

Copy for Mr. William Allen

*Interpreter
Six Nations
Indian*

P 386.4

**GRAND RIVER
NAVIGATION COMPANY.**

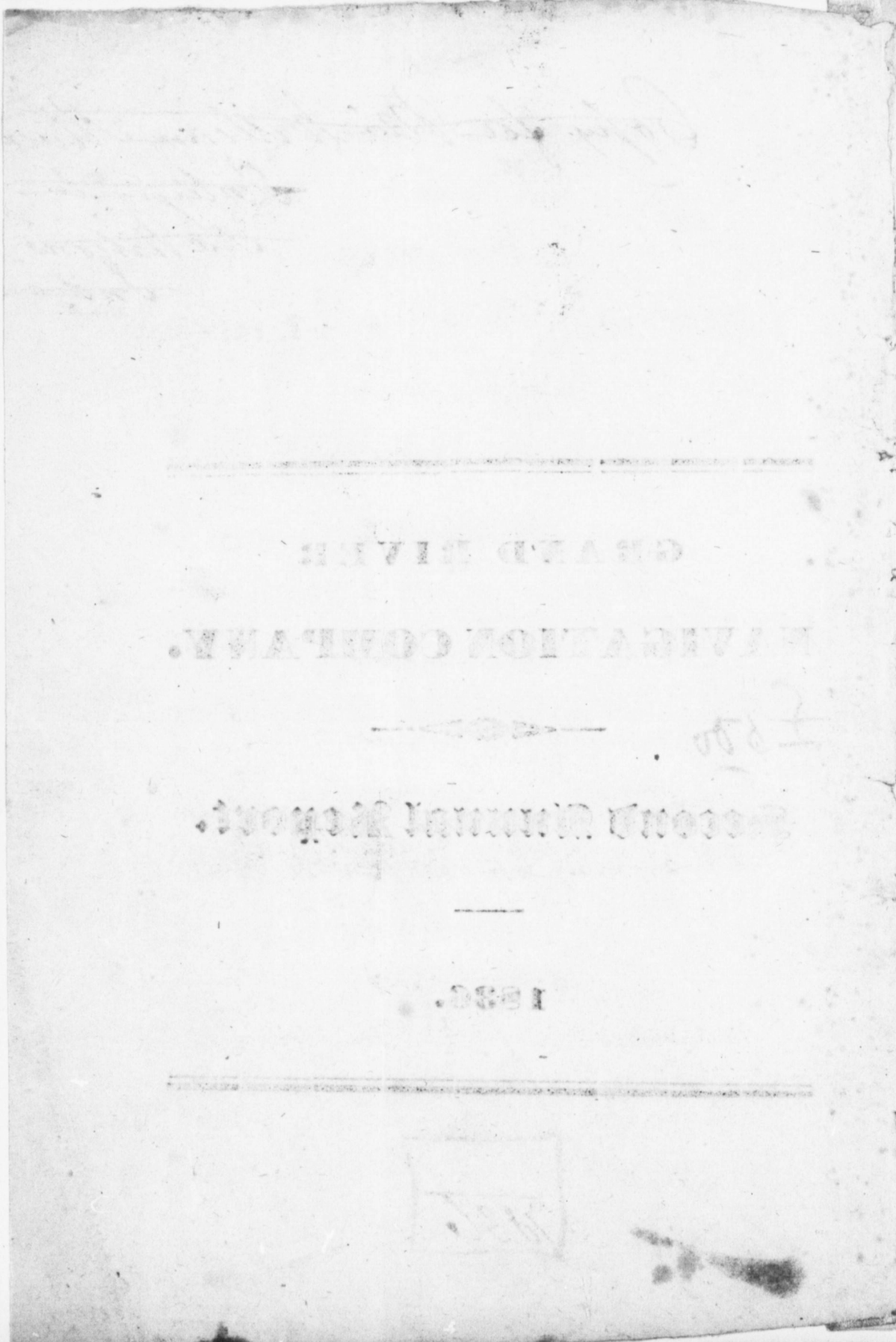
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Second Annual Report.

1836.

1836



GUARD RIVER

WATERGATE COMPANY



1881

Second Annual Report

1881



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SECOND

ANNUAL REPORT

OF THE

GRAND RIVER

NAVIGATION COMPANY.

TO WHICH IS ADDED THE

ENGINEER'S REPORT,

THE BYE-LAWS,

AND THE RATES OF TOLLS.

FEBRUARY 1, 1836.



BRANTFORD :

DAVID M. KEELER, PLAIN FANCY JOB PRINTER, SENTINEL PRESS.

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THE BOARD OF

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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.

For the satisfaction of the public at large, and more especially of those stockholders who, residing at a distance have no opportunity of personally examining the works; the directors beg to give the following rough sketch of the method which the Engineer has followed in their construction. The dams are constructed of rough pine logs, in two tiers, (exclusive of the covering) the lower of which is bolted to the rock; each tier being separated by a series of horizontal log sleepers, dovetailed, and connected in the strongest manner. The logs average in dimensions, 18 feet, by 20 inches; great care having been taken to select the soundest timber. The covering is of squared timber, 15 inches, by 12 inches; properly gravelled. The dams are all provided with very substantial aprons, and protected by strong abutments, and sheet piling.

The side cuts are sunk so as to give 4 1-2 feet of water, in the times of greatest drought. They have a cross area of 36 feet at bottom, and the banks ascend from thence to the top of the embankment, in an inclined angle of 45 degrees. The side cut No. 1, which is 3300 yards long, is furnished with a berme; as also the side cut No. 3, which is 726 yards long. The locks are 116 1-2 feet long, by 32 feet wide in the chamber. The flooring of two inch plank, is laid upon log sleepers 20 inches apart, the interstices being well and solidly filled with gravel, the walls are of solid masonry, grouted between every course; they are 9 feet wide at bottom, gradually diminishing to 5 feet at top; and strengthened at every interval of 18 feet, by solid counterforts 5 feet square. Behind these walls, the earth has been well puddled. The guards of the locks are 4 1-2 feet above the water line; and the heads are protected by sheet piling, and embankment. The inside of the chambers is lined with three inch plank.

These arrangements will open the navigation from Dunnville to Peter Green's which is two miles below the Town of Brantford; the river communication between which points, is about eight miles—owing to a detour of the stream called the Long Bend. The intervening ground however, offers very great facilities for the excavation of a side cut to connect these two points; by which the long bend of the River would be cut off. The propriety of commencing this excavation, will be taken into consideration early in the ensuing summer, and it is to be hoped that the enterprising inhabitants of Brantford will go hand in hand with the Company, in the execution of a work which will be of such vast advantage to their town. At the head of this projected Canal, the Company will be entitled to claim a sufficiency of land within the Town plot, for the formation of a basin, wharfs, and warehouses, and for the service of the great hydraulic power which may be there created.

NAVIGATION COMPANY.

The Directors have communicated with the Board of the Welland Canal Company, on the necessity which exists, (and which is amply set forth in the charter of that Company) for their opening without loss of time, a lock, at their great dam at Dunnville. The board of the Welland Canal Company have expressed their sense of the justice of this claim, and their wish to attend to it; and it is to be hoped that they will make such early arrangements respecting the necessary funds, as will enable them to commence and complete the work during the coming year. The opening of this Lock being a matter of such vast and vital interest to the Grand River Navigation Company the Directors will consider it their duty to insist on its being carried into effect; in the face of every impediment; and notwithstanding every obstacle. This Lock will open the River directly into Lake Erie, without the necessity which at present exists, of making a tedious voyage through the Feeder of the Welland Canal and its western branch—and when it comes into operation, it will be a subject of dispute, whether vessels passing it downwards from, or upwards to the River, are liable to a charge of tollage, under the terms of the charter of the Welland Canal Company—and perhaps the extent of the jurisdiction claimed by that Company upon the waters of the River, may also lead to differences of opinion; but the Directors feel a confident hope, that both these subjects will be settled between the companies in a friendly spirit, and on principles satisfactory, and equitable to both.

The differences which occurred between the Company and the Indian occupiers of the land claimed for its uses, have been happily brought to a termination. In the course of last summer, Mr. Carroll a Civil Engineer, was nominated by his Excellency the Lieutenant Governor and accepted by the Directors; for the purpose of examining the works, and reporting on the quantity of land necessary to give a full efficiency to the navigation, and to the hydraulic power. The quantities of land laid off by him, are as follows:—

At Lock No. 1.....(Indiana,).....	66.....	acres.
.... Dam No. 1.....	20 9-10....	
.... Dam No. 2.....(York,).....	10 3-10....	
.... Dam No. 3.....	62 6-10....	
.... Dam No. 4.....(Seneca,).....	135 6-10....	
.... Dam No. 5.....	36.....	
.... Towing Path.....	37.....	

Amounting in all to 368 4-10 acres. Owing to some official delay at Toronto the Crown deeds for these lands have not yet been received; but the necessary documents are in course of progress

GRAND RIVER

through the usual offices, and will ere long be finally sanctioned. The lands above mentioned, have been laid out by the Engineer in lots, in such a manner as to give the greatest possible advantages to the public, and to the company. Many of these lots and privileges have already been taken up, and it is to be expected that in the coming summer, they will be greatly in demand. The village lots have been divided into three classes, according to their contiguity to the work, or other natural advantages; and priced at £25, £15, and £10 respectively per 1.5 acre. The charge for water has been fixed at a certain price per cubic foot, according to the lift, amounting to £20 per annum for each saw, and £12-10 per annum for a single run of stones.

In the settlement of Indian claims, for lands occupied, destroyed or damaged by the company; the Directors have thought it expedient to assume a more liberal spirit, than was warranted by the arbitration of the 17th of October 1834. In this arbitration, the sales of compensation awarded to Indians, was far below the rates awarded to white persons for similar qualities of property, by the arbitration of the 19th of July 1832—on which latter arbitration the Company have acted, with regard to the property of the class specified. This difference of opinion, between the respective arbitrators, is merely noticed; but without any intention of impugning the motives, or questioning the validity of either. The Directors have come to the above conclusion, after a very mature deliberation. They think it but just, that similar value should be given, for similar qualities of property taken, without any distinction of nation or color; and they are also convinced, that the disbursement ordered in consequence (which is very trifling,) will be of essential benefit to the Company, in as much as it will have the effect of conciliating the Indians, who are the proprietors of three quarters of the stock, and also the occupiers of the land on the borders of the River; and will create a facility of transacting with them, any business which may arise in future, in either of those capacities.

The Directors have adopted the accompanying code of Bye-laws, for the internal government of the Company's affairs, in which they have endeavored to consult the interests of the public at large, as well as of the Company. They beg to call the attention of all whom it may concern to those Bye Laws, and also more particularly to the Table which follows them containing the rates of Tolls. These tolls have been fixed at the lowest rates which was possible, consistent with the obtaining of an adequate remuneration on the

Notice will be given, that an instalment of five per cent on the stock, will be called in on the first of April next; and it is not impossible that a further instalment of the same amount, may be required in the month of May, or June, following. This will finish the navigation to Peter Green's, and now that the most effective and important part of the works is drawing rapidly to a close, the Directors cannot forbear congratulating the Company, on the success which has throughout been attendant on their operations, up to this day, only 35 per cent on the stock has been called in; and should the two further instalments above alluded to, be wanted, it will only make 45 per cent, on the whole. This it is true, exceeds somewhat, the expense which was at first estimated— but the works have been constructed on a larger scale, and the Directors are warranted in asserting that the operations have been successful, when it is remembered that in two years they have been brought to a close, in the face of many, and great obstacles—and that, at a cost, which falls far short of any other provincial improvement, of a like magnitude, and importance. It is also to be anticipated from the durable, and substantial nature of the works—that the cost of wear and repairs, will be very trifling, for many years to come.

To encourage competition, and an early exertion to have vessels on the line of navigation—public notice was given in the month of June last, that a draw back would be allowed of tolls, on the undermentioned craft, as long as they continued to ply on the River, viz. The first Steamboat, of not less than 15 horse power—and the first two covered Barges, which shall cost not less than £250 each.

The number of saws at present in operation on the works, is four—the number applied for, and for which several of the frames are already erected, is nine, and one gang. There is at present working only one run of stoncs—but application has been made for two more, and also for a plaster mill. A shingle mill will be in operation, and a furnace is expected to be so.

The Directors feel a pride in acknowledging the great help, and facilities, which have been afforded them in the prosecution of the work, by His Excellency, Sir John Colborne.

Before closing this first portion of their report, which relates to the state of the Company's affairs—the board cannot forbear noticing with the most sincere regret, the untimely death of Mr. Jedediah Jackson—whose name was mentioned with commendation in the report of last year. This gentleman lost his life in the service of the Company, having been killed by the falling of a tree, whilst superintending the operations on Dam No. 5. His charac-

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

the Company's returns, will arise. Passing, therefore, in review the shores of that Lake, we perceive many rising and flourishing ports, we see manufactories, and towns, backed by a vast extent of productive country, and we also perceive two canals communicating directly with the Ocean. In fact when the projected improvements on the River St. Lawrence, shall have been completed, two routes will be opened to the Atlantic; by the St. Lawrence, and by the Erie Canal, and by either of these routes, goods might be shipped in Europe, and delivered in Brantford, with only two transshipments, and without having to undergo any land carriage whatever.

The imports through the line of the Grand River Navigation, will consist of merchandize, to supply the stores and villages, in and about Brantford, Iron ware from Long Point—salt, glass, pork, &c. from the American States. The exports will be very large, consisting of wheat, flour, agricultural produce, whiskey, shingles, Plaster of Paris in large quantities, Pine timber from above Brantford, Oak staves, and the whole of the manufactured timber, (beyond what is wanted for home consumption) from the several saw mills situated on the Company's works, and on the upper parts of the Grand River, and of its tributary streams, as far as they are navigable for rafts. Great advantages are secured to the proprietors of saw mills on the Company's works, by the late arrangements with regard to the pine timber, growing on the lands of the six Nations Indians. The government has appointed a resident Officer, whose duty it is to preserve that timber from depredations, and to dispose of it, under certain conditions, and at reasonable rates, to the proprietors of saw mills on the Company's works, for whose benefit and use, it is believed that it will be exclusively reserved. The quarries of Plaster of Paris on the banks of the River, are almost inexhaustible, and in many parts, yield a material of the very finest quality. There are also several salt springs on the Indian reserve, which have been surrendered to the Crown by the Indians, and which the officers of the Indian department have been instructed to lease on equitable, and liberal terms. The business of flouring for exportation, may be carried on with great advantage at any point of the Company's works, as wheat can be delivered at the mills at a moderate cost of transport, by the line of the navigation, and the flour can be conveyed to its destination, by the same means. The wheat can be procured in any quantity, from Lake Erie, or from Brantford, or from the country about Hamilton, by the projected rail road. Indeed the inducements which present themselves to manufacturers, and capi-

talists generally, are very flattering, and the above mentioned facts, are well worthy of the consideration of enterprising companies, and individuals.

It has been calculated that an inland route from Buffalo to the Michigan territories, via. the Grand River would save upwards of one hundred miles of distance, and it is highly probable that in two years from this time, that route will be a line of navigation, throughout.

The Directors have drawn up a rough estimate of the returns which may reasonably be expected from the navigation in the ensuing year, in doing which they have been guided partly by authentic facts, partly by a review of what has heretofore been done upon the River, and partly by collecting the best information and suggestions which they could promise; and the result is, that they feel an impression approaching to conviction that the returns will be sufficient to defray the current annual expenses, and probably also to allow a small dividend to be declared on the Capital stock, after the first year, the returns will of course go on increasing, in a continually augmenting ratio.

There is another circumstance to which it may be proper to allude, viz:—the impetus which in future years will be given to the trade of this section of country, by the annual distribution of the Revenue of the Six Nation Indians, the greater part of which, will be here expended. The population of the Six Nations is at present 2320 souls, and the distribution for this year, was at the rate of three dollars and a half a head, or £1972-0-0. But when the surrendered lands about Brantford, and the townships of Dunn and Cayuga, shall have been sold, (which may not unreasonably be expected to take place, in seven years from this date;) and when the returns on their stock in the Grand River Navigation Company, shall have reached a remunerating height; it is evident that the distribution will be greatly increased, and will amount to a very large sum of money—ANNUALLY. This continual, and increasing circulation of actual money, the facilities afforded by the mills, and by the water communication, which will cause an accumulation of capitalists, and other encouragements of a like nature, which will be given to trade, will redouble on themselves—so that persons engaging in business, may reasonably hope in the course of years, to reap that harvest of emolument which activity and enterprise every where deserves, and every where command, when skillfully directed.



The Directors hail with pleasure, the announcement of two collateral improvements, one of which, the Hamilton and Port Dover Rail Road, has been chartered—and the necessary preliminary arrangements actually made, for commencing the work. The interests of this Company, and of our own, are mutual; and the facilities of general intercourse created by either Company, will greatly benefit the other. A survey has also been made, to ascertain the practicability of uniting the Thames and the Grand River, by a line of boat navigation. The report of the Engineer was extremely favorable, and it is to be hoped that the individuals concerned will not allow trifling obstacles to prevent the completion of so beneficial an undertaking. It is to be expected that at no distant period, an improvement similar to that which is now going into operation on the Grand River, will also be carried into effect on the Thames, from London, to Lake St. Clair, whereby an inland water communication will be established, between Buffalo and Detroit.

Whilst zeal, and enterprise, are thus struggling to advance with equal pace in this province, whilst emigration is augmenting both its population and its resources, by a valuable portion of the wealth and intellect of Great Britain; and whilst the natural capabilities of the country, offer more favorable opportunities for their exertion, than can be boasted of by any other country under heaven, of similar extent; it is deeply to be lamented that a heavy and almost fatal clog is opposed to their progress, by a deficiency of the circulating medium; and a consequent difficulty in obtaining the funds, requisite, for the prosecution of great undertakings. Nor is it in the conducting of enterprises of magnitude alone, that this want is felt—on the farmer, the manufacturer, the trader, and the mechanic, by whose individual exertions, and individual prosperity alone, such great enterprises can be rendered productive, the same difficulty presses—opposing an almost insurmountable barrier, to their energy, and success. It is therefore ardently to be hoped that the Legislature of the Province will take early and efficient measures, for removing this great drawback, to the increasing prosperity of Upper Canada.

[Signed]. **JAMES WINNIETT, President.**

WILLIAM HAMILTON MERRITT,
ROBERT E. BURNS,
LLOYD RICHARDSON,
MARCUS BLAIR.

} **DIRECTORS.**

ENGINEER'S REPORT.

Office of the Grand River Navigation Company,
DECEMBER 31, 1835.

GENTLEMEN:—I beg leave most respectfully to report the state of the Works on the Grand River Improvement up to this date:—

SECTION No. 1.—The Towing-path from its commencement near Cayuga to Indiana is finished. A few yards of gravel and loose stones require removing from the bed of the River below Indiana, which can be done without difficulty in midsummer when the water is low. Lock No. 1, at Indiana is finished with the exception of planking above water, also hanging the Gates, which can be done in about a month, there are also about 100 yards of excavation below the Lock which can be done in the same time.

SECTION No. 2.—The inland cut from Indiana to Dam No. 1, is finished with the exception of a small bar at its head, which can be removed in a few days, thence to Davis' or Dam No. 2, requires about 100 yards rock excavation opposite Mc'Kenzie's Creek, which can be done at a small expense in midsummer, when the several dams on the navigation will require slash boards, from 12 to 15 inches wide. Lock No. 2 at Davis', is finished with the exception of hanging the gates, filling in the coping and sundry small matters, all of which can be done conveniently in a month. The embankment on Young's Island will require to be raised about a foot to make it safe and permanent. Davis' Dam requires an apron, which can be done at any time next summer without injury or impediment to the navigation.

SECTION No. 3.—This section is finished, including Lock No. 3 with the exception of a small bar at the head of Davis' Lock, a few loose stones, which require to be removed below Lock No. 3, and a few hundred yards of gravel required to finish Dam No. 3, which latter can be done to advantage on the ice this winter. I would beg to recommend the making of a slide on the Dam for the convenient and speedy passage down of rafts and of lumber, timber &c., this is required to supersede the necessity of passing down the cut at the place, and it can be done at any time without impediment to the navigation.

SECTION No. 4.—This section including Lock and dam No. 4, is finished, with the exception of a few yards of stone, which require to be removed a little below this Lock.

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 bappy 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.

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 reported.

ART. 5.—Any master or owner neglecting to make report, and to fulfil the above requisitions shall be subject to a fine of £5 for the first, and from £5 to £50 for each subsequent offence, at the discretion of the collector.

ART. 6.—Owners of Logs, Timber and Lumber designed to pass through any Lock, or over any Slide, shall have the same marked and rafted; and cribbed in lengths of not less than 80 feet.

ART. 7.—No person shall throw Logs or Timber into the river, and allow the pieces to float down singly, under penalty of five pounds for each offence.

ART. 8.—All Logs and Timber floating in the River not having the owners' mark thereon, shall be forfeited to the Company.

ART. 9.—All Rafts of Logs, Timber and Boards passing Seneca shall pass through the Lock at that place, and such as shall be found passing, attempting to pass, or having passed over the dam there, shall be subjected to a fine of from £5 to £50, at the discretion of the Collector for each offence.

ART. 10.—Every Steamboat, Raft, Craft or other vessel traversing the Navigation in the night time, shall carry a conspicuous light on the bow thereof, under a penalty of two pounds ten shillings for each offence; and all Boats, Rafts, Crafts, and other vessels passing up or down shall pass to the right; and for neglecting or refusing to do so, the person in charge shall be subjected to a fine of two pounds, beside any damage which may in consequence occur.

ART. 11.—All Boats, Rafts, Crafts, or other vessels shall lay by at least three chains from the entrance to a lock on the approach of any Steamboat, and every Raft of Logs, Timber or Lumber shall lay by in like manner, on the approach of any Barge or Boat, and either for neglecting or refusing to do so the person in charge shall be liable to a fine of two pounds ten shillings for each offence.

ART. 12.—No person or persons shall open or attempt to open any Lock without the permission of the Lock tender in charge, under a penalty of two pounds ten shillings for each offence.

ART. 13.—All Boats, Rafts, Crafts and other vessels offending in any of the aforesaid cases, shall be detained until the fine or penalty be paid, or secured, and if the same be not paid or secured to be paid within one month after the commission of the offence, the property seized shall be sold at public auction to pay the same.

ART. 14.—All Mill owners taking water in flumes or races from the head of any Locks to their mills, shall have the same so guarded (by properly affixing racks or piers for that purpose) as not to interrupt the free passage of vessels, rafts &c. to and from the Locks, and no person shall be allowed to draw down the water past the head of any Lock in such a current as will interrupt the free passage, to and from the Locks, and all tail races where water is discharged into the River at the foot of the Locks shall be so constructed as not to interrupt or interfere with the free passage to and from the Locks, and the Engineer of the Company or other officer appointed by the Board, shall stop all mills the flumes or races of which shall be so constructed.

ART. 15.—No slabs or rubbish shall be thrown into the river from any mill or from the banks of the River under a penalty of from £2-10 to £10-0-0 for each offence.

ART. 16.—All fines and penalties levied under any of the foregoing laws shall be paid into the treasurer as other monies collected for the benefit of the Company.

ART. 17.—No person owning or occupying hydraulic power or directly interested in the transport business on the navigation, shall be eligible to the situation of Collector, Lock tender or agent, to the Company.

ART. 18.—No Bye Laws shall be made to reduce or increase the rates of Toll, or to affect the rents of water power on the navigation, without one month's previous notice being given to each member of the Board; and further no Bye Laws affecting the rates or rents shall be made at any Board when a majority of them may have any direct personal interest therein, beyond the amount of their stock.

ART. 19.—No Director or retiring Director having performed any extraordinary services for the Company, shall be remunerated therefore by any grants of mill power, village lots, wharfs or other of the real property of the Company, either directly or indirectly. Nor shall any remuneration be made for extra services, to a Director in money, except with the consent and sanction of a special court of proprietors to be called for that purpose, of which one month's previous notice shall be given.

By order of the Board
 JAMES LITTLE.
 Sec'y, G. R. N. C.

RATES OF TOLLS

OF THE GRAND RIVER NAVIGATION COMPANY.

	£	s.	d.
Flour, per barrel, (throughout).....	0	0	2
Do.....from Mills on the Works.....	0	1	
Perk per barrel			3
Whiskey and Beer per do.....			3
Ashes per do.....			6
Salt per do			2
Wheat, per standard bushel.....	0	1	2
Potatoes, Turnips, &c. per do.....			1
Pig Iron, Stone, Plaster of Paris, &c. per ton.....	1	3	
Castings, per ton.....	2	6	
Merchandize, per do.....	2	6	
Horses, Cattle, each.....			6
Sheep, Hogs, each.....			3
Firkins, Small Casks, Packages, each			1
Steamboats	5	0	
Barges, Scows, Boats.	2	6	
Canoes.....			6
Each passenger			2
Square Pine Timber, per 1000 cubic feet.....	15	0	
Oak Logs, Square Oak Timber. per do	1	5	0
Pine, Logs, per standard (or 16 feet x 20 in) throughout.....			3
Do.....do.....to Mills on the Works.....			1 1/2
Boards, per 1000 feet, one inch, throughout.....			1-3
Do.....do.....from Mills on the Works			7 1/2
Pipe Staves, per 1000 standard.....	15	0	
West India do.....do	5	0	
Lime per 100 bushels	2	6	
Charcoal, per do			1-3
Fire Wood, per cord			2
Shingles, per 1000.....			3

Any Canoe with a cargo, using the Navigation for domestic or agricultural purposes, shall pass free of Tolls—but the cargo shall be subject to the above rates.

By order of the Board,

JAMES LITTLE,
Sec'y. G. R. N-Co,

Seneca, December 31, 1835.

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