsum	975,970	1,818,563	114,674	29,268
Glass and glassware (Ohio) ..	6,293	..	6,300	..
Hemp	450	..	1,450	1,744
Hides and skins	1,248	15,585	7,583	1,057
Iron (pig or scrap)	973,484	1,095,680	101,255	32,615
Iron	556,773	679,618	399,222	433,612
Iron (cast)	288,723	482,496	143,898	238,001
Lard	400	4,572	106,966	152,228
Lead (in pig or bars)	666	374	339	1,960
Leather (Ohio)	6,686	11,384	13,321	17,963
Do (unfinished) .....	..	..	28,325	25,601
Machinery	19,590	75,157	69,566	37,841
Merchandise	2,132,096	1,746,103	1,414,476	1,327,675
Marble (unwrought)	91,433	292,844	8,270	..
Marble (wrought)	11,695	1,386	5,622	24,105
Molasses	675,417	371,251	311,626	411,645
Nails and spikes	157,965	58,203	241,854	140,019
Ore (iron) .....	..	12,089,361	306,000	11,083,557
Potters ware	67,487	10,408	45,702	11,271
Paper (Ohio)	1,678	..	3,867	1,834
Powder (Ohio)	8,165	5,430	1,795	17,000
Shot	1,340	195	275	250
Saleratus (Ohio)	4,804	..	1,008	..
Starch (Ohio)	3,661	..	..	..
Saddletrees	1,991	..	..	..
Sugar	813,716	307,495	154,033	221,959
Tobacco (not manufactured)	7,065	3,905	16,039	3,905
Do (manufactured) ..	46,283	25,070	28,487	38,626
Wool	26,397	314,842	226,980	275,367
Woodware (Ohio)	6,750	4,410	2,787	..
West India fruits	8,240	17,610	1,240	1,070
White lead	8,614	635	14,534	22,269
Sundries	1,143,836	3,434,639	488,269	2,765,778
Number—				
Barrels (empty)	6,861	13,512	2,796	2,528
Brooms	2,854	1,260	1,082	1,262
Split and flat hoops	381,550	305,100	19,300	13,000
Shingles	1,151,000	2,410,828	25,000	5,000
Feet—				
Lumber	2,457,456	2,609,244	391,237	288,173
Perches—				
Dressed and rough stone...	350	..	350	..
Cords—				
Wood	396	239	396	239

CANAL DOVER—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853
Barrels—				
Ale and Beer	94	50	442	447
Beef .....	....	....	1,200	16
Flour .....	....	40	58,117	56,675
Fish (fresh water)	2,545	2,594	....	29
Oil (linseed) .....	....	49	25	18
Oil (lard) .....	....	36	....	....
Pork .....	....	....	250	265
Salt	6,625	6,098	....	....
Whisky	844	1,113	2,293	927
Other domestic spirits .....	....	40	25	48
Bushels—				
Barley	4,808	2,380	1,051	....
Corn .....	....	....	42,153	53,168
Coal (mineral)	14,000	7,840	102,231	300,058
Coke	2,433	4,500	....	....
Oats	2,006	687	85	2,187
Seeds (clover) .....	....	....	29	1,090
Do. (other grass) .....	....	....	125	639
Wheat .....	....	10,980	750,057	423,896
Pounds—				
Butter .....	....	....	221,341	297,686
Burr Blocks	15,000	10,904	....	....
Baggage (extra) and furniture	117,013	54,323	49,377	79,525
Broom Corn .....	....	....	....	75
Bacon and Pork in bulk .....	....	....	109,622	17,559
Cheese	26,037	14,346	....	....
Coffee	2,336,613	273,337	998	....
Cotton Yarns	2,914	7,660	....	....
Cordage	5,000	3,460	....	....
Candles (lard) .....	....	49	....	....
Clocks	538	1,450	100	....
Crockery (foreign)	51,154	110,609	....	....
Eggs .....	....	....	152,291	88,430
Fruit (dried U. S.) .....	....	....	....	181,098
Fruit (undried U. S.)	6,148	8,950	1,280	....
Feathers .....	....	....	2,721	669
Furs and Peltries .....	....	....	11,909	6,112
Grease .....	....	....	2,095	1,313
Grindstones	10,806	7,278	....	....
Gypsum	113,498	91,181	....	....
Glass and Glassware (Ohio)	32,168	14,335	....	....

CANAL DOVER—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853
Pounds—				
Hemp	2,033	1,193	....	....
Hides and Skins	21,890	32,700	....	....
Iron (pig or scrap)	358,400	....	461,481	158,799
Iron	245,680	7,633,412	1,200	988
Iron (cast)	199,120	220,627	22,889	26,857
Lard .....	....	....	26,891	31,798
Lead (in pigs or bars)	486	1,280	....	....
Leather (Ohio)	55,973	60,764	....	31,024
Do. (unfinished) .....	....	....	81,703	....
Machinery	11,435	14,223	....	....
Merchandise	1,037,212	1,568,912	55,417	36,06
Marble (unwrought)	54,925	19,310	....	....
Marble (wrought)	2,020	62,535	....	....
Molasses	417,491	466,316	11,500	10,450
Nails and Spikes	126,120	89,486	....	....
Oil Cake	800	....	1,200	4,500
Ore (iron) .....	....	....	....	6,305,215
Potters-ware	1,490	....	80,000	....
Paper (Ohio)	2,890	5,693	....	....
Powder (Ohio)	8,810	29,790	....	....
Pot and Pearl Ashes	120	....	10,804	....
Saleratus (Ohio)	767	10,964	....	....
Starch (Ohio) .....	....	898	....	....
Sugar	334,195	199,786	800	4,070
Tallow	806	....	1,000	4,068
Tobacco (not manufactured)	11,577	19,872	....	288
Do. (manufactured)	30,267	27,536	2,944	....
Wool .....	....	500	166,005	215,425
Woodware (Ohio)	4,448	4,480	....	....
West India Fruits	694	5,080	....	....
White Lead	14,603	10,087	....	....
Sundries	203,016	507,066	81,350	131,636
Number—				
Barrels (empty)	810	1,305	834	1,056
Brooms	404	912	391	....
Hoop poles .....	....	....	35,000	30,000
Split and flat hoops	284,930	248,200	....	....
Shingles	312,500	164,500	....	....
Feet—				
Lumber	338,077	512,508	70,420	74,304
Timber .....	....	9,840	5,396	2,744
Perches—				
Dressed and rough Stone ...	200	980	200	980
Cords—				
Wood	45	42	45	54

ROSCOE—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	221	225	43	188
Beef .....	..	3	..	39
Flour .....	..	561	124,442	91,386
Fish (fresh water)	468	700	5	60
Oil (linseed)	28	94	19	127
Oil (lard)	3	85	..	10
Pork .....	..	245	380	1,970
Salt	2,634	1,499	..	33
Salt (Ohio)	441	..	..	..
Whisky	515	694	5,559	7,000
Other domestic spirits .....	..	..	4,784	..
Wines (high) .....	..	..	..	4,784
Bushels—				
Barley	20	..	165	1,294
Corn	200	12,801	62,516	99,384
Coal (mineral)	575	3,496	222,348	340,684
Coke	800	1,334	2,100	1,190
Oats	6,679	1,009	..	2,339
Seeds (flax)	638	239	334	134
Wheat	142,530	70,138	44,481	66,130
Rye	85	58	2,072	2,686
Bran and Shorts .....	..	196	6,942	12,684
Potatoes .....	..	..	64	..
Pounds—				
Butter .....	..	399	30,008	46,999
Baggage (extra) & furniture	11,158	40,624	7,009	38,346
Broom Corn	24	..	168	..
Bacon and Pork in bulk .....	..	..	41,290	..
Cheese	10,619	9,034	1,780	105
Coffee	69,997	78,000	344	504
Cotton Yarns	700	3,160	..	235
Cordage	2,509	398	..	..
Candles (lard)	2,324	4,998	..	300
Clocks	780	2,168	..	..
Crockery (foreign)	23,243	30,684	4,915	2,335
Eggs .....	..	..	14,312	28,000
Fruit (dried U. S.)	7,338	..	1,051	4,324
Fruit (undried U. S.)	3,468	..	..	1,313
Feathers	4,264	..	6,623	989
Furs and peltries .....	..	..	112	97
Grindstones .....	..	..	..	857

ROSCOE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Gypsum	29,744	31,384	1,225	..
Glass and Glassware (Ohio)	7,167	7,339	..	..
Hides and Skins	1,003	1,009	..	3,844
Iron (railroad) .....	..	998,000	..	..
Iron (pig or scrap)	64,264	..	6,623	..
Iron	167,617	88,060	330	..
Iron (cast)	57,629	57,008	4,998	39,322
Lard .....	..	..	23,312	21,099
Lead (in pig or bars)	7,480	875	..	112
Leather (Ohio)	9,948	16,823	760	1,067
Machinery	16,221	16,894	17,275	15,112
Merchandise	321,282	406,192	40,369	23,768
Marble (unwrought)	10,596	9,319	..	..
Molasses	200,336	156,388	..	2,169
Nails and Spikes	67,253	58,911	624	374
Ore (iron) .....	..	..	..	1,900
Potters-ware	6,682	5,322	400	126
Paper (Ohio)	6,166	6,346	480	..
Powder (Ohio) .....	..	2,192	..	..
Shot .....	..	496	..	..
Saleratus (Ohio)	1,570	1,168	..	..
Saddletrees .....	..	1,678	..	..
Sugar	102,904	106,384	8,763	9,814
Tallow .....	..	..	..	1,213
Tobacco (not manufactured) .....	..	..	..	3,468
Do (manufactured)	19,761	21,768	291	..
Wool	6,229	..	8,829	50,682
Woodware (Ohio)	5,374	8,336	128	2,168
West India Fruits	9,495	24,344	5,348	..
White Lead	89,339	68,346	498,935	299,128
Sundries	66,680	..	8,406	..
Number—				
Barrels (empty)	28,896	34,648	739	12,368
Hoop poles	459,996	..	51,356	36,834
Split and flat hoops	459,996	678,986	..	..
Staves and Heading	237,266	524,238	87,733	18,600
Shingles	80,000	200,846	..	3,444
Feet—				
Lumber	162,413	178,384	69,964	72,324
Timber	1,409	66,484	13,456	15,688
Perches—				
Dressed and rough Stone ...	30	..	189	..

DRESDEN—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	561,700	131,200	31,200	..
Beef.....	..	..	..	35,290
Flour.....	27,216	247,856	1,690,936	1,192,964
Fish (fresh water).....	2,391,100	3,211,200	81,400	41,000
Oil (linseed).....	3,400	27,250	31,412	1,400
Pork.....	..	60,780	..	365,950
Salt.....	..	54,900	..	..
Salt (Ohio).....	401,600	..	1,026,500	19,481,600
Whisky.....	151,320	661,920	1,354,640	1,042,760
Bushels—				
Barley.....	20,136	13,256	..	..
Corn.....	889,400	4,391,840	3,571,232	..
Coal (mineral).....	25,981,050	1,009,100	..	100,270
Coke.....	48	..	6,960	..
Seeds (clover).....	..	..	..	56,860
Do. (other grass).....	1,260	..	..	..
Wheat.....	2,456,100	3,547,820	120	60
Pounds—				
Butter.....	222	..	45,795	501,229
Burr Blocks.....	611,920	..	..	..
Baggage (extra) & furniture.	111,400	43,712	321,733	161,975
Bacon and Pork in bulk....	23,166	..	1,241,222	..
Cheese.....	511,797	22,905	1,275	..
Coffee.....	65,766	491,653	2,558	21,349
Cotton Yarns.....	1,048	..	91,592	1,164
Cordage.....	390	..	152	..
Candles (lard).....	232	1,221	21,402	1,915
Clocks.....	4,355	11,882	..	..
Crockery (foreign).....	801,627	371,401	15,513	37,245
Eggs.....	..	..	11,725	7,779
Fruit (dried U. S.).....	907	2,929	..	1,723
Fruit (undried U. S.).....	20,925	4,100	..	600
Feathers.....	160	..	4,584	213
Furs and Peltries.....	..	..	1,000	..
Ginseng.....	..	..	145	..
Grindstones.....	5,841	..	..	..
Gypsum.....	11,579	11,592	..	..
Glass and Glassware (Ohio).	41,910	31,004	381,392	131,385
Hemp.....	5,645	..	..	..

DRESDEN—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Hides and Skins.....	..	..	6	31,487
Hogs Hair.....	..	..	194	..
Iron (railroad).....	199,835	715,223	..	68,559
Iron (pig or scrap).....	4,291,632	364,767	..	..
Iron.....	11,148	2,456	1,331,963	64,800
Iron (cast).....	17,519	221,256	151,043	13,472
Lard.....	4,417	..	37,629	46,499
Lead (in pig or bars).....	1,104	1,250	1,347	385
Leather (Ohio).....	29,451	281,551	211,317	131,662
Machinery.....	81,594	481,621	6,504	1,622
Merchandise.....	3,701,584	3,841,365	112,136	771,925
Marble (unwrought).....	194,695	1,631,149	..	..
Marble (wrought).....	1,681	..	21,130	1,207
Molasses.....	22,429	11,634	92,802	67,348
Nails and Spikes.....	11,560	1,505	1,011,319	53,685
Ore (iron).....	..	2,201,580	..	..
Potters-ware.....	1,488	..	31,082	..
Paper (Ohio).....	1,844	..	41,295	11,522
Powder (Ohio).....	5,655	93,722	..	500
Shot.....	..	1,700	..	..
Saleratus (Ohio).....	197	3,497	..	..
Starch (Ohio).....	..	..	370	..
Sugar.....	26,761	321,807	37,276	341,047
Tallow.....	..	..	14,174	..
Tobacco (not manufactured)	414,817	3,161,896	..	..
Do. (manufactured)...	5,440	11,592	12	761
Wool.....	1,351	11,361	61,180	28,532
Woodware (Ohio).....	1,117	6,907	6,347	31,162
West India Fruits.....	6,613	11,241	..	..
White Lead.....	..	3,995	161,168	1,711
Sundries.....	5,091,732	6,061,806	91,659	96,678
Number—				
Barrels (empty).....	211,760	261,520	591,900	7,085
Brooms.....	..	..	650	..
Hoop poles.....	1,036,562	1,017,788	..	..
Staves and Heading.....	24,983	5,741,680	..	..
Shingles.....	17,242	251,930	..	..
Feet—				
Lumber.....	2,554,886	38,531,840	31,445	51,505
Timber.....	..	112,700	..	..
Perches—				
Dressed and rough Stone...	1,014,500	..	..	..
Cords—				
Wood.....	328	274	..	..

NEWARK—OHIO CANAL.

A comparative Statement of the Principal Articles transported on this Canal
1852 and 1853.

Articles.	Arrived		Cleared.	
	1852	1853	1852	1853
Barrels—				
Ale and Beer.....	147	145	36	17
Tanners Oil.....	23	..	23	..
Flour.....	482	2,073	12,376	3,430
Fish (fresh water).....	1,852	744	52	51
Oil (linseed).....	42	32	1	..
Oil (lard).....	68	12	13	19
Pork.....	1	66	1,183	963
Salt.....	1,196	234	86	12
Salt (Ohio).....	2,681	3,746	696	199
Whisky.....	1,921	3,317	12,825	11,151
Other domestic spirits.....	6	4	2	3
Oil (corn).....	..	16	30	12
Oil (tanners).....	..	5	..	5
Bushels—				
Barley.....	2,958	..	..	5,182
Rye.....	592	3,944	3,185	2,470
Corn.....	20,825	62,169	110,169	82,524
Coal (mineral).....	383,208	431,009	364,392	428,032
Coke.....	6,200	5,631	..	..
Oats.....	1,046	..	22,048	5,725
Seeds (clover).....	4	..	6	..
Do. (other grass).....	..	..	14	11
Do. (flax).....	..	..	256	379
Wheat.....	3,677	48,367	236,960	152,532
Pounds—				
Butter.....	230	89	28,378	46,549
Burr Blocks.....	100	..	..	..
Baggage (extra) & furniture	76,243	69,546	117,817	46,273
Broom Corn.....	..	..	..	13,360
Bacon and Pork in bulk....	8,299	11,083	574,506	206,695
Cheese.....	10,602	4,362	11,390	1,673
Coffee.....	66,085	58,271	10,958	7,845
Cotton Yarns.....	2,742	..	5,334	920
Cotton Bagging.....	2,477	..	..	..
Cordage.....	..	866	473	..
Candles (tallow).....	3,227	2,163	1,088	1,155
Clocks.....	1,148	4,400	..	..
Crockery (foreign).....	21,072	9,243	3,261	..
Eggs.....	6,446	27,910	15,664	56,751

NEWARK—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
Fruit (dried U. S.).....	2,945	433	864	30,154
Fruit (undried U. S.).....	10,946	..	11,379	1,615
Feathers.....	..	..	3,248	1,336
Furs and Peltries.....	100	..	300	..
Grease.....	..	330	83	8,830
Grindstones.....	2,019	..	..	..
Glass and Glassware (Ohio)	80,150	3,869	18,574	3,902
Hides and Skins.....	1,000	1,900	1,100	500
Hogs Hair.....	..	..	30	..
Iron (pig or scrap).....	3,204,489	3,886,619	188,378	87,160
Iron.....	3,825,814	3,17,040	635,079	39,570
Iron (cast).....	71,301	38,956	144,865	65,328
Lard.....	2,221	998	22,411	104,004
Lead (in pig or bars).....	1,103	..	149	..
Leather, Ohio.....	4,306	5,241	13,977	..
Do. unfinished.....	..	..	..	40,221
Machinery.....	27,724	53,981	69,054	146,859
Merchandise.....	371,080	443,863	103,270	242,896
Marble, unwrought.....	168,138	35,256	1,000	..
Marble, wrought.....	1,787	..	6,045	1,131
Molasses.....	366,194	239,088	36,308	7,274
Nails and Spikes.....	89,234	2,064	8,980	6,522
Ore, iron.....	766,550	89,000	..	..
Potters ware.....	25,506	5,082	11,936	..
Paper, Ohio.....	440	..	8,100	..
Powder, Ohio.....	30,079	14,845	12,630	5,675
Pot and Pearl Ashes.....	..	..	47,571	11,771
Shot.....	1,625	..	100	..
Saleratus, Ohio.....	234	339	17,718	2,253
Starch, Ohio.....	161	..	..	..
Saddletrees.....	2,000	..	..	..
Sugar.....	342,842	109,674	62,546	24,512
Tallow.....	1,500	150	254	2,020
Tobacco, not manufactured..	53,567	..	..	..
Do. manufactured....	..	11,643	8,192	1,338
Wool.....	16,956	13,003	146,567	195,774
Woodware, Ohio.....	20,492	13,530	2,927	12,495
West India Fruits.....	235	..	..	..
White Lead.....	7,291	1,250	937	..
Sundries.....	433,912	355,323	680,619	340,681
Number—				
Barrels, empty.....	143,350	47,365	114,455	184,739
Brooms.....	175	..	..	..

NEWARK—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Number—				
Split and flat hoops.....	42,200	8,000	..	25,062
Staves and Heading.....	165,260	133,572	185,750	65,819
Shingles.....	615,770	543,000	..	20,000
Lath.....	61,600	..	..	..
Brick.....	24,700	..	9,020	..
Feet—				
Lumber.....	835,271	733,956	113,125	195,843
Timber.....	200	34,691	6,960	31,554
Posts and Rails.....	1,980	915	..	105
R. R. Ties.....	13,340	489	1,545	3,760
Perches—				
Dressed and rough Stone...	6,302	2,027	6,251	1,732
Cords—				
Bark.....	59	..	59	..
Wood.....	303	180	294	135

CARROLL—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	36	169	7	5
Flour	11	37	43,768	51,252
Fish (fresh water)	725	1,131	16	6
Oil (lard)	83	124	..	..
Pork	2	4	26	32
Salt	175	73	..	..
Salt (Ohio) .....	..	484	18,061	16,817
Whisky	912	965	2,534	6,924
Other domestic spirits	76	21	35	..
Bushels—				
Barley .....	..	..	..	..
Corn .....	..	..	303,895	140,138
Coal (mineral) .....	..	2,550	843,240	1,026,033
Coke .....	..	1,000	..	..
Oats .....	..	..	5,916	442
Seeds (clover) .....	..	..	642	761
Do. (flax) .....	..	..	1,649	2,821
Wheat	2000	..	336,043	258,613
Pounds—				
Butter .....	..	..	93,271	30,171
Baggage (extra) & furniture	75,243	83,111	77,051	46,076
Broom Corn .....	..	..	118,268	27,844
Bacon and Pork in bulk	4,581	4,035	62,784	7,432
Cheese	13,428	5,768	4,636	150
Coffee	247,765	120,543	..	..
Cotton (raw in bales)	4,653	..	..	..
Cotton Yarns	21,511	7,666	..	..
Cordage	12,221	15,710	2,185	..
Candles (lard)	3,708	7,095	700	1,789
Cut Stone .....	..	1,700	..	..
Clocks	6,390	1,871	..	..
Crockery (foreign)	55,967	49,377	2,100	..
Eggs .....	..	..	62,533	84,168
Fruit (dried U. S.) .....	..	1,800	2,226	..
Fruit (undried U. S.)	5,260	..	..	2,883
Feathers .....	..	..	941	1,051
Furs and Peltries .....	..	..	8,984	2,363
Ginseng .....	..	..	..	255
Gypsum	39,124	43,877	..	..

CARROLL—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Glass and Glassware (Ohio)	53,551	53,511	1,256	1,066
Hides and Skins	41,096	53,827	1,095	3,065
Hogs Hair.....	..	..	..	1,050
Iron, pig or scrap.....	200,180	141,984	169,988	818,952
Iron.....	287,587	482,412	2,900	1,454
Iron, cast.....	..	185,486	44,735	6,164
Lard.....	4,531	..	26,377	28,951
Lead, in pig or bars.....	9,636	5,652	..	17,649
Leather, Ohio.....	..	18,900	17,054	..
Machinery.....	96,034	152,175	24,361	18,098
Merchandise.....	1,171,005	1,830,087	66,272	68,153
Marble, unwrought.....	34,092	41,974	5,420	..
Marble, wrought.....	1,029	..	..	..
Molasses.....	458,932	595,589	5,556	..
Nails and Spikes.....	147,796	135,987	200	500
Ore, iron.....	..	..	685,444	89,600
Potter's ware.....	5,285	10,000	3,000	..
Paper, Ohio.....	3,175	855	..	..
Powder, Ohio.....	19,900	92,872	..	..
Shot.....	1,525	350	..	..
Saleratus, Ohio.....	14,000	6,408	..	..
Starch, Ohio.....	596	365	5,814	..
Saddletrees.....	1,480	717	..	..
Sugar.....	315,449	464,212	2,076	..
Tallow.....	..	2,143	4,986	6,303
Tobacco, not manufactured..	..	..	927,992	554,972
Tobacco, manufactured.....	66,378	81,321	100	1,056
Wool.....	..	..	26,040	75,219
Woodware, Ohio.....	18,239	1,298	600	3,000
West India Fruits.....	1,867	..	..	..
White Lead.....	15,589	19,305	..	..
Sundries.....	482,470	863,233	982,485	951,788
Number—				
Barrels, empty.....	10,025	8,541	3,733	4,496
Brooms.....	..	552	..	..
Hoop poles.....	..	2,523	56,927	93,068
Staves and Heading.....	..	..	460,972	464,202
Shingles.....	284,500	334,500	12,700	..
Feet—				
Lumber.....	363,124	533,000	361,507	371,431
Timber.....	..	..	6,893	..
Perches—				
Dressed and rough Stone ..	24	78	2,105	3,672
Cords—				
Wood.....	..	..	222	292

COLUMBUS—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Barrels—				
Ale and Beer	10	12	75	153
Beef	76	3	..	53
Flour	14,785	16,174	47	227
Fish, fresh water	963	588	141	109
Oil, linseed	3	..	..	..
Oil, lard	30	203	94	180
Pork	3,163	1,925	1,337	..
Salt	2,566	2,849	..	..
Salt, Ohio	7,907	11,671	14	40
Salt, from Ohio River .....	..	2,091	..	..
Whisky	281	4,161	..	680
Other domestic spirits	2	12	50	5
Bushels—				
Barley	500	80	741	1,801
Corn	57,227	24,758	89,091	122,23
Coal, mineral	674,083	812,717	..	100
Coke	5,124	11,332	105	1,800
Meal .....	..	..	100	..
Oats .....	..	622	20	2,504
Seeds, clover .....	..	150	5	10
Do., flax	65	..	..	..
Wheat	19,081	1,600	9,281	15,767
Lime, common .....	..	..	67,411	42,401
Pounds—				
Butter	24,196	79,724	..	31
Burr Blocks	1,540	..	..	..
Baggage, extra, and furniture	123,126	234,921	12,629	99,608
Broom Corn	6,342	..	..	510
Bacon and Pork in bulk	404,129	505,831	450,194	4,151
Cheese	5,875	4,963	11,428	15,991
Coffee	83,888	2,060	15,169	34,094
Cotton, raw in bales	1,535	1,000	..	..
Cordage	1,147	3,844	..	..
Candles, lard	76,264	168,895	1,840	2,847
Cut Stone	27,525	..	14,620	8,980
Clocks	5,290	..	..	516
Crockery, foreign	14,067	2,217	8,066	10,388
Eggs	5,881	51,781	..	..

COLUMBUS—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
Fruit, dried U. S.....	..	..	..	750
Fruit, undried U. S.....	121,502	22,298	6,478	..
Feathers.....	490	150	..	306
Furs and Peltries.....	6,496	2,089	8,020	..
Grindstones.....	84,739	28,685	..	1,250
Gypsum.....	..	41,015	..	..
Glass and Glassware, Ohio..	96,539	120,376	31,264	10,910
Hides and Skins.....	..	1,935	65,461	46,786
Hogs Hair.....	585	1,722	4,566	79,931
Iron, pig or scrap.....	4,565,806	4,430,459	7,300	4,398
Iron.....	347,746	294,570	68,046	224,002
Iron, cast.....	863,358	738,973	215,226	138,105
Lard.....	193,223	13,438	135,375	33,918
Lead, in pig or bars.....	..	..	..	1,774
Leather, Ohio.....	24,430	41,965	27,618	26,349
Do., unfinished.....	3,524	2,487	213	..
Machinery.....	22,698	36,950	40,002	603,733
Merchandise.....	495,898	383,489	1,570,431	2,584,571
Marble, unwrought.....	694,164	309,539	31,534	53,074
Marble, wrought.....	1,805	941	1,250	2,430
Molasses.....	5,305	..	62,522	103,074
Nails and Spikes.....	390,469	15,996	9,457	156,352
Potters' ware.....	1,630	..	..	..
Paper, Ohio.....	600	51,079	1,965	9,086
Powder, Ohio.....	10,896	780	4,525	375
Pot and Pearl Ashes.....	..	..	46,121	1,032
Saleratus, Ohio.....	..	..	12,292	15,788
Starch, Ohio.....	..	..	6,964	..
Saddletrees.....	..	..	6,229	2,550
Sugar.....	15,087	12,510	138,575	246,675
Tallow.....	..	6,080	148,023	358,379
Tobacco, not manufactured..	..	17,506	19,365	7,449
Do., manufactured.....	19,292	..	6,382	9,904
Wool.....	12,593	5,418	18,450	109,905
Woodware, Ohio.....	5,770	12,385	1,260	500
West India Fruits.....	..	..	2,676	360
White Lead.....	..	..	12,504	21,702
Sundries.....	850,228	1,145,274	444,940	380,985
Number—				
Barrels, empty.....	3,454	6,764	851	2,778
Brooms.....	..	..	..	2,134
Hoop poles.....	5,000	28,620	1,000	2,344

COLUMBUS—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Number—				
Split and flat hoops.....	..	..	27,151	
Staves and Heading.....	..	162,400	113,195	
Shingles.....	1,331,750	1,023,208	31,500	15,622
Laths.....	142,400	1,001,200	23,800	60,500
Feet—				
Lumber.....	4,824,347	4,590,564	85,200	96,700
Timber.....	3,564	3,980		
Rail Road Ties.....	7,114	6,151		
Posts.....	1,880	1,197		
Perches—				
Dressed and rough Stone...	918	758	769	834
Brick.....	43,500	27,000	161,800	61,900
Cords—				
Tan Bark.....	45	38		
Wood.....	550	305		

CIRCLEVILLE—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	154	218	..	..
Beef.....	..	15	..	..
Flour.....	322	220	14,524	19,902
Fish (fresh water).....	727	573	..	10
Oil (linseed).....	20	17	..	..
Oil (lard).....	45	63	5	..
Pork.....	..	..	3,304	3,006
Salt.....	859	709	..	..
Salt (Ohio).....	2,638	4,806	40	..
Whiskey.....	192	233	2,007	1,204
Other domestic spirits.....	84	48	2	13
Bushels—				
Barley.....	..	..	..	77
Corn.....	735	..	155,954	119,152
Coal (mineral).....	14,485	150,046	17,000	21,100
Coke.....	10,517	7,967	..	..
Oats.....	..	..	1,100	..
Seeds (clover).....	..	48	1,062	984
Do. (other grass).....	..	..	94	176
Do. (flax).....	..	..	119	147
Wheat.....	..	..	138,750	148,889
Pounds—				
Butter.....	..	..	87,588	115,291
Baggage (extra) & furniture	106,894	137,920	50,276	78,635
Broom Corn.....	..	..	202,794	230,623
Bacon and Pork in bulk....	373	..	1,960,413	1,546,719
Cheese.....	6,076	7,692	..	1,147
Coffee.....	190,653	164,308	4,562	9,162
Cotton, raw in bales.....	1,665	..	..	..
Cotton Yarns.....	..	2,842	..	..
Cordage.....	7,853	3,345	..	1000
Candles, lard.....	2,186	9,191	..	668
Crockery, foreign.....	52,534	76,718	3,956	..
Eggs.....	..	..	..	2,413
Fruit, undried U. S.....	..	..	1,300	..
Feathers.....	..	..	1,630	1,268
Grease.....	..	..	86,884	..
Grindstones.....	11,895	6,920	..	..

CIRCLEVILLE--Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852	1853.
Pounds—				
Glass and Glassware, Ohio	48,500	48,892	827	3,568
Hides and Skins.....	45,422	41,313	900	6,180
Hogs Hair.....	..	..	12,229	21,727
Ice.....	..	35,550	..	..
Iron, pig or scrap.....	514,697	309,705	20,400	125,975
Iron.....	418,115	289,788	12,126	600
Iron, cast.....	64,953	4,962,991	18,840	45,831
Lard.....	..	..	991,393	685,276
Lead, in pig or bars.....	2,574	2,982	205	..
Leather, Ohio.....	..	..	14,318	27,570
Do. unfinished.....	..	..	3,774	..
Machinery.....	13,587	27,040	18,758	2,891
Merchandise.....	977,063	1,144,889	84,586	163,906
Marble, unwrought.....	107,960	23,821	..	..
Molasses.....	406,537	387,619	11,500	61,890
Nails and Spikes.....	144,561	193,505	..	1,518
Potters-ware.....	11,200	1,319	4,000	..
Paper, Ohio.....	320	2,600	..	..
Shot.....	1,557	875	..	..
Saleratus, Ohio.....	2,760	5,402	1,545	..
Starch, Ohio.....	9,287	825	454	..
Sugar.....	417,514	595,507	10,079	38,861
Tallow.....	..	..	55,958	35,670
Tobacco, not manufactured.	7,952	1,284	7,782	4,720
Do. manufactured... ..	44,681	37,650	5,842	2,691
Wool.....	3,734	10,130	32,937	29,504
Woodware, Ohio.....	11,051	10,350	..	..
West India Fruits.....	2,960	2,310	..	..
White Lead.....	16,787	20,088	..	..
Sundries.....	906,771	1,253,650	658,624	431,293
Number—				
Barrels, empty.....	1,534	4,954	1,606	87
Hoop poles.....	12,312	19,600	48,000	2,200
Staves and Heading.....	55,086	85,390	9,000	..
Shingles.....	465,000	439,500	9,000	14,000
Feet—				
Lumber.....	932,021	939,883	22,951	35,412
Timber.....	..	6,395	..	..
Perches—				
Dressed and rough Stone...	1,231	2,948	..	..
Cords—				
Wood.....	19	55	..	25

CHILLICOTHE—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	335	497	31	25
Beef.....	..	..	3	23
Flour.....	235	10	43,897	33,057
Fish (fresh water).....	1,083	709	21	16
Oil (linseed).....	61	39	4	..
Oil (lard).....	96	66	359	293
Pork.....	1	2	14,377	18,108
Salt.....	886	2,136	49	5
Salt (Ohio).....	11,900	8,983	142	195
Salt from Ohio River.....	14	2,368	..	46
Whisky.....	916	705	9,209	11,096
Other domestic spirits.....	132	118	1	21
Vinegar.....	30	..	171	..
Bushels—				
Barley.....	152	321	387	307
Rye.....	..	3,651	..	..
Corn.....	104,893	258,452	234,546	299,277
Coal, mineral.....	231,047	255,415	13,059	13,861
Coke.....	2,768	9,642	1,888	500
Meal.....	100	..	205	..
Oats.....	27	323	75	323
Seeds, clover.....	..	47	358	251
Do. other grass.....	33	1,063	151	345
Wheat.....	53,197	20,026	16,435	33,210
Rye.....	4,665	..	..	..
Pounds—				
Butter.....	226	35,253	34,386	112,705
Burr Blocks.....	8,000	18,140	..	..
Baggage, extra, & furniture.	162,456	128,593	105,252	157,494
Bacon and Pork in bulk....	..	24,482	4,650,518	4,632,517
Cheese.....	23,848	50,997	6,593	4,516
Coffee.....	444,881	354,469	3,143	22,666
Cotton raw in bales.....	6,802	8,436	..	..
Cotton Yarns.....	22,567	21,514	980	..
Cotton Bagging.....	990	..	..	..
Cordage.....	14,897	17,647	6,351	2,559
Candles, lard.....	5,162	1,626	..	594
Do. tallow.....	..	..	..	217,235

CHILLICOTHE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Clocks	4,181	2,555	..	1,050
Crockery, foreign.....	115,603	208,105	9,982	31,267
Eggs	64,636	..	..	128,303
Fruit, dried U. S.....	..	3,200	..	306
Fruit, undried U. S.....	2,775	851	..	3,986
Feathers .....	..	..	250	..
Furs and Peltries.....	..	..	..	586
Grease.....	2,096	5,629	107,790	60,709
Grindstones	11,622	7,652	..	..
Gypsum	2,390	..	..	..
Glass, and Glassware, Ohio..	23,888	41,098	..	10,869
Hemp	6,651	2,335	..	..
Hemp, from Ohio River.....	4,747	2,336	..	..
Hides and Skins.....	150,681	24,432	19,362	14,849
Hogs Hair.....	1,233	420	72,200	85,304
Iron, Pig or Scrap.....	606,773	860,356	434,682	173,558
Iron.....	1,831,309	3,916,919	133,146	574,781
Iron, cast.....	162,883	967,232	25,424	152,711
Lard.....	5,334	836	1,963,432	2,270,377
Lead, in pig or bars.....	8,370	3,752	..	..
Leather, Ohio.....	5,393	25,149	74,693	41,051
Do unfinished.....	..	..	1,648	..
Machinery	96,868	81,309	28,157	16,120
Merchandise	1,933,510	2,355,390	118,754	199,130
Marble, unwrought.....	197,789	67,815	..	..
Marble, wrought.....	11,448	18,531	26,006	6,220
Molasses	1,060,321	1,631,527	35,910	125,606
Nails and Spikes.....	257,234	446,290	28,388	61,797
Potters ware.....	16,744	..	23,691	..
Paper, Ohio.....	13,375	9,922	..	59,631
Powder, Ohio.....	..	86,730	..	10,230
Pot and Pearl Ashes.....	..	560	..	..
Shot.....	4,855	4,286	195	..
Saleratus, Ohio.....	4,622	2,302	..	..
Starch, Ohio.....	15,221	6,982	1,612	..
Salts of ley.....	..	155,330	..	..
Saddletrees.....	..	2,060	..	480
Sugar.....	1,146,903	1,265,500	26,850	80,093
Tallow	167,828	198,457	1,584	14,034
Tobacco, not manufactured..	4,754	2,093	11,195	21,049
Do. manufactured.....	132,844	148,302	4,560	8,974
Wool .....	..	2,997	3,382	11,165
Woodware, Ohio.....	35,538	30,717	5,118	..
West India Fruits.....	..	14,635	..	488

CHILLICOTHE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
White Lead.....	27,110	16,159	124	..
Sundries.....	2,308,873	1,994,810	545,254	1,584,965
Soap.....	..	3,348	..	283,876
Number—				
Barrels, empty.....	5,219	1,278	8,414	9,556
Brooms.....	78	183	645	..
Hoop poles.....	37,570	28,050	32,852	94,951
Bricks.....	23,600	69,050	22,787	198,999
Lath.....	86,888	..	86,888	..
Split and flat hoops.....	14,061	..	2,652	..
Staves and Heading.....	367,030	209,604	193,787	352,628
Shingles.....	416,600	206,450	1,000	..
Posts & Rails.....	1,727	10,975	24,820	38,138
R. R. Ties.....	7,122	12,320	7,522	33,482
Feet—				
Lumber.....	899,509	1,267,979	651,696	709,267
Timber.....	8,921	8,034	12,487	128,136
Perches—				
Dressed and rough Stone....	4,653	3,158	4,952	5,539
Cords—				
Wood.....	2,010	1,691	2,700	2,218

PORTSMOUTH—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared	
	1853.	1852.	1853.	1852.
Barrels—				
Ale and Beer.....	200	176	554	262
Beef.....	74	2	6	..
Flour.....	18,787	44,620	100	152
Fish.....	793 $\frac{1}{2}$	236	283 $\frac{1}{2}$	555
Oil, linseed.....	..	9	48 $\frac{1}{8}$	90
Oil, lard.....	126	340	99 $\frac{1}{2}$	163
Pork.....	13,294	18,819	7	..
Salt.....	1,095	793	181	..
Salt, Ohio.....	167	40	8,383	..
Salt, from Ohio River.....	..	..	8,564	196
Whisky.....	6,119	8,612	1,008	803
Other domestic spirits.....	1	4	196	174
Bushels—				
Barley.....	..	19	5,847	196
Buckwheat.....	..	..	2	..
Corn.....	278,822	360,446	175	627
Coal, mineral.....	1,500	..	86,298	13,424
Coke.....	..	..	37,852	19,420
Meal.....	34	171	..	3
Oats.....	4,000	45	22	..
Seeds, clover.....	1,664	2,806	39	35
Do. other grass.....	38	15	438	133
Do. flax.....	906	330	..	..
Wheat.....	13,618	46,338	272	..
Pounds—				
Butter.....	91,699	129,456	920	..
Burr Blocks.....	..	..	18,140	8,000
Baggage, extra & furniture..	233,464	110,226	226,238	173,034
Bacon and Pork in bulk....	465,172	6,003,600	41,682	8,473
Cheese.....	49,273	69,355	25,820	13,043
Coffee.....	110,509	63,031	526,369	708,837
Cotton Yarns.....	..	1,605	43,539	46,865
Cotton Bagging.....	..	..	..	..
Cordage.....	30,974	5,353	27,117	33,164
Candles, lard.....	87,549	15,674	11,284	2,514
Clocks.....	..	..	2,100	6,498
Crockery, foreign.....	4,080	48,806	377,904	124,834
Eggs.....	35,617	48,540	2,827	440
Fruit, dried U. S.....	977	126	3,404	3,941

PORTSMOUTH—Continued.

Articles.	Arrived.		Cleared.	
	1853.	1852.	1853	1852
Pounds—				
Fruit, undried U. S.	2,025	11,094	1,415	..
Feathers	1,923	818	..	5,766
Furs and Peltries .....	..	66	..	..
Ginseng	765	1,395	..	..
Grease	3,689	144,422	..	..
Grindstones	1,837	7,053	12,160	13,642
Gypsum .....	..	..	2,400	..
Glass and Glassware	23,648	8,545	413,410	274,382
Hemp .....	..	376	11,196	..
Hemp, from Ohio River .....	..	..	11,196	16,781
Hides and Skins	33,028	5,234	163,776	389,938
Iron, R. R.	451,146	..	2,386,295	..
Hair	189,582	42,718	747	351
Ice	229,425	..	..	..
Iron, pig or scrap	17,621	32,045	14,501,600	12,072,674
Iron	64,452	6,416	1,668,123	1,753,261
Iron, cast	51,125	24,717	308,696	212,732
Lard	3,080,277	2,740,562	1,415	234
Lead, in pig or bars .....	..	..	16,829	26,372
Leather, Ohio	192,975	173,869	40,966	58,250
Do. unfinished .....	..	9,269	..	..
Machinery	32,651	83,000	54,315	94,718
Merchandise	337,492	491,643	2,275,622	1,999,144
Marble, unwrought	68,611	6,145	..	7,174
Marble, wrought	4,309	25,486	1,130	200
Molasses	19,064	17,508	2,643,077	2,398,617
Nails and Spikes	106,524	4,140	708,274	897,287
Ore, iron	324,345	..	..	..
Potters ware	20,000	42,718	9,566	4,706
Paper, Ohio	32,435	22,090	25,346	29,307
Powder, Ohio	155,207	53,470	3,446	11,658
Pot and Pearl Ashes	3,305	57,845	2,050	..
Shot .....	..	..	5,825	8,698
Saleratus, Ohio	13,784	14,176	4,786	10,159
Starch, Ohio .....	..	5,893	16,345	10,581
Salts of ley .....	..	..	58,120	..
Saddletrees	115	2,406	1,860	1,070
Sugar	10,603	41,046	2,725,614	2,274,884
Tallow	4,488	28,301	3,206	33,798
Tobacco, not manufactured..	131,973	141,324	12,158	28,461
Do. manufactured	27,064	12,749	289,986	291,599
Wool	13,552	38,428	2,856	9,833
Woodware, Ohio	5,598	630	58,019	90,600
West India Fruits	4,278	..	9,616	2,815

PORTSMOUTH—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
White Lead.....	..	..	69,808	75,661
Sundries.....	2,900,782	2,011,907	1,432,926	1,006,821
Iron, R. R. ....	..	134,400	..	..
Number—				
Barrels, empty	4,083	..	170	4,537
Brooms	636	..	5,778	1,843
Hoop poles	557,385	..	..	..
Staves and Heading	160,819	..	..	..
Shingles	9,500	..	599,250	323,000
Laths	58,000	..	8,000	35,000
Bricks .....	..	..	68,234	98,850
Feet—				
Lumber	328,179	..	976,943	286,559
Timber	1,033	..	2,242	934
Perches—				
Dressed and rough Stone...	386½	..	38	150
Cords—				
Wood	158½	..	..	..
Posts and Rails.....	100	..	..	..

HARMAR—MUSKINGUM IMPROVEMENT.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer	3	8	119	155
Beef.....	19	13	..	..
Flour.....	..	76,361	..	176
Fish (fresh water).....	..	7	..	..
Oil (linseed).....	..	..	..	116
Oil (lard).....	..	..	..	74
Pork.....	289	320	5	11
Salt (Ohio).....	3,951	4,165	..	..
Whisky.....	851	1,213	511	911
Other domestic spirits.....	2,760	2,573	110	671
Bushels—				
Barley.....	..	..	310	371
Corn.....	45,952	51,860	..	..
Coal (mineral).....	16,251	21,360	7,500	5,254
Coke.....	..	..	..	81,161
Meal.....	101	215	4,021	..
Oats.....	25,351	37,216	..	..
Seeds (clover).....	261	170	..	..
Do (other grass).....	30	15	5	24
Do (flax).....	105	117	..	..
Wheat.....	7,115	10,317	..	..
Pounds—				
Butter.....	258,133	261,316	..	..
Baggage (extra) & furniture	201,315	215,220	98,320	93,160
Broom corn.....	9,150	10,315	..	..
Bacon and pork in bulk.....	810,150	1,115,312	1,124	1,669
Cheese.....	1,115	2,012	3,165	10,767
Coffee.....	920	2,260	651,115	715,360
Cotton (raw in bales).....	..	..	73,650	83,012
Cotton yarns.....	..	..	4,979	7,513
Cotton bagging.....	3,312	2,160	650	3,716
Cordage.....	..	..	6,312	8,971
Candles (lard).....	..	..	12,824	14,318
Clocks.....	1,112	1,812	7,314	6,411
Crockery (foreign).....	..	..	85,250	93,317
Eggs.....	39,150	43,012	..	..
Fruit (dried U. S.).....	220,160	215,171	..	..

HARMAR—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Fruit (undried U. S.)	35,212	38,316	..	1,718
Feathers .....	..	7,860	..	..
Furs and peltries	11,125	8,750	..	..
Ginseng	125	312	..	..
Grindstones	2,250	3,117	4,500	6,818
Gypsum .....	..	..	1,712	2,284
Glass and glassware (Ohio) ..	55,120	63,019	200,163	225,190
Hemp .....	..	..	22,315	25,175
Hides and skins	5,465	6,890	47,720	55,170
Iron (pig or scrap)	9,920	10,317	2,315,120	2,875,160
Iron	3,131	5,160	801,300	1,010,315
Iron (cast)	18,280	27,150	210,312	316,160
Lard	155,216	172,118	320	1,380
Lead (in pig or bars)	2,116	..	15,240	197,415
Leather (Ohio) .....	..	3,618	..	50,170
Do (unfinished)	27,250	36,170	1,350	1,287
Machinery	13,160	22,175	30,170	55,889
Merchandise	61,350	101,418	3,310,851	4,010,780
Marble (unwrought)	4,915	..	1,700	3,760
Marble (wrought)	3,500	8,960	1,995,112	10,680
Molasses .....	..	5,500	..	2,360,190
Nails and spikes	315	5,300	515,320	790,180
Oil cake	6,200	10,160	..	..
Ore (iron) .....	..	..	..	..
Potters-ware	1,391,350	2,010,140	..	..
Paper (Ohio)	93,120	101,618	15,150	20,280
Pot and pearl ashes	23,015	18,160	8,150	20,190
Shot .....	..	..	..	6,950
Saleratus (Ohio)	13,214	..	..	14,180
Starch (Ohio) .....	..	12,118	89,320	..
Salts of ley .....	..	..	..	98,180
Saddletrees .....	..	..	1,101,311	..
Sugar	290,150	..	..	1,516,317
Tallow	2,160,135	301,216	..	..
Tobacco (not manufactured) ..	..	2,225,319	..	93,171
Do (manufactured)	5,110	8,216	..	301,318
Wool	210,312	215,580	..	..
Woodware (Ohio)	47,160	65,190	45,710	69,320
West India fruits .....	..	..	17,316	25,190
White lead	5,174	8,191	..	6,218
Sundries	2,719,350	3,260,412	1,310,106	2,860,198

HARMAR—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Number—				
Barrels (empty)	310	418	25,190	31,361
Brooms	51,310	62,112	144	1,060
Hoop-poles	105,110	208,120	93,160	120,290
Passengers	10,170	9,690	..	..
Miles travelled	307,150	301,015	..	..
Staves and heading	109,460	125,190	9,000	15,118
Shingles .....	..	..	250,000	312,000
Feet—				
Lumber	101,160	135,500	200,600	315,700
Timber	3,706	4,918	5,110	2,580
Perches—				
Dressed and rough stone ...	39	49	5	..
Cords—				
Wood	360	1,075	..	..

MCCONNELSVILLE—MUSKINGUM IMPROVEMENT.

A Comparative Statement of the Principal Articles transported on _____
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	106	71	29	..
Flour	142	..	66,062	48,217
Oil, linseed	32	..	..	..
Oil, lard	23	25	..	..
Salt, Ohio	621	..	4,466	6,798
Whisky	463	510	56	119
Bushels				
Corn .....	..	..	3,550	6,432
Coal, mineral	56,197	..	4,600	94,910
Coke	1,260	1,930	3,500	4,508
Meal .....	..	..	138,680	..
Oats .....	..	..	9,494	3,984
Seeds, clover .....	..	..	617	264
Do. flax .....	..	..	151	139
Wheat	23,770	9,721	2,674	18,216
Pounds—				
Butter .....	..	..	23,807	56,604
Baggage, extra, & furniture	45,700	40,444	76,100	286,906
Bacon and Pork in bulk....	..	..	93,945	75,090
Cheese	2,770	2,750	..	..
Coffee	83,150	13,519	1,640	..
Cotton Yarns	14,260	..	2,020	..
Candles, lard	2,646	2,900	985	..
Clocks	768	..	..	..
Crockery, foreign	23,600	7,335	..	..
Eggs .....	..	..	30,825	86,122
Fruit, dried U. S. ....	..	..	1,460	16,500
Fruit, undried U. S.	4,050	..	..	65,415
Feathers .....	..	..	64	..
Glass and Glassware, Ohio.	19,710	12,410	51,191	45,900
Iron, pig or scrap	122,380	125,080	4,132	105,168
Iron	149,452	101,695	1,930	13,600
Iron, cast	99,790	73,580	11,038	35,619
Lard .....	..	..	18,060	17,900
Lead, in pig or bars .....	..	5,850	..	..
Leather, Ohio	16,372	8,520	12,098	6,590
Machinery	4,896	..	4,130	6,500
Merchandise	558,960	632,598	26,705	72,206
Marble, unwrought	12,876	14,230	1,850	..
Molasses	419,625	746,822	62,700	10,300
Nails and Spikes	75,154	50,540	..	..
Potter's ware .....	..	25,946	34,675	88,075

McCONNELSVILLE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Paper, Ohio	2,865	1,475	12,575	35,080
Pot and Pearl Ashes.....	..	2,000	..	..
Saleratus, Ohio.....	5,056	6,000	..	..
Sugar	127,300	228,957	48,430	6,200
Tallow.....	..	4,676	2,000	..
Tobacco, not manufactured.	26,100	36,583	550,238	541,202
Do. manufactured.....	12,652	..	..	..
Wool .....	..	..	59,757	69,308
Woodware, Ohio.....	2,700	3,380	12,624	7,600
White lead.....	4,650	4,039	760	..
Sundries	99,549	103,412	41,910	19,700
Number—				
Barrels, empty.....	3,607	2,743	5,234	4,347
Brooms .....	..	..	3,400	..
Hoop poles	44,250	67,800	76,100	139,500
Passengers.....	498	..	..	1,148
Miles traveled	10,396	..	..	31,266
Staves and Heading.....	91,500	62,000	127,000	23,200
Shingles .....	..	41,500	..	..
Feet—				
Lumber	68,800	48,215	221,064	206,587
Timber .....	..	..	..	39,784

ZANESVILLE—MUSKINGUM IMPROVEMENT.

A Comparative Statement of the principal articles transported on this Canal,
in 1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer.....	307	705	244	221
Beef.....	..	..	461	640
Flour.....	37,972	15,229	155,131	132,408
Fish, fresh water.....	1,760	2,355	134	102
Oil, linseed.....	60	34	11	
Oil, lard.....	181	215	15	5
Pork.....	113	..	293	480
Salt.....	113	66	9,220	
Salt, Ohio.....	13,153	13,720	17	14,371
Whiskey.....	2,429	1,309	231	976
Other domestic spirits.....	1,175	49	2,374	
Bushels—				
Barley.....	789	129	22	714
Buckwheat.....	10	..	..
Corn.....	15,794	7,864	..	5,129
Coal, mineral.....	11,715	28,065	2,525	5,841
Coke.....	13,680	143,000	324	976
Meal.....	..	..	2	1,890
Oats.....	..	343	..	3,420
Seeds, clover.....	27	16	517	169
Do. flax.....	..	6	..	355
Wheat.....	105,031	188,004	..	
Pounds—				
Butter.....	6,188	11,126	369,687	143,967
Burr blocks.....	10,500	5,500	5,680	
Baggage, extra, and furniture	164,014	190,102	172,380	94,658
Bacon and pork in bulk....	46,704	2,959	277,243	84,602
Cheese.....	83,365	53,327	3,021	3,854
Coffee.....	606,041	392,451	46,534	21,354
Cotton, raw in bales.....	108,670	32,275	..	
Cotton yarns.....	22,172	1,720	18,880	3,255
Cordage.....	4,330	20,559	5,753	14,403
Candles, lard.....	10,956	7,177	6,564	2,885
Clocks.....	5,765	3,767	..	
Crockery, foreign.....	134,677	109,498	36,630	3,800
Eggs.....	1,350	13,967	22,810	20,642
Fruit, dried U. S.	400	9,000	134,357	76,575
Fruit, undried U. S.....	34,440	4,850	515	44,152
Feathers.....	130	1,387	4,991	1,932
Furs and peltries.....	200	..	3,048	
Ginseng.....	..	..	145	640

ZANESVILLE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Grease.....	..	..	500	
Grindstones.....	6,985	2,124	70	580
Gypsum.....	8,849	13,430		
Glass and Glassware, Ohio..	238,766	230,143	143,563	40,920
Hemp.....	5,050	11,917	200	
Hemp from Ohio River....	31,113	15,111		
Hides and skins.....	..	38,000	690	1,900
Hogs' hair.....	....	....	2,435	7,037
Ice.....	....	24,000	....	200,000
Iron, pig or scrap.....	2,818,784	4,882,267	46,150	29,439
Iron.....	1,150,389	625,329	1,033,179	146,113
Iron, cast.....	144,161	193,530	93,141	124,167
Lard.....	13,770	11,003	102,763	72,944
Lead, in pig or bars.....	129,070	11,334	2,172	385
Leather, Ohio.....	16,637	31,488	27,631	47,248
Do. unfinished.....	57,463	20,433	28,428	6,681
Machinery.....	32,742	231,843	50,103	51,619
Merchandise.....	2,392,158	2,597,586	400,023	501,713
Marble, unwrought.....	347,234	437,882	13,960	478,609
Marble, wrought.....	265	2,265	20,880	12,992
Molasses.....	2,308,790	2,485,931	437,330	292,690
Nails and spikes.....	587,811	435,104	154,514	45,086
Oil Cake.....	..	..	....	61,381
Potters' ware.....	1,494	1,400	1,696,388	1,310,884
Paper, Ohio.....	24,338	27,644	138,726	720,251
Powder, Ohio.....	12,727	124,441	1,247	64,693
Pot and pearl ashes.....	3,024	....	....	6,698
Shot.....	3,000	5,005	419	
Saleratus, Ohio.....	17,377	4,383	2,757	1,841
Starch, Ohio.....	721	....	5,506	
Salts of ley.....	111,638	58,881	1,000	574
Sugar.....	1,496,957	1,438,283	195,742	144,357
Tallow.....	1,200	6,416	41,394	13,791
Tobacco, not manufactured..	753,719	385,559	1,159,622	1,103,583
Do. manufactured.....	263,877	251,340	67,259	22,346
Wool.....	8,058	35,131	44,534	84,190
Woodware, Ohio.....	43,715	46,554	41,842	15,918
West India Fruits.....	10,969	3,536		
White Lead.....	5,068	53,781	43,150	4,274
Sundries.....	408,096	875,787	691,213	532,438
Number—				
Barrels, empty.....	22,128	10,872	1,921	331
Brooms.....	1,260	2,351	1,118	1,476
Hoop poles.....	276,525	4,400		
Passengers.....	8,383	6,746		

ZANESVILLE—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Number—				
Miles traveled.....	365,420	178,879		
Split and flat hoops.....	42,000	38,480		
Staves and heading.....	....	154,891		
Shingles.....	430,538	762,500	700,200	2,500
Feet—				
Lumber.....	2,746,048	3,729,611	39,800	9,444
Timber.....	34,433	85,907	7,215	
Perches—				
Dressed and rough stone...	471	257		
Cords—				
Wood.....	846	1,221		
R. R. Cross Ties, No.....	2,122	27,186		
R. R. Iron, lbs.....	....	1,335,008		120,559
Lath, No.....	....	276,200		

DRESDEN—MUSKINGUM IMPROVEMENT.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	21,400	1,500	59,470	106,100
Beef	13,480,840	311,470	611,984	..
Flour .....	..	8,921,264	211,100	174,408
Fish, fresh water,	121,500	6	..	2,281,800
Oil, linseed,	3,392	350	1,176	16,550
Pork	132	..	..	..
Salt .....	..	..	181,200	36,860
Salt, Ohio,	15,691,500	26,731,500	..	..
Whisky	8,920	81,640	477,720	182,680
Bushels—				
Barley	1,296	8,512	181,872	..
Corn	482,970	..	234,520	50,800
Coal, mineral,	701,680	141,470	..	..
Coke	6,960	19,680	..	..
Oats .....	..	56,860	..	..
Seeds, clover, .....	..	97,580	..	..
Do. other grass	1,800	..	..	..
Wheat	161,000	57,300	18,811,920	322,260
Pounds—				
Butter	541,053	38,788	574	1,787
Burr Blocks .....	..	..	1,500	..
Baggage, extra, & furniture.	741,189	1,787	21,735	231,760
Bacon and Pork in bulk....	19,206	1,740	221,304	..
Cheese	1,493	..	54,309	161,030
Coffee	151,350	8,734	59,687	33,820
Cotton Yarns	61,054	1,819	333	..
Cordage	11,062	..	..	..
Candles, lard,	3,799	11,886	90	..
Clocks .....	..	..	21,238	..
Crockery, foreign,	12,570	361,182	481,600	26,469
Eggs	1,550	..	1,050	1,140
Fruit, dried U. S., .....	..	1,725	..	8,160
Fruit, undried, U. S., .....	..	4,200	10,240	4,700
Feathers	1,182	292	130	..
Furs and Peltries	775	..	1,200	..
Grindstones .....	..	..	3,590	..
Gypsum .....	..	..	21,800	21,430
Glass and Glassware, Ohio .	45,990	14,621	11,310	2,237
Hemp .....	..	..	5,645	11,070
Hides and Skins .....	..	..	..	11,800
Hogs Hair	240	..	..	..
Iron, pig or scrap,	20,880	..	4,711,974	631,129

DRESDEN—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Iron, railroad,.....	30,640	68,559	1,821,636	726,465
Iron	1,401,786	461,772	61,245	191
Iron, cast,	29,381	111,295	9,470	10,893
Lard	31,985	31,375	5,481	500
Lead, in pig or bars,.....	1,518	353	1,020	1,250
Leather, Ohio.....	201,431	141,573	251,294	25,771
Machinery.....	91,492	3,197	31,818	58,949
Merchandise	208,108	1,791,927	379,398	289,457
Marble, unwrought,.....	..	..	191,114	2,131,676
Marble, wrought,.....	4,750	21,193	116	..
Molasses.....	179,230	14,076	51,040	31,150
Nails and Spikes.....	90,998	29,463	12,910	1,655
Oil Cake .....	..	10	..	..
Potters-ware.....	31,232	..	1,494	..
Paper, Ohio.....	10,783	11,360	..	..
Powder, Ohio,.....	347	605	51,855	111,881
Shot.....	..	..	..	1,705
Saleratus, Ohio,.....	..	575	5,844	3,592
Starch, Ohio,	270	..	310	..
Sugar.....	801,529	641,146	14,321	301,411
Tallow.....	733	..	..	..
Tobacco, not manufactured.	296	..	408,662	260,350
Do. manufactured.....	151,819	9,864	61,002	..
Wool.....	..	30,417	1,435	71,131
Woodware, Ohio,.....	41,884	1,261	11,496	21,603
West India Fruits.....	..	..	31,360	1,840
White Lead.....	151,830	3,388	..	2,607
Sundries	911,377	199,213	1,381,093	2,941,643
Number—				
Barrels, empty,.....	381,825	141,205	51,465	331,100
Brooms.....	887	..	..	..
Hoop poles	55	13	437,800	..
Passengers.....	915	1,983	..	..
Miles traveled.....	16,701	36,349	..	..
Split and flat hoops .....	..	..	..	1,147,400
Brick.....	..	6,200	..	12
Shingles.....	7	375	13,842	17,725
Feet—				
Lumber	3,900	325	26,511,487	51,421,923
Timber	231,220	..	290,920	537,720
Perches—				
Dressed and rough Stone ..	..	371,000	155	160
Cords—				
Wood	701,680	16	100	400

CARROLL—HOCKING CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	4	...	76	95
Flour.....	37,464	39,724	37,464	....
Fish, freshwater.....	....	....	627	350
Oil, linseed.....	....	....	9	....
Oil, lard.....	....	....	67	112
Pork.....	49	54	40	39
Salt.....	....	....	....	157
Salt Ohio.....	17,778	16,682	....	100
Whisky.....	18	4	1,257	1,371
Other domestic spirits.....	....	....	42	15
Bushels—				
Barley.....	582	....	582	....
Corn.....	23,475	....	23,475	4,656
Coal mineral.....	864,340	1,026,033	1,600	....
Coke.....	....	....	....	2,050
Oats.....	1,502	....	1,502	98
Seeds clover.....	259	680	259	....
Do. flax.....	1,679	2,204	1,679	....
Wheat.....	172,176	132,229	172,176	....
Pounds—				
Butter.....	80,950	54,394	80,950	....
Baggage, extra and furniture	22,964	46,179	99,669	135,518
Broom Corn.....	14,956	7,727	14,956	....
Bacon and Pork in bulk....	23,758	8,856	27,280	6,344
Cheese.....	1,006	....	7,146	3,442
Coffee.....	160	....	234,540	93,206
Cotton, raw in bales.....	....	....	4,461	....
Cotton Yarns.....	....	....	18,775	11,865
Cordage.....	2,098	....	9,837	11,383
Candles lard.....	....	809	3,877	6,907
Cut Stone.....	....	....	....	1,000
Clocks.....	....	....	7,335	1,094
Crockery, foreign.....	....	....	22,610	34,019
Eggs.....	65,117	72,736	66,947	....
Fruit, dried U. S.....	....	5,157	5,157	....

CARROLL—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Fruit, undried U. S.....	2,700	....	7,060	..
Feathers.....	1,885	1,143	18,850	..
Furs and Peltries.....	3,350	975	1,500	..
Grindstones.....	..	....	4,000	..
Gypsum.....	..	....	18,209	40,410
Glass and Glassware, Ohio.	....	....	36,409	47,625
Hides and Skins.....	1,095	....	34,931	57,973
Iron, pig or scrap.....	203,911	751,149	330,890	871,148
Iron.....	557	1,342	244,884	489,380
Iron, cast.....	29,199	1,375	225,807	155,151
Lard.....	49,117	25,626	49,117	..
Lead, in pig or bars.....	....	....	3,113	3,737
Leather, Ohio.....	7,645	13,845	26,159	27,149
Machinery.....	1,700	2,870	86,644	107,360
Merchandise.....	17,883	46,875	1,105,811	1,832,272
Marble, unwrought.....	5,420	....	16,320	18,220
Marble, wrought.....	....	....	1,960	....
Molasses.....	2,600	1,500	373,566	419,858
Nails and Spikes.....	....	....	131,467	199,761
Ore, iron.....	....	89,600	685,240	....
Potters-ware.....	685,444	..	..	....
Paper, Ohio.....	....	..	8,655	3,165
Powder, Ohio.....	....	..	16,706	88,530
Shot.....	....	..	725	....
Saleratus, Ohio.....	....	..	11,406	5,852
Starch, Ohio.....	....	..	556	915
Saddletrees.....	....	..	1,034	322
Sugar.....	1,557	..	302,893	452,840
Tallow.....	....	7,460	8,988	....
Tobacco, not manufactured...	....	584,684	809,363	....
Do. manufactured.....	....	..	61,917	33,821
Wool.....	..	63,362	48,772	....
Wood-ware, Ohio.....	600	..	16,176	9,865
White Lead.....	....	..	21,659	12,593
Sundries.....	954,471	691,201	1,030,389	1,670,889
Number—				
Barrels, empty.....	4,349	2,455	14,983	11,375
Brooms.....	58,252	..	..	....

CARROLL—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Number—				
Hoop poles.....	..	87,141	43,648	..
Staves and Heading.....	449,192	421,967	459,903	..
Shingles.....	..	4,800	142,700	115,800
Feet—				
Lumber.....	447,656	640,594	601,776	514,776
Timber.....	6,896	2,981	6,893	..
Perches—				
Dressed and rough Stone.....	2,660	3,632	2,660	..
Cords—				
Wood.....	336	70	340	509
Railroad Iron.....	..	..	..	1,569,701

NELSONVILLE—OHIO CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Barrels—				
Ale and Beer.....	66	100		
Beef.....	..	3		
Flour.....	358	566	2,670	859
Fish, fresh water.....	88	150		
Oil, linseed.....	4	13		
Oil, Lard.....	6	6		
Pork.....	..	..	10	44
Salt.....	219	..	21,579	21,752
Salt, Ohio.....	..	99		
Whisky.....	297	517	80	5
Other domestic spirits.....	2	9		
Bushels—				
Corn.....	..	1,487		
Coal, mineral.....	..	..	1,079,524	1,259,229
Oats.....	45	400	400	
Wheat.....	..	..	6,125	7,624
Pounds—				
Baggage, extra, and furniture	23,783	47,281	22,118	21,955
Bacon and Pork in bulk...	107	1,660	200	7,332
Cheese.....	1,876	432		
Coffee.....	23,780	10,862	480	
Cotton, raw in bales.....	..	..	100	
Cotton Yarns.....	790	450		
Cotton Bagging.....	365			
Cordage.....	492	7,405		
Candles, lard.....	23,780	11,328		
Clocks.....	6,651			
Crockery, foreign.....	2,459	3,923		
Fruit, dried U. S.....	2,530			
Furs and Peltries.....	..	..	1,840	
Grease.....	..	713		
Glass and Glassware, Ohio..	3,056	2,470	100	
Hemp, from Ohio River....	6,230			
Hides and Skins.....	..	22,924		
Iron, pig or scrap.....	88,772	43,820		
Iron.....	24,240	395,973		
Iron, cast.....	16,551	42,438	..	1,815
Lard.....	1,000	..	..	11,251

NELSONVILLE—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
Leather, Ohio	6,286	8,977	200	
Machinery	4,480	107,990		
Merchandise.....	184,715	460,278	..	18,175
Marble, wrought.....	5,354	2,950	..	2,850
Molasses	33,975	135,673		
Nails and Spikes.....	9,618	7,133		
Powder, Ohio	17,450	141,509	397	7,146
Saleratus, Ohio.....	6,868	1,867		
Sugar	36,514	85,998	220	
Tobacco, Manufactured....	5,406	4,623	46,460	
Wool .....	..	..	..	5,107
Woodware, Ohio.....	1,470			
West India Fruits.....	..	..	900	
White Lead.....	1,136	920		
Sundries.....	48,210	105,619	1,500	4,071
Number—				
Barrels, empty.....	220	100		
Brooms .....	..	120		
Hoop poles.....	..	..	2,075	17,050
Staves and Heading.....	..	..	22,000	12,000
Shingles.....	25,000	52,000	..	9,735
Feet—				
Lumber	33,570	44,202	379,445	251,520
Timber.....	..	..	..	946
Cords—				
Bark .....	..	..	..	136

ROSCOE—WALHONDING CANAL.

A comparative Statement of the Principal Articles transported on this Canal
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Barrels—				
Ale and Beer.....	34	23	..	39
Flour.....	28,098	..	..	27,574
Fish, fresh water.....	..	66	60	..
Oil, linseed.....	..	..	5	19
Pork.....	45	..	..	43
Salt.....	..	324	290	..
Whisky.....	188	..	..	201
Bushels—				
Bran.....	6,329	..	..	..
Corn, shelled.....	5,100	..	..	15,684
Do. in ear.....	25,192	..	..	..
Coal, mineral.....	..	6,125	..	6,125
Oats.....	..	..	..	3,899
Flax.....	6	10	..	20
Wheat.....	160,740	40,134	..	58,684
Rye.....	168	..	..	..
Pounds—				
Butter.....	16,876	15,384	..	..
Baggage, extra, & furniture	1,891	1,001	..	4,448
Bacon and Pork in bulk....	2,500	..	..	..
Cheese.....	..	1,113	967	..
Coffee.....	..	12,006	13,989	389
Cotton Yarns.....	..	..	160	299
Candles, lard.....	..	1,032	269	381
Crockery, foreign.....	..	6,484	5,532	..
Eggs.....	1,595	..	..	4,366
Fruit, dried U. S.....	321	8,346	..	..
Fruit, undried U. S.....	2,300	189	..	..
Gypsum.....	2,086	2,129	..	..
Glass and Glassware, Ohio...	..	..	1,150	2,363
Iron, pig or scrap.....	12,108	10,117	..	..
Iron.....	114	..	..	..
Iron, cast.....	..	3,812	18,102	..
Lard.....	3,560	..	..	2,160
Leather, Ohio.....	..	3,119	677	396
Machinery.....	..	1,127	2,385	244
Merchandise.....	..	..	50,891	..
Molasses.....	..	10,776	8,331	369
Nails and Spikes.....	..	12,341	18,963	1,009

ROSCOE—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
Potters-ware	784	430	313
Saleratus, Ohio.....	467	..
Sugar.....	..	14,368	11,960	984
Tobacco, manufactured....	..	9,334	7,350	..
Wool.....	3,469
White Lead.....	..	982	650	..
Sundries	120,000	22,871	6,384
Number—				
Barrels, empty.....	2,277	2,899
Split and flat hoops.....	..	4,402	57,711	66,384
Staves and Heading.....	8,000	10,313
Shingles.....	..	7,936	10,000	..
Lath.....	7,400	3,486
Feet—				
Lumber.....	41,406	68,336
Timber	827	11,434

CINCINNATI—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles Transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	5,659	3,887	289 $\frac{1}{2}$	336
Beef.....	..	4	345	341 $\frac{1}{2}$
Flour.....	185,303	146,159	2,821	11,604
Fish.....	2,613 $\frac{3}{4}$	4,773	1,715 $\frac{1}{2}$	950 $\frac{1}{2}$
Oil, linseed.....	479	4,832	196	515
Oil, lard.....	375	432 $\frac{1}{2}$	6,943	6,983
Pork.....	7,607	7,453	5,060	21,922
Salt.....	18,548	15,045 $\frac{8}{10}$	7,487	5,566 $\frac{11}{24}$
Whisky.....	69,501	63,278 $\frac{1}{2}$	7,884	2,580
Other domestic spirits.....	186	53 $\frac{1}{2}$	7,625 $\frac{1}{2}$	7,292
Bushels—				
Barley.....	65,389	121,439 $\frac{2}{3}$	1,628	4,467 $\frac{1}{2}$
Corn.....	320,283	327,382	..	..
Coal, mineral.....	511	2,917	247,647	336,613 $\frac{1}{2}$
Coke.....	..	..	28,733	41,718
Meal.....	8,809 $\frac{1}{2}$	17,660	..	..
Oats.....	28,367	96,756	..	..
Seeds, grass.....	5,276 $\frac{1}{2}$	5,766	286 $\frac{1}{2}$	1,174
Do. flax.....	46,603	29,992 $\frac{2}{3}$	892 $\frac{1}{3}$	1,691 $\frac{1}{2}$
Rye.....	21,563	7,181 $\frac{1}{2}$	215	..
Wheat.....	103,825	5,145 $\frac{1}{2}$	..	..
Pounds—				
Butter.....	268,825	247,446	12,257	62,288
Burr Blocks.....	121,025	223,670	86,968	73,940
Baggage, extra, & Furniture	226,508	209,691	458,256	694,733
Bacon and Pork in bulk....	4,378,332	4,786,538	3,714,033	6,952,836
Cheese.....	10,864	185	134,224	142,552
Coffee.....	86,382	385,914	1,558,989	2,110,282
Cotton, raw in bales.....	21,066	..	445,100	352,549
Cotton Yarns.....	167,538	153,893	80,689	103,149
Candles.....	..	2,196	405,035	307,907
Clocks.....	98,551	297,049	47,224	18,049
Crockery, foreign.....	115,022	77,835	474,001	574,469
Eggs.....	128,723	112,660	..	..
Fruit dried, United States...	37,203	898	32,132	107,155
Fruit undried, United States	387,980	43,361	7,186	350
Feathers.....	805	4,696	9,312	3,402
Grease.....	8,457	91,572	1,107,724	996,779
Grindstones.....	..	..	50,810	82,356
Glass and Glassware.....	126,870	57,639	618,816	859,459

CINCINNATI—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Hemp.....	39,041	25,500	47,890	49,145
Hides and Skins.....	48,013	46,737	100,909	76,375
Hogs Hair.....	20,045	32,509	162,228	80,655
Ice.....	16,225,400	21,208,255	..	..
Iron, pig or scrap.....	760,243	1,626,109	4,274,023	5,992,759
Iron.....	6,727,414	24,013,727	5,446,470	5,347,951
Iron, cast.....	229,365	741,449	1,717,707	1,917,245
Lard.....	1,996,765	1,964,903	3,257,697	2,571,415
Lead, in pig or bars.....	7,924	11,930	206,595	239,223
Leather.....	139,953	153,493	108,047	122,287
Machinery.....	134,806	307,444	104,282	254,615
Merchandize.....	1,736,660	3,683,786	4,367,569	4,759,465
Marble, unwrought.....	1,545,363	1,801,320	24,466	..
Marble, wrought.....	..	18,460	..	13,285
Molasses.....	1,225	20,320	4,458,023	6,447,617
Nails and Spikes.....	140,242	921,971	1,692,842	1,854,815
Oil Cake.....	..	..	4,999,620	3,668,256
Paper, Ohio.....	535,893	2,448,848	199,696	320,955
Pot and Pearl Ashes.....	500,388	509,838	51,776	36,899
Salaratus, Ohio.....	72,786	72,707	59,880	67,305
Sand.....	6,068	..	769,291	1,331,608
Sugar.....	16,686	113,453	4,010,031	9,589,202
Tallow.....	68,265	53,595	19,129	356,127
Tobacco, not manufactured.	806,957	525,220	2,431,436	1,371,637
Do. manufactured.....	39,891	70,951	962,011	109,636
Wool.....	93,288	78,379	36,010	11,458
White Lead.....	8,554	15,250	273,660	294,720
Sundries.....	5,505,697	5,606,214	6,112,521	7,209,374
Iron Ore.....	..	323,067	..	..
Number—				
Barrels, empty.....	22,159	33,455	7,749	11,467
Hoop Poles.....	1,907,760	2,849,257	8,000	41,000
Staves and Heading.....	980,913	1,377,911	..	13,200
Shingles.....	385,000	232,000	4,011,000	2,589,900
Tons.....	75,631	93,955	44,279	56,515
Feet—				
Lumber.....	2,899,771	2,765,180	1,442,434	2,812,768
Perches—				
Dressed and rough Stone...	4,184½	4,449½	79½	352 5-12
Cords—				
Wood.....	9,288½	13,722½	..	..

HAMILTON—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer.....	1,502	19	43	62
Beef.....	..	2	..	..
Flour.....	230	14	42,252	41,623
Fish, fresh water.....	4,618	114	46	5
Oil, linseed.....	2,233	17	..	..
Oil, lard.....	..	53	..	..
Pork.....	..	..	2,131	4,048
Salt.....	61,769	2,098	..	17
Whisky.....	190	262	2,717	470
Other domestic spirits.....	21	147	..	19½
Bushels—				
Barley.....	988	448	27,060	64,543
Corn.....	1,300	5,450	127,588	143,706
Coal, mineral.....	3,304	40,619	..	..
Charcoal.....	402	..	..	..
Coke.....	3,200	5,955	..	..
Oats.....	..	..	..	5,083
Seeds, grass.....	..	..	130	..
Do. flax.....	134	..	22,438	4,442
Rye.....	..	20	..	28
Wheat.....	..	..	..	1,036
Pounds—				
Butter.....	300	..	250	..
Baggage (extra) & furniture	25,759	62,680	55,772	22,111
Bacon and pork in bulk....	61,721	34,408	961,955	311,682
Cheese.....	16,344	19,366	104	35
Coffee.....	39,580	60,772	..	140
Cotton, raw in bales.....	64,213	..	..	..
Cotton yarns.....	..	..	54,797	240
Candles, lard.....	2,645	3,113	..	45
Clocks.....	563	550	..	..
Crockery, foreign.....	15,982	4,128	35,000	150
Fruit, dried U. S.....	1,510	4,219	..	..
Fruit, undried U. S.....	..	..	13,200	..
Grease.....	1,030	..	..	1,272
Grindstones.....	2,500	6,245	..	..
Glass and glassware, Ohio..	13,350	20,750	..	320
Hemp.....	6,262	226	5,500	..
Hides and skins.....	816	9,921	5,895	11,574
Paper rags.....	618,517	..	41,203	..

HAMILTON—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Hogs hair .....	..	5,374	3,000	12,942
Ice .....	..	50,000	2,300,000	580,000
Iron, pig or scrap	178,676	323,918	..	..
Iron, including railroad	1,554,646	366,599	16,573	39,565
Iron, cast	68,250	1,694,726	..	19,650
Lard	67,930	874	758,495	337,209
Lead, in pig or bars .....	..	4,360	..	50
Leather, Ohio	4,463	8,506	14,154	10,975
Do. unfinished .....	..	..	..	12,532
Machinery	22,424	156,865	91,550	58,030
Merchandise	222,366	118,327	3,544	1,300
Marble, unwrought	9,672	..	..	..
Molasses	82,579	101,995	..	650
Nails and spikes	38,306	71,743	..	14,000
Paper, Ohio	16,493	452	547,016	887,589
Pot and pearl ashes .....	..	..	..	3,600
Sand .....	..	75,800	..	..
Sugar	113,688	218,215	..	200
Tallow .....	..	6,178	2,500	2,075
Tobacco, not manufactured..	22,600	..	3,448	13,964
Do. manufactured .....	..	16,715	..	20
Wool .....	..	..	277	166
White lead	445	3,109	..	..
Sundries	1,112,211	1,357,624	233,857	548,800
Number—				
Barrels, empty	4,341	6,294	8,092	1,483
Hoop poles	107,632	132,275	..	3,170
Staves and heading	357,510	153,500	..	9,700
Shingles	511,000	1,176,200	..	6,500
Tons—				
Railroad ties	6,502	614	..	..
Lath	166,700	..	..	..
Feet—				
Lumber	960,143	470,990	..	46,075
Perches—				
Dressed and rough stone...	56	548½	26	501
Cords—				
Wood	28	..	..	467
Tan bark	25	..	..	..

MIDDLETOWN—MIAMI CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer.....	12	23½	102	9
Beef .....	..	1	..	..
Flour	1	4	41,680	46,694
Fish (fresh water)	334	239	..	30½
Oil (linseed).....	1	21	..	468
Oil (lard).....	19	13	30	..
Pork .....	..	54	3,331	3,299
Salt .....	..	303	..	..
Salt (Ohio).....	120	..	..	..
Salt (from Ohio River).....	1,029	709	..	..
Whisky	117	131	6,715	7,845
Other domestic spirits.....	182	11	500	5
Bushels—				
Barley .....	..	3,000	14,406	14,555
Corn .....	..	..	175,197	162,477
Coal (mineral).....	8,450	22,838	..	200
Coke	100	900	..	..
Meal .....	..	..	..	416
Oats .....	..	..	11,235	9,986
Seeds (clover) .....	..	..	82	41
Do (other grass).....	..	..	789	410
Do (flax).....	..	..	3,754	3,001
Wheat.....	..	1,922	..	35
Pounds—				
Butter	1,985	..	410	11,287
Baggage (extra) & furniture	9,562	35,529	..	105,850
Broom Corn.....	..	..	..	840
Bacon and pork in bulk....	..	..	1,120,760	658,243
Cheese	4,428	5,114	..	..
Coffee	22,164	29,718	..	..
Cotton (raw in bales) .....	..	18,252	..	3,170
Cotton Yarns.....	522	..	5,157	..
Cotton Bagging.....	315	..	..	..
Cordage	55	2,760	..	..
Candles (lard).....	..	1,921	..	..
Crockery (foreign).....	9,652	8,434	..	..
Eggs .....	..	..	5,960	1,905
Fruit (dried U. S.)	1,389	200	..	1,569

MIDDLETOWN—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853
Pounds—				
Fruit (undried U. S.).....	5,300	..	..	28,305
Grease.....	..	5,500	21,766	1,220
Grindstones.....	..	2,343	..	..
Groceries.....	60,203	..	..	..
Glass and glassware (Ohio)	14,825	16,833	..	..
Hides and skins.....	69,532	6,804	1,540	6,320
H. Goods.....	21,121	..	56,473	..
Live Hogs.....	..	..	88,500	..
Agricultural Implements....	..	..	11,463	..
Hogs Hair.....	..	..	450	8,120
Ice.....	..	..	223,000	351,000
Iron (pig or scrap).....	6,538	60,200	4,288	70,577
Iron.....	91,419	125,380	950	..
Iron (cast).....	32,185	182,446	57,161	34,963
Lard.....	..	1,993	590,282	635,638
Lead (in pigs or bars).....	..	100	..	..
Leather (Ohio).....	11,160	29,204	25,971	74,469
Machinery.....	12,970	17,774	1,500	31,500
Merchandise.....	169,679	176,271	9,712	4,259
Marble (unwrought).....	..	11,983	..	..
Marble (wrought).....	1,200	800	..	..
Molasses.....	81,511	141,099	..	..
Nails and Spikes.....	24,306	48,751	..	..
Potters-ware.....	..	627	..	..
Paper (Ohio).....	2,140	34,603	..	303,175
Poultry.....	..	..	15,380	..
Shot.....	100	800	..	..
Saleratus (Ohio).....	730	..	..	..
Ship Stuff.....	..	..	563,595	..
Sugar.....	10,433	185,985	..	523
Tallow.....	..	..	43,614	59,037
Tobacco (not manufactured)	..	19,197	..	367,068
Do. (manufactured)....	4,616	3,912	..	..
Wool.....	..	..	..	1,800
Woodware (Ohio).....	542	6,039	..	1,548
White Lead.....	..	940	..	..
Sundries.....	196,558	740,386	3,315,798	1,008,096
Rags.....	19,338	..	..	..
Number—				
Barrels (empty).....	1,057	9,927	220,113	5,821
Brooms.....	..	..	48,391	17,724
Hoop poles.....	6,000	71,000	1,600	..
Staves and Heading.....	27,996	31,915	..	..

MIDDLETOWN—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Number— Shingles	1,031,750	563,450	..	..
Feet— Lumber.....	36,498	861,750	44,060	39,518
Timber.....	133,869	1,248	..	5,207
Perches— Dressed and rough Stone...	214	227	759	1,212
Cords— Wood.....	23	35	60	252
Tan Bark	426	..	..	..

DAYTON—MIAMI AND ERIE CANAL.

A comparative Statement of the Principal Articles transported on this Canal
1852 and 1853.

Articles.	Arrived		Cleared.	
	1852	1853	1852	1853
Barrels—				
Ale and Beer.....	68	25	3,074	4,038
Beef.....	..	..	6	11
Flour.....	133	..	128,430	111,422
Fish (fresh water).....	1,738	3,115	208	..
Oil (linseed).....	6	62	5,057	4,693
Oil (lard).....	..	4	78	347
Pork.....	..	..	1,924	1,312
Salt.....	9,388	11,038	..	79
Salt (from Ohio river).....	1,929	926	..	..
Whisky.....	158	34	46,080	42,163
Other domestic spirits.....	50	285	169	171
Bushels—				
Barley.....	571	6,609	1,000	17,242
Corn.....	..	..	283,672	80,224
Coal (mineral).....	117,094	115,617	973	575
Coke.....	18,881	17,980	428	375
Malt.....	..	..	21,344	22,492
Oats.....	..	775	9,023	11,033
Seeds (clover).....	15	..	460	407
Do. (flax).....	11,447	32,776	18,214	8,530
Wheat.....	..	340	10,932	50,185
Pounds—				
Butter.....	2,341	4,760	28,756	31,891
Burr Blocks.....	200,901	..	7,500	..
Baggage (extra) & furniture.....	88,585	123,868	316,843	360,565
Broom Corn.....	1,100	..	22,013	..
Bacon and Pork in bulk....	3,207	200,184	845,805	493,862
Cheese.....	14,620	16,686	820	..
Coffee.....	307,267	294,383	17,059	10,649
Cotton (raw in bales).....	360,840	312,805	..	..
Cotton Yarns.....	3,102	850	180,342	152,838
Cordage.....	9,360	15,535	..	..
Candles (lard).....	2,240	3,730	8,068	300
Clocks.....	2,075	1,120	..	..
Crockery (foreign).....	122,805	35,976	1,778	11,155
Eggs.....	..	..	16,672	20,208
Fruit (dried U. S.).....	6,374	800	..	9,233
Fruit (undried U. S.).....	3,760	..	..	98,729
Grease.....	..	9,202	5,587	14,491

DAYTON—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Pounds—				
Grindstones	34,076	83,496	..	..
Gypsum	132,705	107,600	6,600	..
Glass and Glassware (Ohio)	88,197	131,410	8,343	3,793
Hemp	16,565	16,073	15,784	1,527
Hides and Skins.....	15,140	..	27,502	49,865
Hogs Hair.....	639	..	6,665	15,084
Ice.....	220,000	668,000	2,868,257	4,988,000
Iron (pig or scrap).....	2,929,302	3,621,596	61,573	193,067
Iron.....	12,024,645	3,739,352	105,240	196,950
Iron (cast).....	526,063	261,088	578,034	556,588
Lard.....	193,447	119,686	471,813	496,233
Lead (in pig or bars).....	22,578	11,222	524	..
Leather, Ohio.....	39,856	48,503	14,200	21,980
Machinery	50,281	53,580	212,559	88,709
Merchandise	728,269	513,836	506,466	543,798
Marble, unwrought.....	356,315	347,787	..	..
Marble, wrought.....	..	..	12,425	62,954
Molasses.....	654,629	646,168	34,300	29,937
Nails and Spikes.....	410,367	529,280	6,968	6,696
Oil cake .....	..	..	7,946,861	8,139,174
Potters ware	6,200	..	..	..
Paper, Ohio.....	54,478	104,690	685,150	889,927
Powder, Ohio.....	4,200	7,025	41,925	44,175
Pot and Pearl Ashes.....	9,964	9,443	38,279	36,192
Shot.....	8,074	10,706	..	..
Saleratus, Ohio.....	4,684	..	150	..
Starch, Ohio.....	1,299	246	31,293	7,370
Sugar.....	783,090	679,791	15,516	19,461
Tallow .....	..	..	24,643	27,688
Tobacco, not manufactured..	454,535	94,273	782,658	1,174,674
Do. manufactured....	128,722	74,104	18,160	18,108
Wool	18,379	..	16,671	..
Woodware, Ohio.....	10,018	16,311	25,885	800
West India Fruits.....	3,212	..	..	..
White Lead.....	22,321	41,209	900	1,569
Sundries.....	537,744	1,550,761	294,331	695,597
Number—				
Barrels, empty.....	5,798	5,375	3,210	7,008
Brooms.....	..	..	168	501
Hoop-poles	718,316	883,208	..	..
Staves and Heading.....	1,749,284	1,752,697	..	..
Shingles.....	4,091,150	5,762,600	54,000	..

DAYTON—Continued.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Number—				
Lath	949,300	3,353,588	..	..
Brick	—	29,550	36,464	..
Feet—				
Lumber	8,417,678	13,789,360	118,282	191,463
Timber	87,994	64,205	2,285	..
Perches—				
Dressed and rough Stone...	..	82	2,822	4,381
Cords—				
Wood	3,710	5,227	..	103

PIQUA—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer.....	88	52	85	101
Flour .....	..	..	50,353	59,018
Fish (fresh water)	747	321	..	..
Oil (linseed).....	38	41	..	..
Pork .....	..	..	1,154	861
Salt	4,196	1,000	..	..
Whisky .....	..	..	8,482	9,984
Other domestic spirits	59	62	..	..
Bushels—				
Barley	210	506	2,391	4,286
Buckwheat .....	..	..	..	46
Corn .....	..	..	463,470	137,859
Coal (mineral).....	6,813	6,718	..	171
Coke	2,650	2,750	..	..
Oats .....	..	..	16,640	16,725
Seeds (clover) .....	..	..	1,398	577
Do. (flax).....	783	2,010	31,151	13,589
Wheat .....	..	..	144,770	107,628
Pounds—				
Butter .....	..	..	125,746	102,409
Burr Blocks.....	1,300	2,000	..	..
Baggage (extra) & furniture.	58,287	62,121	73,778	82,960
Bacon and Pork in bulk....	2,568	4,160	423,537	480,000
Cheese.....	9,417	11,241	..	..
Coffee	196,560	188,262	10,654	16,786
Cotton Yarns	5,853	4,987	..	..
Cordage	3,603	4,518	..	..
Candles (lard).....	4,953	2,861	360	860
Cut stone	6,541	2,860	..	2,361
Crockery (foreign).....	65,748	56,861	9,360	5,862
Eggs .....	..	..	109,230	69,250
Fruit (dried U. S.).....	1,010	662	..	2,120
Fruit (undried U. S.).....	980	..	39,974	79,944
Furs and Peltries .....	..	..	1,641	..
Grindstones.....	12,500	13,683	..	..
Glass and Glassware (Ohio).	53,157	29,991	2,541	1,642
Hides and Skins.....	13,283	11,046	768	943

PIQUA—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Ice .....	..	..	612,000	5,738,000
Iron (pig or scrap)	185,771	281,600	10,900	36,201
Iron	587,895	801,560	7,580	31,402
Iron (cast)	204,453	287,231	45,546	78,500
Lard	5,306	3,220	104,251	98,500
Lead (in pig or bars)	425	630	1,200	641
Leather (Ohio)	36,646	34,122	9,371	8,980
Machinery	9,662	196,440	23,080	42,810
Merchandise	814,569	872,000	39,158	32,000
Marble (unwrought)	8,514	6,614	..	..
Marble (wrought)	1,000	..	3,293	1,600
Molasses	244,519	284,619	..	8,500
Nails and Spikes	118,524	208,624	..	..
Oil cake .....	..	..	331,400	678,000
Potters-ware	980	2,160	..	689
Paper (Ohio)	1,893	1,896	400	360
Powder (Ohio)	1,005	2,105	1,200	840
Pot and pearl ashes .....	..	..	39,052	2,361
Shot	845	1,251	..	..
Saleratus (Ohio)	11,740	10,240	7,140	6,261
Starch (Ohio)	2,160	3,142	..	..
Sugar	230,362	261,120	..	3,648
Tallow	103,724	..	..	..
Tobacco (not manufactured)	..	..	..	..
Do. (manufactured) ..	37,853	41,232	6,958	4,831
Wool .....	..	..	338,751	46,240
Woodware (Ohio)	4,314	3,816	8,314	9,816
West India Fruits	534	260	..	..
White Lead	12,444	13,861	..	360
Sundries	101,848	121,274	75,181	206,240
Number—				
Barrels (empty)	1,957	..	7,010	6,765
Brooms	164	..	..	..
Hoop poles .....	..	41,600	536,000	848,000
Staves and Heading ..	..	61,000	904,400	1,279,000
Shingles	279,700	381,600	228,200	424,000
Railroad ties	47,864	64,342	8,560	5,441
Feet—				
Lumber	473,933	810,428	814,100	1,944,000
Timber .....	..	..	55,140	62,280
Perches—				
Dressed and rough Stone...	..	..	4,978	6,124
Cords—				
Wood .....	..	..	1,350	2,835

DELPHOS—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and beer.....	32	13	26	10
Flour.....	534	609	1,624	1,788
Fish (fresh water).....	298	408	13	4
Oil (linseed).....	21	14	..	..
Oil (lard).....	18	13	2	..
Pork.....	..	2	34	164
Salt.....	2,035	2,396	20	3
Salt, from Ohio River	2	..	..	..
Whisky.....	690	547	11	2
Other domestic spirits.....	203	132	..	..
Bushels—				
Buckwheat.....	141	..	..	..
Corn.....	20	..	95	16,480
Coal (mineral).....	7,834	7,810	..	..
Coke.....	300	150	..	..
Meal.....	28	..	..	..
Oats	1,450	..	1,850	149
Seeds (clover).....	..	..	124	1,105
Do (other grass).....	..	..	248	530
Do (flax).....	..	..	166	128
Wheat.....	..	..	128,005	90,088
Pounds—				
Butter.....	..	..	48,397	42,240
Burr Blocks.....	2,000	..	..	..
Baggage (extra) & furniture	86,960	76,650	41,929	69,972
Bacon and pork in bulk	1,940	..	1,976	29,958
Cheese.....	6,580	1,613	..	..
Coffee.....	157,383	99,383	160	950
Cotton yarns.....	4,900	5,531	..	..
Cordage.....	1,263	773	..	..
Candles (lard).....	5,881	4,972	..	45
Clocks.....	62	..	..	..
Crockery (foreign).....	32,786	59,245	2,190	2,500
Eggs.....	..	..	2,707	16,248
Fruit (dried U. S.).....	417	6,982	14,431	3,290
Fruit (undried U. S.).....	20,640	4,600	1,680	..
Feathers.....	..	..	1,601	389
Furs and peltries.....	600	1,308	4,100	9,129
Ginseng.....	..	..	272	610

DELPHOS—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Grindstones	10,239	4,730	..	..
Gypsum	265	..	..	..
Glass and glassware (Ohio) ..	47,382	31,977	5,458	..
Hides and skins	300	..	1,500	7,523
Ice .....	..	..	..	230,000
Iron (pig or scrap)	144,857	78,603	2,000	12,022
Iron	158,664	2,796,166	..	..
Iron (cast)	142,249	34,136	2,285	600
Lard .....	..	..	6,493	24,626
Lead (in pig or bars)	4,503	7,987	..	..
Leather (Ohio)	10,247	21,572	5,753	11,735
Machinery	62,085	93,364	200	..
Merchandise	515,719	584,626	10,862	16,022
Marble (unwrought)	17,957	47,020	..	..
Marble (wrought) .....	..	..	..	275
Molasses	207,917	167,963	200	1,056
Nails and spikes	94,768	83,067	6,200	1,300
Potters ware	8,193	..	..	..
Paper (Ohio)	7,495	5,138	..	..
Powder (Ohio)	1,220	30	..	..
Pot and pearl ashes .....	..	..	230,682	292,733
Shot	50	100	..	..
Saleratus (Ohio)	1,989	1,387	59,013	39,842
Starch (Ohio)	594	72	..	..
Sugar	273,663	114,987	..	546
Tallow .....	..	..	..	1,596
Tobacco (not manufactured)	..	..	..	4,801
Do (manufactured)	29,937	29,232	1,070	243
Wool .....	..	..	9,871	2,902
Woodware (Ohio)	8,534	7,195	..	400
West India fruits	221	780	..	..
White lead	10,326	4,443	..	..
Sundries	190,556	253,697	62,171	106,977
Number—				
Barrels (empty)	605	..	825	877
Brooms	439	361	..	..
Hoop poles .....	..	..	210,848	286,927
Split and flat hoops .....	..	..	12,200	..
Staves and heading .....	..	..	539,463	701,340
Shingles	71,200	139,500	..	15,000
Brick .....	..	..	500	8,700
Rail Road Ties .....	..	..	34,545	46,981

DELPHOS—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Feet—				
Lumber	47,751	377,769	168,905	480,739
Timber .....	..	..	..	1,145
Perches—				
Dressed and rough stone...	3	..	..	..
Cords—				
Wood	47	..	..	17
Bark .....	..	..	..	52

JUNCTION—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles transported on this Canal,
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	403	463	62	46
Beef	6,082	4	8,804	7,921
Flour	174	358	91,361	57,167
Fish (fresh water)	5,069	7,803	247	351
Oil (linseed)	52	369	30	90
Oil (lard)	580	1,000	52	187
Pork	1	115	25,503	43,989
Salt	83,009	68,616	44	321
Whisky	612	2,401	3,570	2,895
Other domestic spirits	719	763	28	816
Bushels—				
Barley	7,749	10,216	1,018	3,317
Corn	322	129	2,261,578	2,071,702
Coal (mineral)	6,395	13,603	..	..
Coke	4,698	8,711	..	..
Oats	2,773	110	16,280	79,551
Seeds (clover) .....	..	11	414	2,061
Do (other grass) .....	..	109	474	3,860
Do (flax) .....	..	108	3,375	2,931
Wheat	119	592	1,593,385	1,355,535
Pounds—				
Butter	165,259	..	134,345	152,715
Baggage (extra) & furniture	1,118,293	93,053	400,051	24,073
Bacon and Pork in bulk	2,885	80,887	5,452,473	7,367,248
Cheese	287,018	102,464	4,757	1,040
Coffee	2,340,688	2,055,637	..	..
Cotton Yarns	106,746	127,129	..	..
Cordage	44,537	60,003	..	..
Candles (lard)	52,852	80,423	..	..
Clocks	41,974	14,238	..	..
Crockery (foreign)	489,737	898,021	..	..
Eggs	3,268	..	17,536	50,596
Fruit (dried U. S.)	46,489	125,973	181	6,926
Fruit (undried U. S.)	62,772	69,110	275,118	419,391
Feathers .....	..	4,412	27,696	17,285
Furs and peltries .....	..	..	114,830	44,788
Ginseng .....	..	..	38,490	45,045
Grease .....	..	..	130,619	198,428

JUNCTION — Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Grindstones	154,051	353,521	..	..
Gypsum	92,680	7,860	..	..
Glass and Glassware (Ohio)	464,237	641,273	..	..
Hides and Skins	37,123	4,758	539,067	652,965
Iron (railroad)	17,817,547	26,623,452	..	..
Iron (pig or scrap)	580,874	749,459	..	..
Iron	1,697,376	2,238,724	64,683	586,059
Iron (cast)	1,957,432	3,073,178	..	..
Lard .....	..	..	2,879,722	779,005
Lead (in pig or bars)	113,660	75,681	..	..
Leather (Ohio)	260,155	357,323	..	..
Do. (unfinished) .....	..	..	29,826	20,153
Machinery	1,111,733	1,175,742	..	..
Merchandise	8,303,147	10,418,079	150,271	165,751
Marble (unwrought)	469,753	1,323,590	..	..
Marble (wrought)	85,069	12,832	..	..
Molasses	1,885,652	2,397,208	..	..
Nails and Spikes	1,183,479	1,702,017	..	..
Oil Cake .....	..	..	99,480	149,514
Potters-ware	20,887	109,113	..	..
Paper (Ohio)	89,119	137,919	56,965	79,860
Powder (Ohio)	75,075	107,332	9,720	30,295
Pot and Pearl Ashes .....	..	..	1,057,643	983,304
Shot	21,754	25,917	..	..
Saleratus (Ohio)	52,913	105,294	9,511	10,141
Starch (Ohio)	26,178	8,138	..	..
Sugar	2,030,556	2,455,317	2,564	10,957
Tallow	5,110	2,639	205,033	148,455
Tobacco (not manufactured)	6,536	12,538	187,667	96,169
Do (manufactured)	637,174	608,594	380	12,881
Wool .....	..	..	234,032	300,204
Woodware (Ohio)	138,194	94,170	..	..
West India Fruits	23,260	23,871	..	..
White Lead	172,955	242,096	..	..
Sundries	1,719,932	4,504,796	789,996	1,541,802
Number—				
Barrels (empty)	545	360	743	3,205
Hoop poles .....	..	..	780,838	821,564
Miles Cleared .....	..	..	280,668	276,768
Staves and Heading .....	..	..	473,026	1,023,895
Shingles	5,450,900	5,386,300	85,249	26,500

JUNCTION — Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Feet—				
Lumber	683,287	2,633,185	3,979,451	5,351,224
Timber.....	..	..	3,757	7,970
Perches—				
Dressed and rough Stone...	45	145	34	70
Cords—				
Wood .....	..	..	21	2

MAUMEE CITY—MIAMI AND ERIE CANAL.

A Comparative Statement of the Principal Articles transported on this Canal
1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Barrels—				
Ale and Beer	110	108	7	5
Beef .....	..	..	7	76
Flour	189	44	23,529	12,842
Fish (fresh water)	144	150	3,328	5,187
Oil (linseed) .....	..	25	132	100
Oil (lard)	25	..	..	..
Pork	26	25	9	111
Salt .....	..	2,000	..	528
Salt (Ohio)	4,137	..	365	..
Whisky	515	378	413	500
Bushels—				
Corn	2,163	..	9,704	25,351
Coal (mineral)	1,643	16,000	..	..
Meal .....	..	..	20,427	21,005
Oats	478	2,000	200	3,300
Seeds (clover) .....	..	..	82	..
Do. (flax)	2,276	700	12	694
Wheat	57,587	10,025	56,022	163,418
Pounds—				
Butter	6,059	5,000	13,090	14,240
Baggage (extra) & furniture	179,033	..	137,923	3,000
Cheese	3,521	4,000	..	..
Coffee	11,934	912,406	2,140	1,700
Candles (lard)	8,650	7,500	..	..
Crockery (foreign)	62,983	60,000	2,838	2,570
Eggs .....	..	..	..	6,100
Fruit (dried U. S.)	18,467	705	41,015	..
Fruit (undried U. S.)	1,830	19,311	350	40,126
Furs and Peltries	4,850	9,716	20,338	11,702
Grindstones	5,444	..	..	..
Glass and Glassware (Ohio)	50,689	53,007	..	..
Hides and Skins .....	..	..	13,767	10,377
Iron (pig or scrap)	29,000	27,413	..	..
Iron	127,392	123,362	56,732	60,314
Iron (cast)	124,752	127,032	9,602	8,993
Lead (in pig or bars)	7,473	..	..	..
Leather, Ohio	19,582	15,000	6,966	13,897
Machinery	48,734	32,007	4,200	5,000
Merchandise	1,128,609	1,130,042	56,074	176,625

MAUMEE CITY—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853
Pounds—				
Marble, wrought.....	5,192	4,000	..	..
Molasses.....	165,939	170,000	7,497	..
Nails and Spikes.....	86,057	87,093	..	..
Oil cake.....	..	..	108,000	18,000
Potter's ware.....	15,061	..	..	..
Powder, Ohio.....	..	..	5,437	6,095
Pot and pearl ashes.....	..	..	55,720	508,265
Saleratus, Ohio.....	4,237	4,193	..	..
Sugar.....	196,375	185,319	..	..
Tallow.....	21,063	18,000	3,956	4,300
Wool.....	..	..	10,716	9,762
Woodware, Ohio.....	1,105	8,300	5,442	7,318
Sundries.....	275,862	290,000	59,040	77,742
Number—				
Barrels, empty.....	1,440	83	173	1,800
Hoop poles.....	..	..	..	1,200
Split and flat hoops.....	..	8,000	1,500	20,000
Staves and Heading.....	133,208	54,600	1,063,564	800,685
Shingles.....	..	196,000	..	70,000
Brick.....	5,500	..	5,000	15,000
Feet—				
Lumber.....	58,623	52,719	764,883	83,971
Timber.....	20,449	18,069	129,105	96,115
Perches—				
Dressed and rough Stone ..	..	..	1,446	2,418
Cords—				
Wood.....	22	..	99	374
Bark.....	..	..	68	73

TOLEDO—MIAMI AND ERIE CANAL.

A comparative Statement of the Principal Articles transported on this Canal for the years 1852 and 1853.

Articles.	Arrived.		Cleared.	
	1852	1853	1852	1853
Barrels—				
Alcohol	422	1,641	..	..
Ale and Beer	29	52	288	481
Beef	10,105	10,363	..	..
Flour	260,898	245,984	28	113
Fish	127	704	7,725	11,063
Oil, castor	6	152	..	..
Oil, linseed	2,933	1,240	304	54
Oil, lard	3,774	7,492	..	..
Oysters . . . . .	..	4	127	114
Oil, sperm . . . . .	..	..	79	1,120
Do. tanners . . . . .	..	245	74	90
Pork	31,895	70,113	25	37
Salt	824	..	133,281	138,165
Vinegar, cider	209	612	92	104
Tar, Pitch and Rosin	1	..	1,271	1,742
Whisky and High Wines	21,310	24,576	858	381
Other domestic liquors	4,480	7,129	..	32
Water Lime . . . . .	..	500	588	22,093
Corn Meal	3,771	94	..	..
Gypsum . . . . .	..	10	1,203	244,110
Plaster . . . . .	..	..	..	354
Pickles . . . . .	..	9	..	..
Oil, corn . . . . .	..	45	..	..
Bushels—				
Ashes	2,256	..	..	..
Barley	385	6,943	14,547	20
Beans	92	3,916	220	..
Cranberries	889	1,734	..	537
Corn	3,878,047	2,569,606	..	36
Malt	1,136	9,297	9,303	401
Oats	46,084	36,826	283	13,000
Rye	3,212	13,156	..	..
Potatoes	11,491	14,355	..	106
Peas . . . . .	..	..	1,019	..
Seed, clover	14	2,935	24	..
Do. other	103	9,059	..	..
Do. flax	31,344	25,281	..	31
Shorts and Ship Stuff	3,257	11,934	..	..
Wheat	1,954,718	1,699,441	70	353
Onions	169	6,044	..	31

TOLEDO—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Bushels—				
Seed, timothy .....	..	5,835	..	..
Pounds—				
Ashes .....	..	..	101,000	..
Anvils	175	..	775	4,645
Agricultural Implements ...	8,770	6,391	143,961	604,063
Bristles	14,254	26,652	..	..
Butter	151,678	223,729	199	..
Butter, apple .....	..	..	2,356	..
Bagging .....	..	2,600	..	59,305
Burr Blocks	1,560	8,600	275,867	102,137
Bees Wax	21,362	25,219	..	..
House Goods and Ex. Bag ^e	283,179	359,796	823,285	1,618,547
Broom Corn	32,668	1,256	..	..
Bacon and Pork in bulk	6,986,314	13,410,783	3,200	..
Carpenter and Joiners work	..	4,430	53,708	109,189
Cheese	1,832	2,179	239,844	131,245
Coffee	23,919	65,026	2,097,954	1,597,768
Cotton, raw in bales	42,838	..	..	..
Cotton Yarns and Batting ..	1,214	48,338	15,608	23,065
Carriages .....	..	600	139,489	7,207
Cordage	20,535	9,404	57,978	130,395
Copper .....	..	11,145	16,518	84,350
Candles	347,127	127,268	10,595	3,803
Cracklings	79,449	..	..	..
Crackers	300	600	5,000	10,285
Carr Wheels and Axles ....	..	..	806,403	147,258
Clay and other earth .....	..	..	..	116,167
Clocks	6,872	..	122,484	282,344
Cole, mineral .....	..	2,200	1,140,534	1,954,890
Crockery	57,135	6,693	790,022	749,847
Dye stuff .....	..	..	51,671	19,522
Eggs	65,884	183,096	..	..
Fruit, dried U. S.	14,367	61,782	103,681	242,840
Fruit, undried U. S.	10,202	308,584	344,266	6,166
Furniture	11,220	51,013	79,677	70,581
Feathers	34,343	24,434	..	..
Furs and Peltries	128,565	86,833	..	200
Ginseng and Roots	19,747	26,490	..	..
Grease	1,171,710	974,295	..	..
Grindstones .....	..	..	156,512	502,696
Glassware	23,770	26,375	311,327	208,956
Hemp	13,141	12,798	..	13,690
Hides and Skins	585,463	669,576	5,250	..

TOLEDO—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Hops	100	420	127,002	43,052
Hay	45,230	..	..	..
Hair	139,600	82,764	..	..
Ice .....	..	..	1,320,000	4,115,000
Iron, pig or scrap	185,218	..	136,849	..
Iron, ore .....	..	..	258,140	364,101
Iron, wrought	139,608	297,778	621,705	1,043,828
Iron, cast	46,906	124,438	1,600,478	2,219,263
Iron, sheet .....	..	..	..	125,451
Iron, railroad .....	..	..	41,933,592	58,070,488
Lard	5,905,650	3,749,052	..	..
Locomotives .....	..	..	420,000	128,525
Lead, in pig or bars	25,311	30,267	13,153	36,846
Leather	79,433	75,635	452,417	532,564
Machinery	108,025	40,083	746,195	815,299
Mechanics' Tools	3,770	29,169	35,750	38,381
Merchandise	264,015	357,533	10,002,093	12,189,971
Metalic Paint	4,026	..	47,889	..
Marble, wrought .....	..	..	27,722	470
Do unwrought .....	..	..	2,807,807	3,335,617
Do drest .....	..	..	..	400
Molasses	286,814	2,318,680	913,964	822,122
Nails and Spikes	12,648	3,896	968,240	1,828,979
Nuts	25,860	56,132	10,740	114,480
Oil Cake	12,028,226	12,304,673	..	..
Oakum .....	..	..	5,000	26,709
Potters ware .....	..	..	57,773	97,861
Paper	150,817	199,350	252,168	182,689
Paper Roofing	4,953	..	..	..
Powder .....	..	..	591,796	1,440,199
Pot and Pearl Ashes	1,383,805	1,542,765	..	..
Provisions .....	..	..	..	..
Pumps .....	..	7,760	39,824	11,281
Railroad Chairs	237,911	142,650	..	111,781
Rags	10,535	18,317	226,241	74,048
Rice	2,522	21,444	103,280	145,980
Shot	20,383	15,230	1,477	645
Saleratus	5,326	8,744	128,293	63,157
Steel .....	..	..	5,824	11,870
Starch	86,870	72,149	2,820	886
Boots and Shoes .....	..	..	465,234	706,668
Salts of Lye .....	..	..	..	..
Soap	18,945	75,799	3,279	28,938

TOLEDO — Continued

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852.	1853.
Pounds—				
Soda, ash .....	..	..	110,211	362,535
Sugar	516,201	4,680,367	1,145,940	820,946
Sheeting .....	..	..	72,332	467,225
Tallow	152,490	516,520	..	..
Trees and Shrubs	6,900	11,350	13,943	22,379
Tin Plate	1,312	..	927,802	1,848,201
Tobacco, manufactured	110,066	243,148	258,022	239,004
Do. not manufactured.	2,906,249	2,409,181	..	..
Veneering .....	..	21,499	4,532	..
Varnish	14,906	2,020	2,552	24,730
Wool	201,654	368,636	56,256	27,121
Woodenware	28,514	43,178	54,131	118,717
West India Fruits .....	..	..	38,683	25,988
White Lead	6,448	4,690	41,117	61,833
Zinc .....	..	..	71,412	146,591
Sundries	2,695	246,509	77,442	807,528
Wood, domestic .....	..	..	49,118	..
Iron Safes .....	..	..	79,091	..
Shoe Pegs and Lasts .....	..	411	..	..
Wheel-barrows .....	..	2,792	..	3,090
Flax .....	..	1,372	..	..
Glue .....	..	..	..	145
Mill Stones .....	..	22,355	..	34,881
Powder, bleaching .....	..	..	..	43,899
Number—				
Animals, domestic	3,283	27,139	..	..
Barrels, empty	2,769	1,791	5,886	4,472
Brooms	996	360	..	5,050
Hoop Poles	2,611	..	6,962	..
Posts .....	..	59	4,884	4,040
Staves and Heading	61,189,698	9,324,645	..	..
Shingles	4,000	..	28,663,540	12,974,800
Wagons	6	15	128	289
Locomotives .....	..	..	13	..
Brick .....	..	..	5,000	..
Feet—				
Lumber	1,458,353	2,399,448	9,934,868	15,444,928
Lath	11,000	80,000	4,563,000	6,618,652
Timber .....	..	..	6,710	..
Saw Logs	50,000	..	..	..
Fence Pickets .....	..	..	..	16,302

TOLEDO—Continued.

Articles.	Arrived.		Cleared.	
	1852.	1853.	1852	1853.
Perches—				
Stone	1,131	5,336	14	12
Cords—				
Wood	57	562	..	..
Shingle Bolts .....	..	..	13	3
Tan Bark .....	..	9	..	..

TABULAR STATEMENT of the comparative aggregate tonnage of the port of St. Marys, for the fiscal years 1852 and 1853, in tons of 2,000 each.

Articles.	1852.		1853.	
	Arrived.	Cleared.	Arrived.	Cleared.
Wheat and Flour .....	..	7,840,014	..	5,571,840
Coal (mineral)	99,225	..	146,490	..
Corn .....	..	2,639,644	..	581,061
Pork, Bacon, and Lard .....	..	44,822	4,900	90,790
Iron (all kinds)	1,363,620	7,325	544,750	8,575
Lumber	358,528	624,834	783,270	988,622
Salt	620,000	20,250	688,450	..
Merchandise	145,215	16,170	196,616	2,583
All other articles	1,609,908	8,525,372	2,842,215	12,771,901
Total	4,196,596	19,718,431	5,206,691	20,015,372

BOARD OF PUBLIC WORKS

GOVERNOR OF MISSISSIPPI

MISSISSIPPI

GOLDEN

CENTRAL STATE PRINTING

1894

Faint, illegible text, possibly bleed-through from the reverse side of the page. The text is arranged in several lines and appears to be a list or a set of instructions, but the characters are too light to transcribe accurately.

