

between Squaw Island and the Lake is probably no where less than five miles per hour ; that the bottom is rock, either smooth or shelving down stream, so that vessels coming off the Lake with a gale or fresh breeze of wind could not anchor, nor with any prospect of safety pass a draw in that current, and would be equally unsafe with light and baffling winds, in which they lose their steerage way and frequently float down the river sideways. The river leaves the lake nearly at right angles to its general course, and to the course of the strong winds down the lake. Vessels coming down the river, as they frequently do for safety, get out of the influence of these winds soon after passing the upper ferry, and have good anchorage before they get to the foot of Squaw Island, so that they can safely come to anchor, and with much more safety pass a draw in a bridge located below that point. They further state that extensive mills and manufacturing establishments are situated upon and near Black Rock harbor, and that these will be greatly extended and increased. That a ship lock has been constructed in the draw between Squaw Island and the main shore, so that vessels can pass from the river around the foot of Squaw Island and approach most of the mills and factories ; and that any bridge or interruption to the navigation will most seriously damage their business and their interests. Therefore, their prayer is, that if a grant shall be given for a bridge across Niagara river, it shall be located below Squaw Island, from which point there can be the best and only practicable connection by railroad to all parts of the city of Buffalo.

Several citizens of Orleans county and vicinity remonstrate against bridging Niagara river at or near Black Rock or Fort Erie, that shall interfere in the least with free navigation from Lake Erie into and out of the river. An immense lake commerce has grown up since the construction of the Erie canal, which has exceeded the estimates of the ablest commercial men and has received the fostering care of the general and State Governments. Large expenditures have been made at the city of Buffalo in the construction of piers, light houses, sea walls, &c., to protect and shelter the great and growing trade and com-