Excerpt from Mitchell’s Compendium


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**OHIO.**

**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 hitherto been 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, Piketon, and Portsmouth. The above work was commenced on the 4th of July, 1832, and completed in 1834; 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 1832. An extension of this work is now in progress. It is to

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**Ohio and Erie Canal.**

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 Wallhouding River. ........................................... 1

Total length of Ohio Canal and branches. ........................................... 334

**Miami Canal.**

Main trunk. ........................................... 65
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, 400

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

<table>
<thead>
<tr>
<th>Canal</th>
<th>Amount Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ohio and Erie Canal</td>
<td>$151,287.84</td>
</tr>
<tr>
<td>Miami Canal</td>
<td>$49,503.26</td>
</tr>
<tr>
<td>Expenditures on the Ohio and Erie Canal</td>
<td>$890,791.12</td>
</tr>
<tr>
<td>Do. Miami Canal</td>
<td>13,858.35</td>
</tr>
<tr>
<td>Water Rents</td>
<td>186,932.77</td>
</tr>
<tr>
<td>Net Revenue</td>
<td>$191,444.52</td>
</tr>
</tbody>
</table>

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-
Historic Maps in K-12 Classrooms
The Historical Geography of Transportation – Map 10
Turnpikes, Canals, and Railroads in the United States, 1835

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**INTERNAL IMPROVEMENTS**

The 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 Pittsburgh; 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
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