

Excerpt from Mitchell's Compendium

Excerpt from Mitchell, Samuel Augustus. *Mitchell's Compendium of the Internal Improvements of the United States*. Philadelphia: Mitchell and Hinman, 1835. Pp. 68 – 72. Newberry Library call number: H6083.58

Page 1 of 3

68 INTERNAL IMPROVEMENTS

O H I O.

CANALS.

THE Ohio state canals were projected about the year 1823, and have been, so far as completed, in successful operation for some time. If all the circumstances are considered, they are undoubtedly the greatest works ever executed in America. Only forty years ago, the ground now comprising that state was a wilderness; and forty-four years since, a United States' army was defeated by savages, on the very section of this youthful state where now a canal is navigated. The influence of these great works is already visible in the increase of commerce and travel. Substantial improvements have been wrought in the country they traverse, and there has been a regular arrival and departure of packet and freight boats at a season of the year when navigation has been hitherto unknown.

The Ohio and Erie Canal connects Lake Erie with the Ohio River. It commences at Cleveland, at the mouth of the Cuyahoga, and passing through a number of towns on its route, joins the Ohio River at Portsmouth. The principal places on the canal are Akron, New Portage, Massillon, Bolivar, New Philadelphia, Coshocton, Newark, Bloomfield, Circleville, Chillicothe, Picketon, and Portsmouth. The above work was commenced on the 4th of July, 1825, and completed in 1832; and, together with the Miami Canal, cost about \$5,500,000, which are now beyond all question worth to the state three times that amount; and have, in many places on and near their location, quadrupled the value of private property.

The Miami Canal commences at Cincinnati, and passing through the towns of Reading, Hamilton, Middletown, Franklin and Miamisburg, terminates at Dayton. It has been navigated from Dayton to the head of the main street in Cincinnati, since the spring of 1829. An extension of this work is now in progress. It is to

OF THE UNITED STATES. 69

be carried along the valleys of the St. Mary's and Au Glaize Rivers, and join the Wabash and Erie Canal at Defiance; distance from Cincinnati about 190 miles. A new section will probably be opened for use, early this season, to Piqua, 29 miles above Dayton.

Ohio and Erie Canal.

	Miles.
Main trunk,	310
Navigable feeder from main trunk to Columbus,	11
Navigable feeder from main trunk to Granville,	6
Muskingum side-cut, from the Muskingum River at Dresden, .	3
Navigable feeder from the Tuscarawas River,	3
Navigable feeder from the Walhonding River,	1
Total length of Ohio Canal and branches,	334

Miami Canal.

Main trunk,	65	}	66	
Hamilton side-cut,	1			
Total length of canals in Ohio constructed at the public expense, and owned by the state,				400
Lancaster lateral canal, constructed by the citizens of Lancaster, under an act of incorporation,				9
Total length of canals in Ohio,				Miles, 409

Amount of Tolls received from the Ohio Canals, for the year ending October 31, 1834.

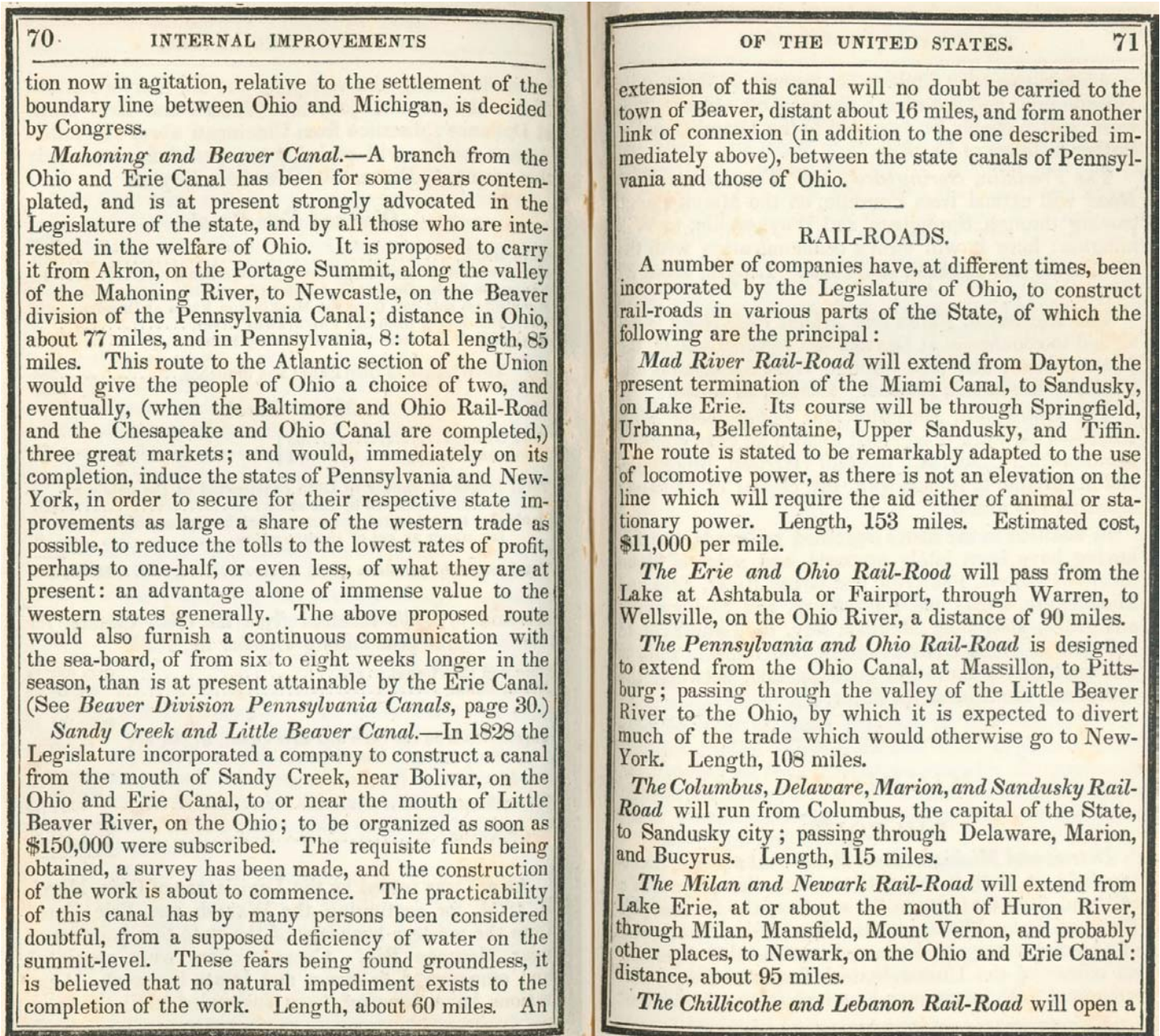
Ohio and Erie Canal,	\$151,287 84	
Miami Canal,	49,503 28	
	\$200,791 12	
Expenditures on the Ohio and Erie Canal, \$7,860 18 }	}	13,858 35
Do. Miami Canal,		
		186,932 77
Water Rents,		4,511 75
Net Revenue,		\$191,444 52

An act was passed by the Legislature of Ohio, March 3, 1834, for continuing the Wabash and Erie Canal from the western boundary of the state to a point on or near Maumee Bay. Commissioners were appointed and empowered to survey and locate the work. Operations have, however, been suspended until the ques-

Excerpt from Mitchell's Compendium

Excerpt from Mitchell, Samuel Augustus. *Mitchell's Compendium of the Internal Improvements of the United States*. Philadelphia: Mitchell and Hinman, 1835. Pp. 68 – 72. Newberry Library call number: H6083.58

Page 2 of 3



tion now in agitation, relative to the settlement of the boundary line between Ohio and Michigan, is decided by Congress.

Mahoning and Beaver Canal.—A branch from the Ohio and Erie Canal has been for some years contemplated, and is at present strongly advocated in the Legislature of the state, and by all those who are interested in the welfare of Ohio. It is proposed to carry it from Akron, on the Portage Summit, along the valley of the Mahoning River, to Newcastle, on the Beaver division of the Pennsylvania Canal; distance in Ohio, about 77 miles, and in Pennsylvania, 8: total length, 85 miles. This route to the Atlantic section of the Union would give the people of Ohio a choice of two, and eventually, (when the Baltimore and Ohio Rail-Road and the Chesapeake and Ohio Canal are completed,) three great markets; and would, immediately on its completion, induce the states of Pennsylvania and New-York, in order to secure for their respective state improvements as large a share of the western trade as possible, to reduce the tolls to the lowest rates of profit, perhaps to one-half, or even less, of what they are at present: an advantage alone of immense value to the western states generally. The above proposed route would also furnish a continuous communication with the sea-board, of from six to eight weeks longer in the season, than is at present attainable by the Erie Canal. (See *Beaver Division Pennsylvania Canals*, page 30.)

Sandy Creek and Little Beaver Canal.—In 1828 the Legislature incorporated a company to construct a canal from the mouth of Sandy Creek, near Bolivar, on the Ohio and Erie Canal, to or near the mouth of Little Beaver River, on the Ohio; to be organized as soon as \$150,000 were subscribed. The requisite funds being obtained, a survey has been made, and the construction of the work is about to commence. The practicability of this canal has by many persons been considered doubtful, from a supposed deficiency of water on the summit-level. These fears being found groundless, it is believed that no natural impediment exists to the completion of the work. Length, about 60 miles. An

extension of this canal will no doubt be carried to the town of Beaver, distant about 16 miles, and form another link of connexion (in addition to the one described immediately above), between the state canals of Pennsylvania and those of Ohio.

RAIL-ROADS.

A number of companies have, at different times, been incorporated by the Legislature of Ohio, to construct rail-roads in various parts of the State, of which the following are the principal:

Mad River Rail-Road will extend from Dayton, the present termination of the Miami Canal, to Sandusky, on Lake Erie. Its course will be through Springfield, Urbana, Bellefontaine, Upper Sandusky, and Tiffin. The route is stated to be remarkably adapted to the use of locomotive power, as there is not an elevation on the line which will require the aid either of animal or stationary power. Length, 153 miles. Estimated cost, \$11,000 per mile.

The Erie and Ohio Rail-Road will pass from the Lake at Ashtabula or Fairport, through Warren, to Wellsville, on the Ohio River, a distance of 90 miles.

The Pennsylvania and Ohio Rail-Road is designed to extend from the Ohio Canal, at Massillon, to Pittsburg; passing through the valley of the Little Beaver River to the Ohio, by which it is expected to divert much of the trade which would otherwise go to New-York. Length, 108 miles.

The Columbus, Delaware, Marion, and Sandusky Rail-Road will run from Columbus, the capital of the State, to Sandusky city; passing through Delaware, Marion, and Bucyrus. Length, 115 miles.

The Milan and Newark Rail-Road will extend from Lake Erie, at or about the mouth of Huron River, through Milan, Mansfield, Mount Vernon, and probably other places, to Newark, on the Ohio and Erie Canal: distance, about 95 miles.

The Chillicothe and Lebanon Rail-Road will open a

Excerpt from Mitchell's Compendium

Excerpt from Mitchell, Samuel Augustus. *Mitchell's Compendium of the Internal Improvements of the United States*. Philadelphia: Mitchell and Hinman, 1835. Pp. 68 – 72. Newberry Library call number: H6083.58

Page 3 of 3

