

the velocity of the current is not to exceed from three to four miles per hour, but should she fail from any cause to proceed up the river to the lake—the current being swifter than the speed of the vessel, she can be steered when head to the current and have no difficulty in keeping in it. Then, too, she has good anchorage at any point above Bird Island pier, and this would afford a safeguard in any emergency.

It is also urged, that at the proposed site of this bridge a heavy sea rolls in severe gales.

The undersigned would reply that below the upper reef there is very little sea, and there is *good anchorage* about three-fourths of a mile above the proposed site of this bridge, in the British channel where vessels have laid at anchorage in all weather. Indeed *this was the harbor of Fort Erie*, where the British vessels shipped and re-shipped all goods, merchandize and products prior to the construction of Welland canal. There seems to be a disposition on the part of the opposers of the project of bridging this river—to underrate and prejudice the interests of Buffalo harbor proper, and to create the impression that it is a terror to the navigators of our inland seas, while on the other hand they magnify and extol the capacity, safety and constant use of the Niagara river as the only sure haven of our Lake Marine.

The undersigned would state, that in thirty years experience, he has in one solitary instance, having had his canvass stripped by the wind, deemed it safer to run down the river than to attempt to make the Buffalo harbor.

It is also said that our harbor at Buffalo, which is now of sufficient capacity to moor the tonnage of our lakes, and which has cost so much of both public and individual means is fast filling up, and will soon require to be abandoned. It is only necessary to say that all artificial harbors require to be dredged occasionally, and this is beyond a question true of Buffalo harbor, and is not by any means a serious objection, and it is a fact that every navigator of the lakes is fully convinced of, that Buffalo harbor is not only as accessible, but as commodious as the majority of harbors on our lakes.

It is also objected, to constructing a bridge across this river, on the account of vessels passing down the stream in the night. In reply the undersigned would state that it is rarely ever that