

a fair wind and pleasant weather, without a fair wind it is unsafe to enter the river on account of the rapidity of the current and the dangerous reefs and rocks. If a bridge should be built at any point between Horse Shoe reef and Squaw Island with a suitable draw of one hundred and seventy-five or two hundred feet wide over the main channel, with lights upon each end of the draw it would not increase the dangers or impede the navigation of the stream, or make it less useful as a place of refuge, but on the contrary I believe it would add to its facilities of navigation and improve its usefulness as a place of refuge, by guiding vessels through a safe channel.

F. P. BILLINGS.

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

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

Capt. D. P. Dobbin's statement; twenty years engaged in navigation of the lakes, and now engaged in marine insurance.

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

David P. Dobbins, being duly sworn, deposes and says : I have been acquainted with the navigation of the lakes for the last twenty-five years, twenty of which I acted in the capacities of sailor, mate and commander of sail and steam vessels, and run from Buffalo to Chicago and the intermediate ports, as well as to the ports on Lake Ontario. I am well acquainted with the navigation of the Niagara river from Lake Erie down ; I have never while sailing a vessel, or upon a sail vessel as seaman or mate, run down Niagara river as a place of safety in a stress of weather; I never considered it as safe a place of refuge in bad weather as Buffalo harbor. If a bridge was built across from Bird island pier and reef to Lime Kiln flat, which is in nearly a direct line across the river from that point at the head of the rapids, with a draw of one hundred and seventy-five or two hundred feet wide over the main channel, with suitable lights at each end, it would in no possible way impede the navigation of the river; at that point the channel is narrowest, and a vessel running up or down would not vary more than one hundred feet from the centre of that channel either way, on account of the depth of the water, whether the bridge is there or not. The current at this point does not exceed three miles per hour ; it is above all the rapids; they commence immediately below this point, and increase in rapidity until about half a mile