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fourths to one mile; which, when constructed will be of great service, and will render what is now a very difficult and almost unavailable navigation vastly improved by this work; having as I am informed but a single lock of about four and a half feet lift. This work when done must entirely remove all objection now urged by the opponents of this project, as the navigation in this case would not be obstructed but improved. Niagara river is not in any sense, either now or has it within my knowledge ever been, the harbor for the commerce of the lakes or used at all for that purpose at the city of Buffalo; nor is it true as is represented by the opponents of this project that Buffalo harbor is a terror to the mariners upon the western lakes. Buffalo harbor is as accessible, as commodious, as easy of entrance in any and all weather as the majority of harbors on our lakes. Niagara river can never be made available as a harbor for the commerce of the city of Buffalo in my judgment, as the velocity of the current would entirely forbid the use of its waters for such a purpose. The navigation of the river, and the commerce upon its waters was not the last season or two of any great amount or importance, mostly confined to wood and rafts towed up and down by steam tugs. Upon this whole subject I am of the opinion that this proposed bridge built with suitable draws would not injure materially, or prejudice the interests of parties interested in the limited navigation of the river, and that the commerce that would cross this bridge when built would vastly exceed in amount, that which would pass along the waters of the river, and therefore the project should have a favorable consideration at the hands of the Legislature.

ALBANY, *April 4, 1857.*

A. D. PERKINS,

Subscribed and sworn to this 4th }  
 day of April 1857, before me, }

S. WAKEMAN, *Chairman of the Standing Committee on commerce and Navigation.*

STATE OF NEW-YORK, }  
 City of Buffalo, } ss:

Affidavit of Capt. Wm. Moore, for twenty years engaged as a navigator of the lakes, and for five years engaged as an agent for the business of Marine Insurance.

William Moore being duly sworn, deposes and says: I have been acquainted with the navigation of the lakes for the last twenty