

*Recd 4th June 55  
J. Thorburn  
Prints*

**ANNUAL REPORT,**

OF THE

**BOARD OF DIRECTORS,**

OF THE

**GRAND RIVER NAVIGATION**

**COMPANY.**

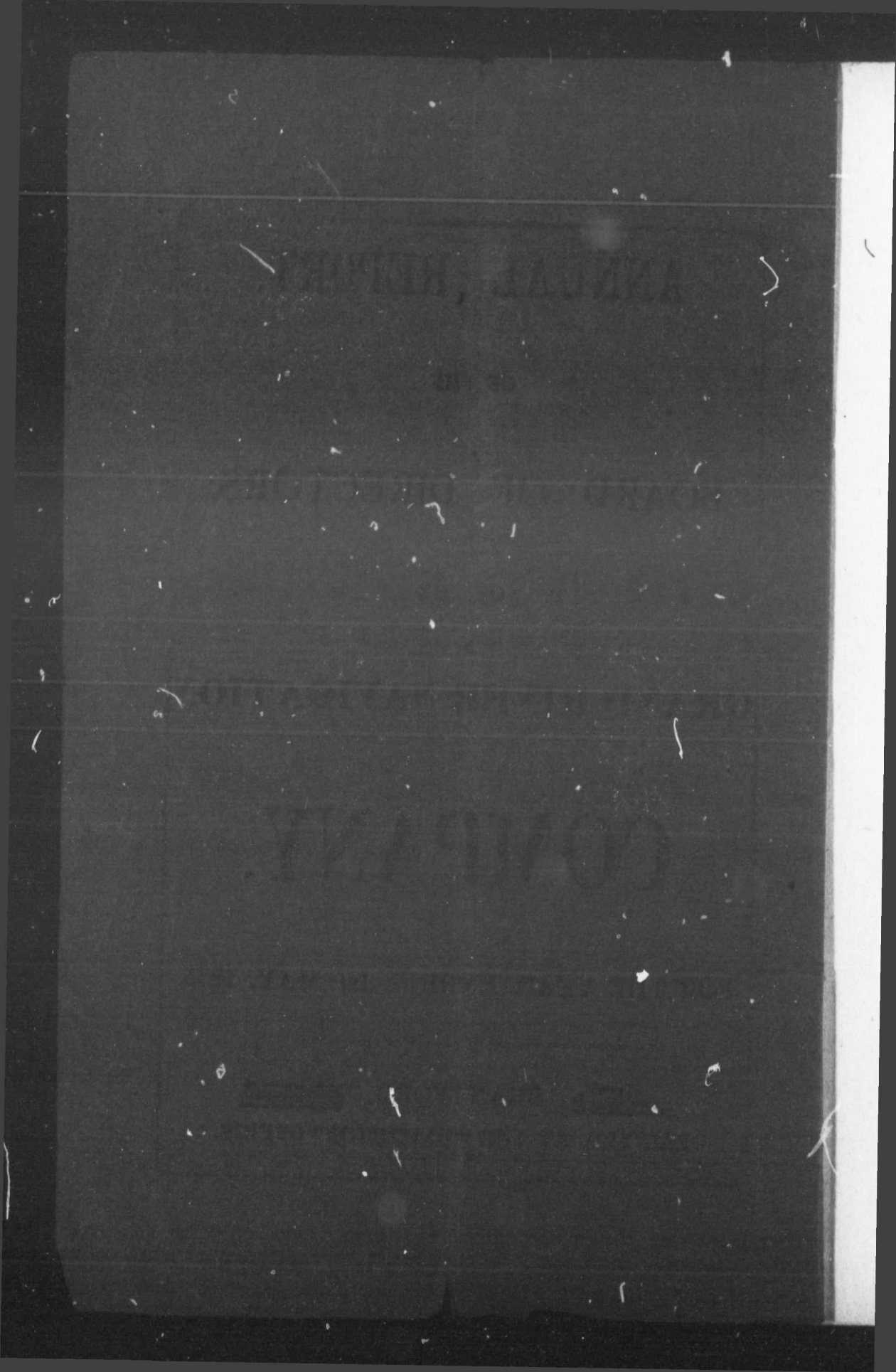
FOR THE YEAR, ENDING 1st MAY, 1855.



BRANTFORD,



PRINTED AT THE "EXPOSITOR" OFFICE.



ANNUAL REPORT,  
OF THE  
BOARD OF DIRECTORS,  
OF THE  
**GRAND RIVER NAVIGATION**  
**COMPANY.**

For the year, ending 1st May, 1855.

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**T**HE Board, in presenting for the information of the Stockholders, their Annual Report on the State of the Works, and the condition of their monetary affairs, beg leave to state that they have much pleasure in informing the Stockholders, that the Works are (in their opinion,) in a condition to warrant them in saying the Navigation can be relied on to insure a depth of not less than three feet of water throughout the season, and the public may reckon on an uninterrupted Navigation.

(See Superintendents Report hereto appended.)

Their Financial affairs are and have been unexpectedly embarrassing. As the Annual Report of their predecessors anticipated that the sum of £150,000 would be at their command from a By-Law of the Town of Brantford, which then only required the sanction of the Executive Government, to enable the Company to obtain the Funds, so to enlarge the works and put them in a proper condition. Shortly after that Report was made, the Railway Buildings at the Town of Brantford were destroyed by fire. The importance of these Buildings were deemed of paramount importance to the interests of the Town, to that of the Company's works; therefore the By-Law was withdrawn from the Government, to enable the Town to make a Loan to the Railway Company, for the purpose of erecting their Buildings. It was also ex-

pected that the £19,250 part of the £40,000 of Town of Brantford Debentures, which the Company had received on the 30th December 1851, unsold, would have been negotiated, but from the depressed state of the Money Market, they have been unable to dispose of any part of them, although every effort to do so has been made, but failed. Having obtained a temporary Loan from the Bank of Upper Canada the preceding year, amounting to between £4,000 and £5000, which at that time they were led to believe would be met from the sources before stated, but which from the failure of realizing the funds, the Company have been unable to meet, the Bank in the meantime has accepted the Company's note at 90 days, which has been regularly met by paying the interest and obtaining renewals, although the Bank is desirous of having the principal re-paid; the Company, notwithstanding, have kept good faith in meeting the interest on Debentures, notes, &c., when falling due, while the works are in a fair and stable condition, more so than for many years past.

But the Board are not able as heretofore to Report an increase of the Revenue.

It will be observed from the Exhibit appended, that there is a falling off in the transit of some of the staple articles, such as Wheat, Flour and Merchandize. The reasons may be assigned.

1. The delapidated state of the Works for the two or three previous years, causing a loss of confidence in the certainty and safety of the transit of property.

2. The Rail Road has carried much of the staple articles and principal Merchandize.

3. It will be seen by the Returns, that for the past year, there has been no Line of Steamers plying between this Port and Buffalo, as in former years. This the Board conceive to be a very important item in the transit of Merchandize, &c. When the Steamboat Line was in operation, there was a Daily or Tri-Weekly opportunity of transporting Merchandize and Produce to and from that Port, which greatly facilitated the Transport of Goods. It being the object of Forwarders in all cases to forward by the most expeditious, as well as safe, transit for their Goods. The only means of conveyance during the past year, has been by Barges or Scows, thereby compelling parties to forward by Rail Road at a much greater expense. The Board attribute the absence of Steamers, to the uncertainty of the Navigation, caused by the breaks on the Works, but which they are happy to say, are now in a good state of repair.

The Board would further remark, that a Judgment was obtained against the Company for damages to a cargo of Wheat, which has been paid, amounting to nearly £750, including law expenses.

From the condition of the Works at present, having remained during the Spring freshets in a safe condition, and still remain so, and the Navigation now being open throughout the whole Line.

The Directors are of opinion that public confidence will be fully restored, and at the same time a vast diminution of the Annual outlay in keeping the Works in order, will be insured.

By order of the Board,

DAVID THORBURN,

*President, G. R. N. Co.*

OFFICE, G. R. N. Co. }  
Brantford, May 7th, 1855. }

**RECEIPTS & EXPENDITURE**  
*Of the Grand River Navigation Company, ending*  
*1st January, 1855.*

**RECEIPTS:**

	£	s.	d.
From Canal Tolls.....	2684	11	7½
“ Rents Mill Privileges.....	1401	4	7
“ “ Water Lots.....	50	0	0
“ Sale of Lands and Interest thereon.....	199	9	10
	£4335	6	0½

**EXPENDITURE:**

	£	s.	d.
Construction and Repairs.....	3409	19	7½
Contingencies.....	91	17	11
Quit Claim for Soil Right of Land, F. J. Wilkes.....	40	0	8
Directors & Travelling Expenses Cut at Lovjoy's Pond,.....	138	0	8½
338	13	9	
Interest.....	378	9	0
On account, of work done in for- mer years.....	296	9	3
Office Rent, 6 months.....	11	0	0
Damages & Law Expenses.....	664	3	5

**SALARIES.**

Engineer of 1853 ballance.....	164	5	6	
Treasurer.....	212	10	0	
Secretary.....	95	0	0	
Superintendent.....	126	0	0	
Lock Tenders & extra time....	307	6	0	
Late Sec'y. on account due him.	136	10	0	1041 11 6
	£6410	5	10	

The above charge for Interest, is exclusive of Interest for Coupons, which were not presented until after the close of the year, and which has been paid since.



## Comparative Statement of Articles

*Passing through the Grand River Navigation, during  
the years 1853 and 1854:*

<i>Articles.</i>	1853.	1854.	<i>Increase</i>	<i>Decrease.</i>
Flour,.....bbls.	20,939	7799		13,140
Pork.....do	218	68		150
Whiskey,.....do	125			125
Ashes,.....do	509			509
Salt,.....do	4,392	2,507		1,885
Wheat,.....bushels	421,191	212,861		208,330
Oats,.....do	1,365			1,365
Pig Iron,.....tons	776	506		270
R. W. Iron,.....do	2,260			2,260
Stone,.....Cords	302			302
do for cutting Tons.	287	288	1	
Bricks,.....M.	15	16	1	
Castings,.....tons	58	32		26
Steamers,.....No.	38	4		34
Scows & Barges,.....	1456	890		566
Square Pine,...C. feet	17,896	500		17,396
Square Oak.....do	15,012	71,110	56,098	
Saw Logs,.....No.	32,489	12,350		20,139
Lumber, in measure feet	19,369,236	16,079,598		3,289,638
Staves,.....No.	4,000			4,000
Shingles,.....	863,000	395,000		468,000
Coal,.....Tons	715	1103	388	
Fire Wood,.....Cords	469	1031	562	
Potter Clay,.....Tons	441	68		373
Cement,.....bbls.	2340			2,340
Slates,.....Tons	90			90
Laths,.....feet	156,000			156,000
Merchandize,.....Tons	657	284		373
Corn,.....bushels		10,728		
Potatoes,.....do		108		
Plaster,.....Tons	1829	2576	747	
Bark,.....Cords		60		
Barley,.....bushels		3,100		



TO THE PRESIDENT AND DIRECTORS OF THE  
GRAND RIVER NAVIGATION COMPANY :

GENTLEMEN,—

I beg leave to make the following  
Report on the state of the Works :—

At present they are in a fair condition, and better than they have been for many years.

The new Waste Wear erected at the head of Young's Island, proves of great benefit in raising the water of the Levels; no breaches having taken place during the Spring Freshets, which has permitted the Navigation to be opened on the 30th April.

The Locks and Dams and Embankments, are in as good condition as can be expected, from having been in use for 20 years. The Dams have been thoroughly repaired during the last year; the Locks, too, have been partly Planked anew, and will be wholly so during the Summer, which will not interrupt the Navigation.

I am satisfied that the expense of maintaining the Works during the present year, will be greatly reduced from former years. I would further remark, of the depth of water which was on the Blair Rapids for the first seven years, of the Company's Navigation, had been continued all along, the other parts upwards, in the state, the Dams now are, a certain Navigation of three feet deep might be relied on, even in the driest season, the cause of the decrease of water on the rapids, in my opinion has arisen from the deepening and widening of the Welland Canal Feeder, and the Dunnville Level having been lowered. By deepening these Rapids, say 10 or 12 inches, the Navigation would then be greatly improved throughout the whole line and resume its former depth.

Respectfully Submitted,

JACOB TURNER,

*Superintendent, G. R. N. Co.*

SUPERINTENDENT'S OFFICE. }  
Brantford, May 1st, 1855. }