

## SECOND REPORT OF THE Grand River Navigation Company.

*Company's Office, Seneca, February 1st, 1835.*

The hopes expressed by the Directors for the preceding year, in the first report ; that the navigation of the Grand River would be opened early in the last summer, have been baffled by a series of unforeseen obstacles, which occurred in the construction of the lower lock pit (at Indiana ;) and also by the necessity which existed of making a dam and lock above Bryants Inn, on the Brantford level.

At the lower lock, the substratum of the ground was found to be a loose rotten and shelly rock ; through which, owing to the excavation having been sunk considerably below the level of the river, the water, augmented by local springs forced up in such large quantities ; as baffled every exertion to overcome it : until the Canal above was completed, and a head of water brought down sufficient to give the command of a power, superior to the resistance.

Even after the attainment of this object, further vexatious obstacles retarded the work, viz :—the breakage of shafts, and machinery castings, from time to time ; and the delay of replacing them from Toronto, or Buffalo—the sudden rise of the river twice during the summer, by freshets, and the injudicious application by the contractor, of the pumping apparatus. Late in the autumn however, the lock pit was clear'd of water, and the lock was built with great rapidity. Much credit is due to Mr. William Murray, one of the contractors for this work ; who persevered to its completion, under all the above appalling obstacles.

The other three locks, (Nos. 2, 3, & 4,) were in a forward state in the autumn of last year ; but the Directors regret to state, that since that period, those works have been prosecuted with a degree of apathy, which is not creditable to the several contractors. Lock No. 2 is not yet finished, although the limit of the contract extended only to the month of October 1834. Nevertheless from the accompanying report of Mr. Jackson the Engineer, it is confidently to be expected that the Navigation will be permanently opened by the first of April next. No apparent difficulty exists. The Dams, Locks and works, are all constructed in the most durable manner, and of the best materials ; and have already stood the test of heavy floods in an unfinished state.