

ter was held in high estimation by those who knew him, both as a member of society, and as a man of business. His contracts with the Company, were fulfilled with zeal, exertion and integrity. It is to his indefatigable perseverance that the Company owes the replacement of the west part of Dam No. 1, in the inclement month of December in the last year, as mentioned in the first report—and the Directors deem it only a simple act of duty, to pay this public tribute to the memory of a man, whose spirit of enterprising intelligence might have greatly contributed to the benefit, not only of the Company, but of the Province,

The Directors having given in the report of last year, a brief sketch of the object and magnitude of the improvement, they do not deem it necessary to reiterate it, in this, but nevertheless it may not be unadvisable to take a rapid survey of the effect which it will produce, and of the general prospects of the Company.

The present head of the Navigation, will be the flourishing and beautiful Town of Brantford—Brantford within the three last years, has increased in a more rapid rate, than any other town in the upper Province. It is the natural point of concentration for all the agricultural produce of the inland portion of the western districts, as it is situated on the great western road. To the north and east of Brantford there is also a very large section of settled and highly improved country. The average numbers of carrying waggons, passing through Brantford daily, on route to the head waters of Lake Ontario—exceeds one hundred in those seasons when the roads are favorable. It is therefore to be expected, that the greater portion of this produce will in future pass down the River.—Brantford contains two flouring mills at present, one brewery, one distillery, and a great number of extensive general stores. From Brantford to Dunnville, the advantages which have been called into existence by the Company's works, have already been set forth. The total quantity of water power which has been made available from Lock No. 1, to Lock No. 5; (a distance of nine miles,) has been estimated by the Engineer to be equal to 3200 horses, at a minimum.

The outlets of the navigation will be Lake Erie through the projected Lock at Dunnville, and through the feeder of the Welland Canal, and its western branch; and Lake Ontario, through the main line of the Welland Canal. Although the trade, merchandise, and produce, which will enter, from, & pass out to Lake Ontario, will be of considerable importance it is perhaps fair to assume, that it will be from the carrying business with the Canadian, and United States shores of Lake Erie, that the greatest proportion of