

**SECTION No. 5.**—Dam No. 5 is completed and the Lock and excavation adjoining can be finished in the space of two months.

**SECTION No. 6.**—Some loose Stones and bars of shell rock and gravel may require removing between Dam No. 5 and Peter Green's at the present head of navigation, but I am not prepared to say to what extent or at what expense this can be effected.

I am happy in being able to say I see nothing to prevent the Contractors finishing their several contracts, and the navigation being opened by the time the ice is out of the river in the spring, the few obstructions that will then remain cannot impair or hinder the navigation until the water is very low in the drought of midsummer, when their removal will be attended to.

I have the honor to be,  
Gentlemen, your Obedient Servant,  
(Signed) JOHN JACKSON.  
Engineer, G. R. N. C.

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**BYE-LAWS AND REGULATIONS  
OF THE GRAND RIVER NAVIGATION COMPANY.  
DECEMBER 31, 1835.**

**ARTICLE 1.**—One Collector shall be appointed for Seneca and one for Indiana.

**ART. 2.**—The Collectors shall receive all Toll, make seizures, levy and collect fines, shall monthly make returns of the same to the Secretary and pay over the amounts collected to the Treasurer, which returns and receipts shall be laid before the Board at the next following meeting.

**ART. 3.**—Each collector shall give a bond with two responsible sureties in the amount of £500 for the faithful performance of his duty.

**ART. 4.**—Each master or owner of a Steamboat, Boat, Barge, Craft and Raft of any description, shall report, take a clearance and pay the dues at the first Collectors Office, at which he shall arrive; and in the event of any increase in his cargo in passing up or down, he shall in like manner report, take a clearance and pay the dues on the same, and he also shall report to the Lock tender at the intermediate places and at the upper Lock, on the navigation, and leave his clearance at the last Collectors Office, which he shall pass, and the Lock tender shall not permit the passage of any vessel or other property, without its having been so reported.