

below, the current increases to six and a half miles per hour; from thence it decreases to the foot of Squaw island, where the current is again about three miles per hour, which is about two and a half miles below Bird island pier and reef. I am confident that the placing of a draw at the point indicated would greatly improve the navigation of the river in the day or night time and during all weather. The fact that the piers on either side of the draw with lights, would so palpably mark the main and only channel now existing at that point, that it would be more safe to run up or down the river by day or night, in fair or foul weather than it now is.

For the last three years I have been acting as *secretary of the board of lake underwriters*, and am now acting in that capacity.

D. P. DOBBINS.

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

F. P. STEVENS, *Mayor of Buffalo.*

I, A. D. Perkins, of the city of Buffalo, county of Erie, State of New-York, do depose and make the following statement: I have been for the last seventeen years engaged as a navigator of the western lakes and Niagara river; in that time I have had command of steamers Anthony Wayne, Southerner, Alabama, Baltic, Southern Michigan and Western Metropolis; I have heard and am familiar with the proposed project of bridging the Niagara river, at some point from the city of Buffalo, to the Canada shore. From my experience in navigation, these waters, from my knowledge of the current and channel of the Niagara river, from the location, fitness and capacity of the harbor at Buffalo, and the facility and ease of entering such harbor in calm or in a storm; I am fully satisfied that the said bridge constructed as is proposed with suitable draws, would not materially impede or obstruct the navigation of said river; but on the other hand the lights to be placed upon both ends of such draws as is proposed in the bill, would in my judgment aid the Mariner, and assist him in piloting his way down this difficult channel; (should he, as is rarely if ever the case,) be under the necessity of running down the river in the night time. I have never known a vessel or steamboat to run down this river in the night for the purpose of making a harbor. I have heard of a project to construct a ship canal from a point just below Fort Erie on the Canada shore, from deep water to and past the rapids for a distance of three-