

THE
SIXTH ANNUAL REPORT
OF THE
BOARD OF DIRECTORS
OF THE
GRAND RIVER
NAVIGATION COMPANY.

May, 1841.

PUBLISHED BY ORDER OF THE BOARD.

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THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS

RESEARCH REPORT

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REPORT.

To His Excellency the Right Honorable CHARLES BARON SYDENHAM, of Sydenham in the County of Kent, and of Toronto in Canada, one of Her Majesty's most Honorable Privy Council, Governor-General of British North America, and Captain-General and Commander-in-Chief, in and over the provinces of Canada, Nova-Scotia, New-Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same :

THE BOARD OF DIRECTORS OF THE "GRAND RIVER NAVIGATION COMPANY,"
BEG LEAVE TO PRESENT THEIR SIXTH ANNUAL REPORT.

The Board having engaged Mr. P. G. Beaton, an experienced Accountant, to examine the Books, Accounts and Vouchers of the Company, since the commencement of their operations, now respectfully submit the result of his investigation; which has met the approbation of the Annual Meeting of Stockholders, held at Seneca, on the 3rd and 4th inst., as expressed by the following Resolution.

"DAVID THOMPSON, Esq., M. P. P. elect, appointed *Chairman*.

"WILLIAM WALKER, Esq., appointed *Secretary*.

"J. J. Wilkes, Esq., moves—seconded by H. Moyle, Esq.—

"That the Stockholders are satisfied with the correctness of the Accounts; but would have preferred to have the *Annual* Accounts laid before them, that they might be enabled to form a comparative idea of the receipts and expenses of successive years.—Carried.

(Signed)

"D. THOMPSON, *Chairman*."

"G. R. N. Co's Office, 4th May, 1841."

The Directors deem it unnecessary to recapitulate the embarrassments, against which they have had to struggle, since the commencement of this Work, or the difficulties with which they have had to contend, in its construction. From the unsettled state of the province, since 1837, and the unexampled depression which has existed, it was deemed neither prudent or just to the Six Nations Indians, (who hold three-fourths of the Stock,) or the private Shareholders, to call in any more than was absolutely necessary to finish the Work as far up as Bunnell's Landing, within two miles of Brantford. Since their Report of last year, the towing path above Cayuga has been nearly finished; and with very trifling additional expense, the navigation will, in a few weeks, be unobstructed to that point.

The five Locks, all situated within a distance of nine miles, remain in the best condition, although five years have elapsed since they were completed; and with the exception of the sheeting of pine plank, in the chambers, which it will be necessary to remove when decayed, no other repairs will be required, to keep them in the most perfect preservation and order, for many years.

All the DAMS, except the uppermost, were originally constructed with aprons, made of round logs of about 16 feet in length, projecting about eight feet from the breast, on a level with low water; leaving a perpendicular fall of from five to six feet. The heavy body of water, occasioned by the spring and fall freshets, falling directly over the face of the dams, soon wore away the shelly rock which composes the bed of the river beneath, to a great depth, and caused a heavy re-action of the water, which impelled logs, timber, and whatever passed over, against the breast and foundation timbers, with great force—ultimately loosening the timbers, and the dams consequently settled. To obviate this defect in their original construction, it was found necessary to append substantial aprons to each. These are made of heavy piers of timber and stone, placed about 25 feet apart; on which heavy timbers are firmly secured, to receive the covering, which consists of six inch pine plank, of 16 feet in length, stretching across from the one to the other, and raised to within about a foot of the top of the dams, and decline to within two feet of the lower level—thus allowing the water to pass off, on an inclined plane, without any re-action, or chance of other injury.

The SIDE CUTS are found to be sufficiently deep, for the purposes of the navigation. The Guard Lock at Cut No. 1, having proved highly useful for the preservation, in high water, of the work below, it is in contemplation to

build a similar one at Cut No. 3, and to raise all the embankments two feet above high water mark. It is also designed to secure the entrance to the several Cuts, by piers placed in such a position as to make it sufficiently safe to enter with rafts and scows at any height of water. The dredging below each lock, was completed last fall; and it is believed there is now a sufficient depth for boats or scows, drawing three feet water, at any season of the year.

This communication extends the navigation of the Welland canal, sixty miles into the interior of the country, at an expense which, when compared to the magnitude of the Work, cannot but be considered trifling.

The Directors feel sensible, that the usefulness of this Navigation has been much retarded, for the want of free access from lake Erie, at Dunnville; neither will the advantages contemplated be fully realized, until it is extended to Brantford, which is situated in the centre of a thickly settled, well cultivated, and perhaps the finest wheat growing portion of Canada. There is, also, an extensive and highly productive country to the west—the resources of which will soon be brought into action, and will form no inconsiderable item in the transit on this and the Welland canal.

The Directors do not wish to hold out to the Stockholders, more sanguine anticipations of returns than the Work will warrant. They think it better merely to exhibit a statement of the Tolls collected each year, from 1836 to the close of 1840, and to state the other sources from which a return is now derived, and from which it may hereafter be expected, leaving the Stockholders to draw their own conclusions.

Tolls in 1836, amounted to	£252	0	3 $\frac{1}{2}$	
" 1837, "	266	16	11 $\frac{1}{2}$	Increase over last year, £14 16 2 $\frac{1}{2}$
" 1838, "	292	13	9 $\frac{1}{2}$	do. 25 16 10
" 1839, "	432	7	4	do. 139 13 6 $\frac{3}{4}$
" 1840, "	652	12	11 $\frac{1}{2}$	do. 220 5 7 $\frac{1}{2}$

From this statement it will be seen, that the Tolls of 1839 increased nearly 50 per cent. over 1838, and those of 1840, 50 per cent. over 1839; and it is estimated that the Tolls of the present year will increase in, at least, a corresponding ratio. Machinery, from which a revenue is derived, consists of—

18 Saws, - - - -	at	£12 10s.	£225 0
3 run of stone for Flouring, "		12 10s.	37 10
2 do. for grinding Plaster, "		12 10s.	25 0
2 Shingle Mills, - - "		6 5s.	12 10
Total, - - - - -			£300 0

The income this year, at the same progressive ratio, will equal £1,250 ; and in a few years the real value of this stock will be developed.

An application has been made, for a grant of all the lands between the canal and Grand river, below Brantford, to enable the Company to facilitate the completion of the cut. This land will be disposed of, for the interest of the Navigation Company, and three-fourths of the proceeds will revert to the Six Nations Indians, which will materially promote their interests ; and instead of conferring a favor, they will in fact receive a boon.

The Directors are happy to learn, that the Indian Chiefs have it in contemplation to surrender to the Crown, their unoccupied land, for actual settlement ; reserving to themselves a sufficient tract for their own cultivation. The Indians are at present reaping no advantage whatever from these lands ; while a fine and eligibly situated portion of the province is suffered to remain a wilderness. The Directors look forward to their speedy settlement, as a means greatly adding to the trade and value of the Navigation.

During the past season, a bed of excellent Plaster, or Gypsum, in addition to the beds already opened, was discovered, apparently of great extent, in the township of Cayuga ; and there is reason to believe inexhaustible beds of this most useful article, exist in the vicinity of this Improvement. This, together with the immense water power, valuable and extensive groves of timber, and productive soil, cannot fail to attract the attention of capitalists. Agriculturists, merchants, artizans and labourers, will find their industry and skill amply rewarded ; and we may indulge in the hope, after the completion of the Work, of soon seeing an active and thriving population, in place of the dreary scene which is at present witnessed on the banks of this splendid river.

Under the impression, that no further difficulty or delay will arise in the disposal of the debentures authorised by the Legislature, in 1836, the Directors recommend the immediate prosecution of this Work ; and to avoid delay until the debentures are obtained, it would be desirable to call in one or two instalments, in order that the Work may be placed under contract, at the earliest possible moment.

The Directors trust that the Welland Canal Company will no longer delay the construction of the Lock at Dunnville, commenced in 1836, and which they had every assurance, would long ere now have been completed. They have also a right to expect from them, the construction of a towing

path from Dunnville to Cayuga ; or aid to place a steam tug boat thereon, in place of this towing path, to render that part of the Work complete.

The natural connexion of those two Works, and the mutual interest which exists, and in which they are both equally concerned, to reduce the price of transportation to the lowest possible rates, induce the Board again earnestly to recommend the Provincial Government to purchase out the stock, on the same terms as were granted to the Welland canal Shareholders, and unite the Works under one control.

The Welland Canal, as well as this Company, must be aware, that their interests would be promoted by the establishment of early and regular communication between Brantford, Port Dalhousie, and Buffalo. It is understood, that a steam boat will ply daily, from Buffalo to Port Robinson, this season—from whence a packet boat will run to Dunnville ; and as soon as a steam tug boat is established from thence to Cayuga, (to which the Directors are induced to give every encouragement,) a number of individuals stand ready to complete this line of communication, by extending it thence to Bunnell's Landing. A regular line of boats or scows, from Port Dalhousie to Bunnell's, would soon find employment in the transit of all the merchandise destined for the consumption of the population west of Brantford.

The Board, in closing this Report, revert, with much satisfaction, to the zeal, industry and integrity of Mr. JACKSON, who has filled the situation of *Engineer, Treasurer and Secretary* of this Company, since its commencement.

By order of the Board,

WM. HAMILTON MERRITT, *Pres't. G. R. N. Co.*

Company's Office, Seneca, 4th May, 1841.

GRAND RIVER NAVIGATION COMPANY'S BALANCE SHEET,

DR.

From the commencement of the Works, in May, 1834, to 30th April, 1841.

CR.

To Stockholders—Balances at the debit of their Accounts proper, being default of payment of Instalments called in,			By Stockholders—Amounts at the credit of their Accounts, in Company, being 65 per cent. on 7,386 shares, and 100 per cent. on 200 shares,		
<i>Folio</i>	Balances due for Water Rents,	£394 16 5½	<i>Folio</i>	James Little,	£31,255 12 6
26	David Thompson,	974 4 7	60	James Little,	73 10 5½
92	John Donaldson,	12 18 1½	105	Bills Payable,	2,158 18 9½
99	Grand Island Company,	5 19 0	117	James Davis,	930 19 5
113	Sir A. N. McNab,	10 1 1½	134	Gore Bank,	500 0 0
102	Bills Receivable—James Little,	200 0 0	137	Alexander Mackenzie,	3 8 4½
111	Marcus Blair,	0 0 0½	138	Toll Account,	712 12 0½
119	Six Nations Indians,	8 4 11	139	Robert Stanton,	8 7 4
130	G. S. Tiffany,	60 17 6	140	C. A. Hagerman,	1 10 0
139	George P. Bull,	2 0 8	"	Warner Nellis,	12 10 0
134	John Jackson, Treasurer,	364 16 7	142	Water Rents,	1,528 12 2
203	Bills of Work, done under Contract, - £21,339 18 10¾		205	Sales and Rent of Land, surrendered by Trustees of the Six Nations, -	535 17 0½
"	do. under superinten- dence of Engineer, 5,421 15 6¼				
121	Roads and Bridges, do. 681 12 1½				
178	Towing Path, do. 1,951 19 5				
179	Dredging, do. 982 13 3½				
		30,377 19 3			
202	Lands and Damages, - - - - -	1,384 3 11½			
123	Interest and Discount, - - - - -	664 3 11			
151	Salaries, - - - - -	2,125 18 3			
204	Contingencies, - - - - -	934 3 11			
	Total, - - - - -	£37,721 18 1¼		Total, - - - - -	£37,721 18 1¼

Seneca, 30th April, 1841.

E. E.

P. G. BEATON, *Accountant.*