

## **MS Niagara Falls Suspension Bridge papers**

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**Title:** Niagara Falls Suspension Bridge papers

**Dates:** 1846 - 1937 (bulk 1847 - 1897)

**Extent:** 6 boxes and items (1.5 metres)

### **Administrative History/Biographical Sketch**

#### **The Niagara Falls Suspension Bridge Company and the Niagara Falls International Bridge Company, 1847 - 1897**

In the early 1840s, US-born, Canadian politician, transportation pioneer and entrepreneur, William Hamilton Merritt (b. 1793 - d. 1862), envisioned building a bridge across the Niagara Gorge. Merritt argued that a bridge connecting Canada to the United States at this location would encourage and increase bi-national trade, industry, travel and tourism between the two countries. In 1846, Merritt began campaigning for the project, and secured both support and finances from like-minded entrepreneurs and investors. During the same year, Merritt obtained legal permission from both Canadian and United States governments to begin construction of what would become the world's first bi-level railway and passenger suspension bridge.

As the bridge would extend from the United States to the Canada-West division of the United Province of Canada (present-day Southern Ontario), two companies were formed to share ownership of the bridge: the Niagara Falls Suspension Bridge Company (Canada) and the Niagara Falls International Bridge Company (US). Representatives were chosen from both sides of the border to support the collaborative venture, and in 1847, a joint Committee of Directors was created to oversee the construction and early administration of the bridge. In 1855, the Joint Committee was restructured, and nine remaining Directors (eight Canadian representatives, one US) formed the Niagara Falls Suspension Bridge Joint Board of Directors. This year also saw the Niagara Falls Suspension Bridge Company become a chartered entity.

In 1867, the Board of Directors revised their charter, and five Directors remained on the Board. While the membership changed throughout the lifespan of the Suspension Bridge, the Board of Directors controlled all aspects of its operations until its closure in 1897. With plans to construct a new bridge underway, the Niagara Falls Suspension Bridge Company dissolved and reemerged as the Niagara Railway Arch Bridge Company. The Niagara Railway Arch Bridge Company dismantled the Suspension Bridge, and erected the Steel Arch Bridge (later known as the Whirlpool Rapids Bridge) in its place. On August 27, 1897, the Steel Arch Bridge opened to the public at the former site of the Suspension Bridge.

#### **The Niagara Falls Suspension Bridge**

In 1847, William Hamilton Merritt and fellow Joint Committee Directors called upon the engineering community to submit architectural design proposals for a suspension bridge to be built across the Niagara River. In response, civil engineers Charles Ellet, Jr., Samuel Keefer, John Augustus Roebling, and Edward Wellman Serrell submitted design plans to the Joint Committee. Perhaps the most ambitious of these was the design put forth by German-born civil engineer, John Augustus Roebling (b. 1806 - d. 1869). Roebling's innovative proposal was for a double-deck wire cable suspension bridge; the top level intended for railway cars, while the bottom deck would support pedestrian and carriage traffic. Roebling's design was met with both criticism and

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skepticism as would-be investors, civil engineers, railway companies, and the general public questioned the safety of a railway suspension bridge. After some deliberation, Roebling's design was rejected, as were those submitted by Serrell and Keefer. In November of 1847, the Joint Committee named Charles Ellet, Jr. as chief engineer, and construction of Ellet's single-level suspension bridge began.

The area directly above the Whirlpool Rapids -- between present-day Niagara Falls, Ontario (prev. Settlement / Village of Elgin, later Clifton) and present-day Niagara Falls, New York (prev. Village of Bellevue) -- was chosen for the location of the bridge. The initial cable line for the suspension bridge was laid by the young Homan Walsh, an American boy whose kite successfully crossed the gorge and landed during a kite-flying contest devised by Ellet. The kite string served as the bridge's first connection from Canada to the US, and was used to guide rope and cabling 240 metres (800 feet) across the river. With the line in place, Ellet successfully constructed a 232 metre (762 foot) suspension footbridge. The footbridge was restricted to pedestrian and carriage traffic. Ellet's single-level bridge opened in August 1848. Three months later, Ellet left the project following legal and financial disputes with the Joint Committee of Directors.

In 1851, the Board returned to John A. Roebling's original design, and commissioned Roebling to takeover the project. Using Ellet's footbridge as scaffolding, Roebling began to build his bi-level bridge in September 1852. In 1854, the lower deck of the Niagara Falls Suspension Bridge opened for pedestrian and carriage traffic. The upper deck opened to railway cars in March of the following year. Roebling's double-deck Suspension Bridge underwent a series of renovation and reconstruction projects during its lifespan: the upper floor of the bridge was renewed in 1873; the broad gauge / third rail was removed between 1879 and 1880; and original wooden materials had been replaced by steel and iron reinforcements by 1886. The steel and iron renovated bridge was much stronger, and was capable of bearing a heavier load over the next twenty years. Chief Engineer Leffert Lefferts Buck was responsible for the Bridge's maintenance and supervised reconstruction during this third phase of the Niagara Falls Suspension Bridge (1877 - 1886).

Throughout its forty-two years of service, the Niagara Falls Suspension Bridge carried passengers and cargo that travelled over three different railway company lines, namely the Great Western Railway of Canada, the New York Central Railroad, and the New York and Erie Railroad. As William Hamilton Merritt had once predicted, the Suspension Bridge greatly improved trade and tourism between the United States and Canada, and was an architectural spectacle in and of itself. The bridge also encouraged settlement and boosted local economies, as cities and towns began to develop around its gates. Prior to the American Civil War, the Niagara Falls Suspension Bridge was also an important site within the Underground Railroad network, as many slaves used it as a route to freedom from the United States to Canada.

While it had remained structurally sound throughout its years of use, newer railway and train technologies, increased traffic, and a steady rise in locomotive weight challenged the stability of the bridge; soon it would be unable to carry the load of the heavier, modern railway vehicles. In 1897, Leffert L. Buck was commissioned to build an arch bridge to replace it. The new bridge was built at the site of the Niagara Falls Suspension Bridge, and it remained open and operational during the construction of the Steel Arch Bridge. The Suspension Bridge was fully dismantled upon the completion of the Steel Arch Bridge. Built to endure a new century of technology and

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transport, the Steel Arch Bridge (later renamed the Whirlpool Rapids Bridge) officially opened on August 27, 1897.

### **Historical Timeline**

- 1847            Samuel Keefer, Edward Serrell, Charles Ellet, Jr., and John Augustus Roebling submit original proposals to the Niagara Falls Suspension Bridge and Niagara Falls International Bridge Companies to build bridges across the Niagara Gorge.  
                  Charles Ellet, Jr. is hired by bridge companies' Joint Committee of Directors to build suspension footbridge.
- 1848            Ellet's footbridge opens to pedestrians.  
                  Financial dispute erupts between Ellet and Joint Committee; Ellet leaves project.
- 1851            Joint Committee Directors return to John Roebling's original design and commission Roebling to build phase two of the suspension bridge
- 1852            Construction of Roebling's Niagara Falls Suspension bridge begins.
- 1854            Two workers die during construction after scaffolding collapses.
- 1855            Roebling's Niagara Falls Suspension Bridge opens to pedestrians and trains.  
                  Niagara Falls Suspension Bridge Company is chartered.
- 1857 - 1859    Various disputes, including tickets / fair collection issues involve Board of Directors / Joint Committee members, investors, and railroad representatives.
- 1862            Charles Ellet, Jr. dies in Cairo, Illinois from gunshot wound received during the Battle of Memphis in the American Civil War.  
                  William Hamilton Merritt dies aboard ship near Cornwall, Ontario.
- 1867            Niagara Falls Suspension Bridge Company Joint Board of Directors revises charter.
- 1869            John Augustus Roebling dies of tetanus in Brooklyn, New York.
- 1873            Upper floor of Niagara Falls Suspension Bridge renewed.
- 1877 - 1880    Niagara Falls Suspension Bridge renewal; removal of broad gauge rail.  
                  Chief engineer Leffert L. (Lefferts) Buck supervises bridge renovations.
- 1882 - 1883    Cornelius Vanderbilt of the Michigan Central Railroad Company commissions building an alternate bridge to circumvent the Michigan Central Railroad Company from having to pay tariffs for its trains. Vanderbilt forms Niagara River Bridge Company and commissions Charles C. Schneider (Chief Engineer, Central Bridge Works Company, Buffalo, NY) and Edmund Hayes (Engineer, Central Bridge Works) to build a steel cantilever bridge across the Niagara Gorge.  
                  Following eight months' construction, the Michigan Central Railway Cantilever Bridge (also known as the Niagara Cantilever Bridge) opens in December 1883.
- 1886            Original wooden structures of Niagara Falls Suspension Bridge are replaced with steel and iron fixtures.
- 1889            Niagara Falls Suspension Bridge undergoes further renewal.  
                  G. M. Harrington is named superintendent.  
                  Unnamed worker dies during construction, his body was never recovered.
- 1893 - 1897    New York, Lake Erie and Western Railroad Company files for bankruptcy; the Erie Railroad Company is formed in 1897.
- 1896            Leffert L. Buck submits proposal to the Niagara Suspension Bridge Company

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Board of Directors to build a steel arch bridge to replace the Niagara Falls Suspension Bridge. Proposal is accepted and construction begins on Lower Steel Arch Bridge.

1897 Niagara Falls Suspension Bridge closes and is dismantled.  
Lower Steel Arch Bridge (later named Whirlpool Rapids Bridge) opens.  
The Niagara Falls Suspension Bridge Company dissolves and reforms as the Niagara Railway Arch Bridge Company.

### **Scope and Content**

The Niagara Falls Suspension Bridge fonds consists primarily of textual records that document the developmental phases and operation of the Niagara Falls Suspension Bridge, and the administrative activities of the Niagara Falls Suspension Bridge Company and the Niagara Falls International Bridge Company Joint Board of Directors. As these records document the lifespan of the Niagara Falls Suspension Bridge from conception to destruction, they also show the operational progress and administrative history of the conjoined bridge company and Board of Directors. Included is a large collection of handwritten letters and early telegram correspondence authored by and addressed to various members of the Joint Board of Directors, engineers, attorneys, and representatives from the Great Western Railroad Company and the New York, Lake Erie, and Western Railroad Company. Of note is the glut of professional correspondence between William Hamilton Merritt, Charles Brydges, William Swan, and various engineers involved with the concept, construction, and renewals of the Niagara Falls Suspension Bridge, including Charles Ellet, Jr., Samuel Keefer, John Augustus Roebling, and Leffert Lefferts Buck.

The fonds also includes textual records that document financial and business transactions between the conjoined bridge company, engineers, and merchants. Many of the latter bear historical company letterheads and insignia, including those of the Detroit Bridge and Ironworks Co., the Hamilton Bridge and Tool Company, the First National Bank of Albion (NY), and the Grand Trunk and Great Western Railroads. Further records document the internal administration of the conjoined bridge company and the interactions of the Board of Directors and executives, including internal financial records, engineering drafts, and executive meeting reports.

In the interest of provenance, a small amount of ephemeral material, including photographs, postcards, stamps, and miscellaneous correspondence addressed to Glenn C. Way of 1631 Niagara Avenue, Niagara Falls, New York (1902 - 1917), Charles H. Stringer (Clifton Hotel Accountant) of 1259 Heywood Avenue, Niagara Falls, Ontario, and c/o the Clifton Hotel (1902 - 1931) is also maintained within the fonds.

### **Arrangement**

The fonds is largely comprised of the textual records of the Niagara Falls Suspension Bridge Company and the Niagara Falls International Bridge Company during the years 1848 - 1897. The majority of these records have been organized into the following series: Correspondence; Administrative and General Operations Records; Payroll Documents; Financial Records and Receipts. Other miscellaneous and ephemeral documents (1896 - 1938) which do not fall under the scope of these series are filed chronologically in Box 4. Additional oversize items may be found in OVS Boxes 5 and 6.

#### **CORRESPONDENCE**

Dates: 1848 - 1911 [bulk 1848 - 1877]

Scope and Content: Series consists of textual records of business and personal correspondence between Niagara Falls Suspension Bridge Company / Niagara Falls International Bridge Company representatives, directors, engineers, and various parties.

Title source: Title based on contents of the series.

#### **ADMINISTRATIVE AND GENERAL OPERATIONS RECORDS**

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Dates: 1837 - 1899

Scope and Content: Series includes textual records of Board of Directors' Meeting notes, Dividend Payment Order requests and other administrative records of the Niagara Falls Suspension Bridge and Niagara Falls International Bridge companies.

Title source: Title based on contents of the series.

**PAYROLL DOCUMENTS**

Dates: 1852 - 1913

Scope and Content: Series consists of textual records relating to and including employee payroll documents of the Niagara Falls International and Suspension Bridge Companies; the Suspension Bridge Company (1852 - 1886), and the Niagara Railway Arch Bridge Company (1913).

Title source: Title based on contents of the series.

**FINANCIAL RECORDS AND RECEIPTS**

Dates: 1847 - 1913.

Scope and Content: Series consists of textual records relating to and including financial receipts, invoices, vouchers, and expense reports.

Title source: Title based on contents of the series.

**Notes**

The Niagara Falls Suspension Bridge has several names attributed to it. While it is most commonly known as the Niagara Falls Suspension Bridge, it is has also been referred to as the International Suspension Bridge (USA), the Railway Suspension Bridge, the Niagara Suspension Bridge, and simply, the Suspension Bridge. These names are used interchangeably throughout the records.

**Title source:** Title based on the contents of the fonds.

**Physical description note:** Includes 5 photographs, 2 broadsheet newspapers, 2 hardcover books, 1 architectural drawing, 1 technical drawing, 1 map.

**Finding aids:** Detailed finding aid and box list available.

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<b>Box 1</b> <b>178 items in 131</b> <b>folders</b>	<b>Correspondence, 1847 - 1911</b>  Consists of textual records -- primarily handwritten correspondence -- relating to the construction, development, finances, and ongoing operations of the Niagara Falls Suspension bridge.  Includes letters and correspondence between members of the Niagara Falls Bridge Company and Niagara Falls International Suspension Bridge Company Board of Directors, Engineers, Attorneys, Railroad Company Representatives and others. Includes numerous correspondence to and from: Charles John (C. J.) Brydges, James Buchanan, William Buchanan, Roswell (R. L.) Burrows, Lot Clark, Thomas Clarke, James Cummings, Charles Ellet, Jr., John Fisk, Jasper Gilkenson, Alexander Chetwood Hamilton (Attorney of Alfred W. Ellet), Robert Harris, Samuel Keefer, William Lowell, William Hamilton Merritt, James Oswald, John Augustus (J.A.) Roebling, William Serrell, Thomas Clark Street, William (W.G.) Swan, Alexis Ward, Alfred S. Warner, Joseph Woodruff and others.
Folder 1	Jasper Gilkenson, Secretary, Great Western Railroad Company, to James Buchanan, February 1847. Re: Railroad Bridge Crossing 1 ALS
Folder 2	Jasper Gilkenson, Secretary, Great Western Railroad Company, to James Buchanan, May 1847. Re: Resolution of the Great Western Railroad Company regarding the Eastern Terminal. 1 ALS
Folder 3	John A. Roebling to William Hamilton Merritt, July 1847. Re: Roebling's initial (rejected) proposal and cost estimate for building bi-level suspension bridge structure. 1 ALS
Folder 4	James Buchanan to William Hamilton Merritt, August 1847 1 ALS
Folder 5	William Serrell to William Hamilton Merritt, October 1847. Re: Niagara Falls Bridge construction plans. 1 ALS
Folder 6	William Serrell to William Hamilton Merritt, October 1847. 1 ALS

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Folder 7	James Cummings to President and Directors of the Suspension Bridge Company, November 1847. Re: Bridge proposal and releases of land. 1 ALS
Folder 8	William Serrell to William Hamilton Merritt, November 1847. Re: Bridge construction plans 1 ALS
Folder 9	Charles Ellet, Jr. to President and Managers of Niagara Falls Bridge Company, November 1847. 1 ALS
Folder 10	Samuel Keefer to the President and Directors of the Niagara Falls Suspension Bridge, November 1847. Re: Hiring of Charles Ellet, Jr. (rather than Keefer) as bridge engineer. 1 ALS
Folder 11	John A. Roebling to William Hamilton Merritt, November 1847, Re: Proposal to build suspension bridge across Niagara Falls. Incl. dismissal of Goat Island bridge proposal; construction estimate; Ellet's proposal. 1 ALS
Folder 12	Unidentified author to William Hamilton Merritt, December 1847. Re: Shares in bridge. 1 ALS
Folder 13	T. A. Haynor [?] to William Hamilton Merritt, December 1847. 1 ALS
Folder 14	William Serrell to William Hamilton Merritt, December 1847. Re: Bridge construction plans. Incl. copy of letter from Ellet, Jr. to E.W. Serrell (dated Nov. 28, 1847). 1 ALS
Folder 15	Willard Crafts to unidentified recipient, December 1847. 1 ALS
Folder 16	James Oswald to William Hamilton Merritt, December 1847. 1 ALS
Folder 17	Unidentified author to William Hamilton Merritt, December 1847. Incl. discussion of House of Representatives, Committee of Commerce (United States) and US / Canada commercial reciprocity. 1 ALS

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Folder 18	William Hamilton Merritt to unidentified recipient, February [1848]. Letter appears to be a drafted version; contains numerous alterations and strikes. Incl. mention of Ellet, Jr. contract; weight specifications estimated by Keefer; Board of directors election. 1 ALS
Folder 19	Charles Ellet, Jr. to William Hamilton Merritt, February 1848. Re: Bridge dispute btwn. Ellet, Jr. and Keefer. 1 ALS
Folder 20	Charles Ellet, Jr. to the Joint board of the Niagara Falls Bridge Companies, March 1848. Report of progress of work and expenses. 1 ALS
Folder 21	Modified contract with Charles Ellet, Jr. April 1848.
Folder 22	Charles Ellet, Jr. to joint Board of Directors, April 1848. 1 ALS
Folder 23	Charles Ellet, Jr. to joint Board of Directors, April 1848. Re: Cost estimates. 1 ALS
Folder 24	Charles Ellet, Jr. to joint Board of Directors, May 1848. Incl. itemized expenses invoice and request for payment. 1 ALS
Folder 25	Charles Ellet, Jr. to joint Board of Directors, June 1848. Re: Ellet's objection to joint Board of Directors resolution. 3 ALS
Folder 26	William Serrell to William Hamilton Merritt, June 1848. Incl. mention of Edward Wellman (E.W.) Serrell, civil engineer and son of William Serrell. 1 ALS
Folder 27	Charles Ellet, Jr. to joint Board of Directors, July 1848. 1 ALS
Folder 28	Charles Ellet, Jr. to joint Board of Directors, July 1848. 2 ALS
Folder 29	Copy of decision of the Supreme Court Re: Niagara Falls Suspension Bridge Company and Niagara Falls International Bridge Company vs. Charles Ellet, Jr. and others, August 1848. Signed John van Horn[?], September 1848. 1 ALS
Folder 30	Charles Ellet, Jr. to joint Board of Directors, September 1848. Re: Supreme Court. 1 ALS



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Folder 31	Alexander Chetwood Hamilton, Attorney of Alfred W. Ellet, to William Lowell and James Macklem [?], October 1848. Re: Assault and battery charge; wrongful imprisonment. 1 ALS
Folder 32	Unidentified author to Thomas Clark Street, December 1848. 1 ALS
Folder 33	Thomas Clark Street. Notes. Re: Stock and shareholdings of Ellet, Jr. December 1848. 1 ANS
Folder 34	Charles Ellet, Jr. to Alexander Chetwood Hamilton. Copy. December 1848. Re: Legal proceedings and agreement btwn. Ellet, Jr. and joint Board of Directors. 1 ALS
Folder 35	Jasper Gilkenson, Secretary, Great Western Railroad Company, to Niagara Falls Suspension Bridge Co., February 1852. Re: Bridge proposal 1 ALS
Folder 36	John A. Roebling to William Hamilton Merritt and Lot Clark, May 1852. Re: Cost estimates for suspension bridge construction. 1 ALS
Folder 37	Alexis Ward to William Hamilton Merritt, June 1852. Re: Great Western Railroad Co. and joint Board of Directors agreement. 1 ALS
Folder 38	John Fisk to Presidents of the Niagara Falls Suspension Bridge Co., June 28, 1852; December 1853. 2 ALS
Folder 39	Alexis Ward to William Buchanan, October 1852. 1 ALS
Folder 40	John A. Roebling to William Hamilton Merritt, November 1852. 1 ALS
Folder 41	Alexis Ward to William Buchanan, December 1852. 1 ALS
Folder 42	William Hamilton Merritt to William Buchanan, January 1853. 1 ALS

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Folder 43	Misc. correspondence btwn. Great Western Railroad Co. and William Buchanan, Secretary, Niagara Falls Suspension Bridge Co., February – November, 1853. 3 ALS
Folder 44	Pratt & Co. to William Buchanan, March 1853. 1 ALS (Telegraph)
Folder 45	John Clark, Chief Engineer, Great Western Railroad Co., to William Buchanan, March 1853. 1 ALS
Folder 46	Unidentified author to Fisher, April 1853. 1 ALS
Folder 47	Lutham & Gago to Suspension Bridge Co., January 1854. Re: Finances 1 ALS
Folder 48	C. J Brydges, Great Western Railroad Co., Great Western Railroad Co. to William Buchanan, February 1854. Re: Railcar accommodations. 1 ALS
Folder 49	Correspondence from Great Western Railroad Co. to various parties, February 1854 – April 1855. Re: Collection and ticket dispute audit. 10 ALS
Folder 50	Samuel Keefer to the Secretary of the Niagara Falls Suspension Bridge Co., June 1854 1 ALS
Folder 51	Samuel Keefer to the Secretary of the Niagara Falls International Bridge Co., September 1854. Letter composed on Grand Trunk Railway Stationary. 1 ALS
Folder 52	Personal Correspondence, “Dear brother and sister”; “Brother Thomas” [Thomas Street ?]. 1855. 1 ALS
Folder 53	Fisher to William Hamilton Merritt, January 1855. 1 ALS
Folder 54	C. J. Brydges, Great Western Railroad Co. to Fisher, January 1855. 1 ALS
Folder 55	Samuel Keefer to Fisher, January 1855. 1 ALS

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Folder 56	Custom House, District of Niagara to J. H. [?] Fisher, Secretary Suspension Bridge Co., March 1855. Re: Bridge construction 1 ALS
Folder 57	Fisher to Great Western Railroad Co., April 1855. Memorandum to Great Western Railroad Co. and Bridge Co. agreement. 1 ALS
Folder 58	Lot Clark to Fisher, June 1855. Bereavement notice; request to postpone joint board meeting. 1 ALS
Folder 59	C. J. Brydges, Great Western Railroad Co. to Fisher, July 1855. 1 ALS
Folder 60	Great Western Railroad Co. to Bridge Co. July – August 1855. 2 ALS
Folder 61	C. J. Brydges, Great Western Railroad Co. to William Hamilton Merritt. August 1855. 1 ALS
Folder 62	Personal correspondence. Silas Jones [?] to “Friend Thomas” [Thomas Street ?], May 1856. 1 ALS
Folder 63	John A. Roebling to unidentified recipient, March 1857. Signature and date added in pencil. 1 ALS
Folder 64	Lot Clark to William Hamilton Merritt, April 1857. 1 ALS
Folder 65	Robert Harris to William Hamilton Merritt, September 1857. 1 ALS
Folder 66	William Hamilton Merritt to unidentified recipient, October 1857. 1 ALS
Folder 67	Lot Clark to William Hamilton Merritt, January 1859. Re: Dispute btwn. Bridge Directors and C.J. Brydges, Great Western Railroad Co. 1 ALS
Folder 68	Lot Clark to William G. Swan. March 15 [year unknown]. Incl. mention of Roebling. 1 ALS
Folder 69	John A. Roebling to William G. Swan, January 1860. Re: Bridge upgrade and renovations. 1 ALS

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Folder 70	John A. Roebling to Directors of the Niagara Falls Suspension Bridge, January 1860. Re: Bridge upgrade and renovations. 1 ALS
Folder 71	Lot Clark to unidentified recipient, February 1861. 1 ALS
Folder 72	Copy of petition to erect a footbridge across the Niagara River, January 1862. Signed Lot Clark, Thomas Street, William G. Swan. 1 ALS and envelope
Folder 73	John A. Roebling to William G. Swan, January 1863. Re: Bridge structure and renovations. 1 ALS
Folder 74	Unidentified author to William G. Swan, April 1872. 1 ALS
Folder 75	Unidentified author to unidentified recipient, June 1874. 1 ALS
Folder 76	Unidentified author to Joseph Woodruff, Sheriff, January 1875. Montreal Telegraph Co. 1 ALS (Telegram)
Folder 77	S. Barker [?] to Joseph Woodruff, Sheriff, February 1875. Montreal Telegraph Co. 1 ALS (Telegram)
Folder 78	Joseph Woodruff to William G. Swan, April 1875. Montreal Telegraph Co. 1 ALS (Telegram)
Folder 79	W. H. Paine to William G. Swan, March – April 1877. Western Union Telegraph Co. 5 ALS (Telegrams)
Folder 80	F. Broughton to William G. Swan, March – April 1877. 6 ALS
Folder 81	William Augustus Roebling to William G. Swan, April 1877. Re: Recommendations for bridge renovation project engineers. 3 ALS
Folder 82	Thomas Clarke to W. H. Paine, April 1877. Re: Recommendations for bridge renovation project engineers. Incl. mention of Samuel Keefer, Sandford Fleming, and others. 1 ALS
Folder 83	[William G. Swan] to F. Broughton, April 1877. 1 AL
Folder 84	W. H. Paine to Thomas Clarke, April 1877. Re: Recommendations for bridge renovations project engineers. 1 ALS

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Folder 85	W. H. Paine to William G. Swan, April - September 1877. Re: Recommendations for bridge renovations project engineers. 5 ALS
Folder 86	William L. Baker to William G. Swan, April 1877. 1 ALS
Folder 87	Unidentified author to William G. Swan, May 1877. 1 ALS
Folder 88	Thomas Clarke to Richard Miller, July 1877. Letter composed on Phoenixville Bridge Works stationary. 1 ALS
Folder 89	William Augustus Roebling to joint Board of directors, September 1878. 1 ALS
Folder 90	Leffert L. Buck to William G. Swan, January - March 1879. Re: Bridge renovations 3 ALS
Folder 91	Clarke, Reeves & Co., Phoenixville Bridge Works of PA to Directors of Niagara Railroad Suspension Bridge, May 1879. 1 ALS
Folder 92	Unidentified author to Leffert L. Buck, May 1879. 1 ALS (Western Union Telegram)
Folder 93	Hamilton Bridge & Tool Co. to Leffert L. Buck and Niagara Railroad Suspension Bridge Board of Directors, May 1879. 1 ALS; 1 ANS
Folder 94	Leighton Bridge & Iron Works Co. to Niagara Railroad Suspension Bridge Board of Directors, May 1879. 1 ALS
Folder 95	Keystone Bridge Co. to Niagara Railroad Suspension Bridge Board of Directors. May 1879. Re: Construction proposal. 1 ALS
Folder 96	Willard S. Pope, President Detroit Bridge & Iron Works to Leffert L. Buck, May 1879. 1 ALS
Folder 97	F. Broughton, General Manager, Great Western Railway of Canada to William G. Swan, Supt. Niagara Falls International Bridge Co., June 1879. Re: Proposal to remove broad gauge rail. 1 ALS
Folder 98	Robert Harris, General Manager, New York, Lake Erie & Western Railroad Co., to F. Broughton, June 1879. Re: Proposal to remove broad gauge rail. 1 ALS

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Folder 99	Great Western Railway of Canada to William G. Swan. March 1879. Re: Proposal to remove broad gauge rail. 2 ALS
Folder 100	F. Broughton to William G. Swan, March 1880. 1 ALS
Folder 101	J. Hobson, Great Western Railway of Canada, to William G. Swan. September - October 1880. 2 ALS and 2 envelopes
Folder 102	F. Broughton to William G. Swan, [1880]. 1 ALS
Folder 103	Great Western Railway of Canada to William G. Swan, December 1880. Re: Interest payment 1 ALS and 1 envelope
Folder 104	Alfred S. Warner, President, First National Bank of Albion, to Roswell L. Burrows, August - September 1882. Letters composed on First National Bank of Albion stationary. 4 ALS
Folder 105	Alfred S. Warner to Roswell L. Burrows, December 1882. Letter composed of First National Bank of Albion stationary. 1 ALS
Folder 106	Alfred S. Warner to Roswell L. Burrows, July 1883. Re: Dividends. Letter composed of First National Bank of Albion stationary. 1 ALS
Folder 107	John Van Voorhis to William G. Swan, January 1886. 1 ANS (Western Union Telegram)
Folder 108	C. S. Fairchild, Acting Secretary, Treasury Dept., Washington, DC, to Collector of Customs, Suspension Bridge, August 1886. 1 ALS (copy)
Folder 109	William L. Baker, Superintendent and engineer, Detroit Bridge & Iron Works Co., to Leffert L. Buck, May 1887. Re: Cost of bridge materials. Letter composed on Detroit Bridge & Iron Works stationary. 1 TLS
Folder 110	Leffert L. Buck, Northern Pacific Railroad Co., to William G. Swan, June 1887. Re: Cost of bridge materials. 1 ALS
Folder 111	John Cunneen to Hon. Roswell L. Burrows, March 1888. Re: Van Voorhis vs. Suspension Bridge. 1 ALS

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Folder 112	John Cunneen to Hon. Roswell L. Burrows, September 1888. Re: Van Voorhis vs. Suspension Bridge. 1 ALS
Folder 113	John Cunneen to Hon. Roswell L. Burrows, September 1888. Re: Van Voorhis vs. Suspension Bridge. 1 ALS (Western Union Telegram)
Folder 114	George Wadsworth to Roswell L. Burrows, September 1888. Re: Van Voorhis vs. Suspension Bridge. Includes subpoena request. 1 ALS
Folder 115	John Cunneen to Hon. Roswell L. Burrows, September 1888. Re: Van Voorhis vs. Suspension Bridge. Includes subpoena documents (2): subpoenas 141; 142. 1 TLS; 2 subpoena documents
Folder 116	John Cunneen to Hon. Roswell L. Burrows, October 1888. Re: Van Voorhis vs. Suspension Bridge. 1 TLS
Folder 117	John Cunneen to Hon. Roswell L. Burrows, October 1888. Re: Van Voorhis vs. Suspension Bridge. 1 ALS
Folder 118	John Cunneen to Hon. Roswell L. Burrows, October 1888. Re: Van Voorhis vs. Suspension Bridge. 2 ALS (Western Unions Telegrams)
Folder 119	John Cunneen to Hon. Roswell L. Burrows, December 1888. Re: Van Voorhis vs. Suspension Bridge; confirmation of trial date. 1 TLS
Folder 120	George Wadsworth to Roswell L. Burrows, December 1888. Re: Van Voorhis vs. Suspension Bridge. Includes request for reimbursement of travel expenses. 1 ALS
Folder 121	Envelope addressed to R. L. Burrows, 244 Main Street, Buffalo, NY. "1886" written in pencil. Unstamped. Re: Van Voorhis 1 Envelope
Folder 122	Unidentified author to unidentified recipient, January 1891. Letter is composed on Gilsey House, New York, J. H. Breslin & Bro. Proprietors stationary 1 ALS
Folder 123	W. A. Moore, Superintendent, Buffalo, Rochester & Pittsburgh Railway Co., to J. F. Connor [?], November 1907. 1 ALS

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Folder 124	W. A. Moore, Superintendent, Buffalo, Rochester & Pittsburgh Railway Co., to unidentified recipient, April 1909. 1 ALS
Folder 125	W. Moffatt, Grand Trunk Railway System, to unnamed recipient, March 1911. Re: "Permission for Miss Minnie Cohen to board train to New York" 1 ALS and 1 envelope
Folder 126	Unnamed author to unnamed recipient, "Dear Heart,". Personal correspondence. Letter composed on Cleveland & Buffalo Transit Co. stationery, written en route to Cleveland. Undated. 1 ALS
Folder 127	Unidentified author to unidentified recipient. Letter composed on Burrows & Rust Pine Lands and Lumber stationery. Additional notes follow letter. Undated. 1 ALS with AN
Folder 128	Unidentified author to "Mr. Fisher". July 2 (year unknown). 1 ALS
Folder 129	Unidentified author to unidentified recipient. Incl. mention of the Governor General of Canada and Niagara Bridge Co. Shares. Undated. 1 ALS
Folder 130	Misc. notes [c. 1892]. Author unidentified. Undated. 2 AN
Folder 131	Envelope addressed to William G. Swan from Great Western Railway of Canada. Undated; unstamped. 1 Envelope
<b>Box 2</b> <b>145 items in 117 folders</b>	<b>Financial Records and Receipts, 1847 - 1879;</b> <b>Administrative and General Operations Records, 1848 - 1891;</b> <b>Payroll Documents, 1858 - 1880.</b>
Folders 1 - 10	Board of Directors meeting notes, 1848 - 1891.
Folder 1	Meeting notes, July 8, 1848. Incl. mention of dispute between Joint Board of Suspension Bridge companies and Charles Ellet, Jr.
Folder 2	Meeting report, July 17, 1848. Signed James Cummings, Peter Carroll, Richard Woodruff, James Oswald.



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Folder 3	William Hamilton Merritt, Memorandum to Joint Board of the Suspension Bridge companies, June 10, 1852.
Folder 4	Meeting report, April 25, 1857. 2 documents
Folder 5	Meeting report, September 15, 1858.
Folder 6	Meeting report, December 1858.
Folder 7	Meeting report, January 28, 1859. Incl. Resolution addendum to commence legal proceedings against Great Western Railroad Co. and New York Central Railroad Co. 2 documents
Folder 8	Copy of meeting report, n.d. Refs. to December 1874 meeting. Signed William G. Swan.
Folder 9	Meeting report, [September] 20, 1876.
Folder 10	Meeting report, March 18, 1891.
Folders 11 - 17	Dividend Payment Orders, 1891 - 1899.
Folder 11	ALS and Dividend Payment Order, Niagara Falls International Bridge Co. Treasurer to Niagara Falls International Bridge Co. Finance Committee. Signed C. H. Moore and Executive Committee members. November / December 1891. 2 documents
Folder 12	ALS and Declaration of semi-annual dividend. Signed C. H. Moore and Executive Committee members. May / June 1892. 2 documents
Folder 13	ALS and Dividend Payment Order. Signed C. H. Moore and Executive Committee members. November / December 1892. 2 documents
Folder 14	ALS and Dividend Payment Order. Signed C. H. Moore and Executive Committee members. May / June 1893. 2 documents
Folder 15	ALS and Dividend Payment Order. Signed W. G. Swan and Executive Committee members. December 1893. 2 documents
Folder 16	ALS and Dividend Payment Order. Signed W. G. Swan and Executive Committee members. May / June 1894. 2 documents

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Folder 17	ALS and Dividend Payment Order. Signed L. Burrows and Executive Committee members. December 1899. 2 documents
<b>Folders 18 - 29</b>	<b>Payroll Documents, 1858 - 1880.</b>
<b>Folders 30 - 56</b>	<b>Financial Records and Receipts, 1847 - 1857.</b>  Contains handwritten receipts, waybills, invoices, payment vouchers, toll slips and itemized expense reports detailing general business transactions between the Niagara Falls Suspension Bridge Co. and various vendors and merchants.  Includes receipts from <i>American Railroad Journal</i> ; <i>Boston Daily Atlas</i> ; Canandaigua & Elmira Railroad Co.; Jewitt, Thomas & Co. Printers, Stationers and Paper Suppliers; John A. Roebling Wire Rope Works; Pratt & Co. Imports and Hardware; Rochester, Lockport, and Niagara Falls Railroad; Sinclair & Rose Oil Distributors; <i>Tribune</i> .  Also includes a copy of the resolution of a toll collection dispute between Great Western Railway Co. and Niagara Falls Joint Committee (1855 - 1857).
<b>Folders 57 - 117</b>	<b>Financial Records and Receipts, 1858 - 1879.</b>  Contains handwritten receipts, waybills, invoices, payment vouchers, toll slips, and itemized expense reports detailing general business, freight / cargo, imports, goods, trade, and financial transactions between Niagara Falls Suspension Bridge Co. and various railways, mercantile suppliers, vendors, and proprietors.  Includes 19 <sup>th</sup> century designs of black and colour print logos and letterhead / stationary images of Burns & Briant Lumber; Erie Railway Co.; F. S. Pease Oil Manufacturers; Hart, Ball & Hart; J. Sage & Sons Engravers and Lithographers; James Bampfield Refreshment Saloon and Dining Hall; Jessup & Childs; L. C. Woodruff & Co. Paper Manufacturers; New England Car Spring Co.; New York Central House Hotel, R. F. Carter & Co.; Waterman & Stevens Hardware; Waugh & Young Lumber.  Also includes tax receipts from the Village of Niagara City, Town and County, and a receipt from United States Internal Revenue.

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<b>Box 3</b>  <b>163 items in 78 folders</b>	<b>Financial Records and Receipts, 1880 - 1933.</b>  Contains receipts, waybills, vouchers, expense reports, and misc. financial records.  Also includes records of the Niagara Railway Arch Bridge Company.
<b>Folders 1 - 52</b>	<b>Financial Records and Receipts, 1880 - 1912.</b>  Contains handwritten and typed receipts, waybills, invoices, payment vouchers, toll slips, and itemized expense reports detailing general business, freight / cargo, imports, goods, trade, and financial transactions between Niagara Falls Suspension Bridge Co. and engineers to various railways, mercantile suppliers, vendors, proprietors.  Includes 19 <sup>th</sup> century designs of black and colour print logos and letterhead / stationary images of John A. Roebling's Sons Co.; Rochester Bridge & Iron Works; Star Oil Company; Waterman & Stevens Hardware.  Also includes utilities receipts from Board of Water Commissions, New York Telephone Company, Highway Tax receipt, and tax receipt from City of Niagara Falls.
Folders 53 - 58	Railroad fares and paid tolls of the Niagara Railway Arch Bridge Company, 1913.
Folder 53	George L. Burrows, Geo. L. Burrows & Co. Bankers, to Thomas Reynolds, Superintendent, Niagara Railway Arch Bridge Company. Itemized list of railroad fares (travel expenses), January - December 1912. January 13, 1913. TLS
Folder 54	Carl Riordon, Riordon Paper Company (Montreal) to Thomas Reynolds, Superintendent, Niagara Railway Arch Bridge Company. Re: Railway fare payments for 1912. January 13 ; February 4, 1913. 2 TLS
Folder 55	J. H. Ingersoll, Ingersoll & Kingston Barristers and Solicitors, to Thomas Reynolds, Superintendent, Niagara Railway Arch Bridge. Railway fares disbursed (travel expenses) for 1912 and request for receipt of payment. Dated February 3, 1913. TLS / 2 items

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Folder 56	George L. Burrows to Thomas Reynolds. February 10 [1913]. Receipt. ALS postcard
Folder 57	Itemized list of railway fares with ANS, William Hamilton Merritt (II), 1912. Thomas Reynolds to William Hamilton Merritt (II), February 3, 1913. ALS added by Merritt, May 2, 1913. Printed Grand Trunk Railway System Conductor's Tickets (2) enclosed with letters. 4 items
Folder 58	Lorenzo Burrows, Treasurer and Secretary, Niagara Falls International Bridge Co., to Thomas Reynolds, Superintendent Suspension Bridge. Handwritten receipts, May - September 1913. 6 ALS
Folders 59 - 72	Various financial records for 1913. Includes utilities meter reading receipt from the Provincial Natural Gas and Fuel Company, Ontario. Also includes utilities receipt from New York Telephone Company, insurance premium receipts, and taxes receipt from the City of Niagara Falls.  Also includes ALS from St. Mary's Hospital, Niagara Falls, NY, to Thomas Reynolds acknowledging charitable monetary donation made by Niagara Railway Arch Bridge Co.
Folders 73 - 78	Cashier Cheques, Niagara Falls International Bridge Co., 1923 - 1933.  Includes returned and stamped cashier cheques issued from the Imperial Bank of Canada, East end branch, St. Catharines, Ontario, and the Rochester Trust and Safe Deposit Co., Rochester, New York to various recipients.
<b>Box 4</b>	<b>Ephemera and miscellany, 1896 - [1938].</b>
<b>122 items in 50 folders.</b>	Note: Many of these records appear to be unrelated to the Niagara Falls Suspension Bridge / Suspension Bridge Company.
Folders 1 - 6	Dental receipts of Glenn C. Way denoting payments made to William D. McEwen, Surgeon Dentist. 1902 - 1913.

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Folder 7	Receipt, H. Sandford general Insurance, Loan & Real Estate Agent. Payment received from Isadore Armstrong. 1903
Folders 8 - 9	Receipts, Buffalo and Niagara Falls Electric Light and Power Co. Postmarked to Glenn Way, 1631 Niagara Avenue. 1910 - 1917.
Folder 10	Receipt, H. L. Knischewsky Fresh and Salt Meats. N. d.
Folder 11	Itemized statement of furniture storage, account of J. C. Gardner, from William Young. September 1925 - November 1929.
Folder 12	Postcard, Clerk's Office, Court of Appeals, Albany, New York. Addressed to J. Boardman Scovell, Esq. Re: Fleming vs. Daley. TL
Folder 13	Mr. & Mrs. Weerasekere, Ceylon, to Mr. & Mrs. Glenn C. Way. Stylized Christmas greeting card with ornamental design. N. d.
Folders 14 - 15	Miscellaneous stamped envelopes addressed to various recipients and guests % of the Clifton Hotel, Niagara Falls, Ontario. Incl. various Canadian and Cuban postage stamps, [c. early 1900s]. 10 envelopes.
Folders 16 - 23	Miscellaneous stamped envelopes addressed to Charles H. Stringer, accountant of Clifton Hotel, Niagara Falls, Ontario. Addressed % Clifton Hotel and 1259 Heywood Avenue, Niagara Falls, Ontario. [c.1908 - 1931]. Incl. various Canada postage stamps (some intact), and imprints of George V. 40 envelopes.
Folder 24	Postcards addressed to Charles H. Stringer. Incl. TNS from O.H.M.S., Ottawa. 1902; 1931. 2 items.
Folders 25 - 28	Miscellaneous stamped envelopes addressed to various recipients. Incl. Canada, United States and Trinidad postage stamps. Also incl. stamps of Queen Victoria and Queen Elizabeth II. 1896 - 1966. 15 envelopes.
Folder 29	Utilities invoice, Savannah Electric and Power Company. Addressed to National Memorial University, Georgia, USA. 1926.
Folder 30	Postcard addressed to Lee Stringer, 1898. Author unidentified. ALS
Folders 31 - 36	Various photographic postcards. Blank and addressed to various recipients in Ontario. [c. 1913 - 1938] 4 ALS; 2 blank postcards
Folder 37	Wireless message card, N. d.

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Folders 38 - 42	Misc. photographs.
Folder 43	Cards awarded to Blain Cherry and Katharine Perry from Galt Collegiate Institute for Annual Sports and Games contests, 1900 - 1901.
Folder 44	Toronto General Hospital School for Nurses, Graduating Exercises, May 1946. Convocation Programme. Lists names of Class of 1946 Graduates, Scholarships and Prizes.
Folder 45	Tuphope Carriage Co. Ltd., Orilla, Ontario. Wholesale price list to Catalogue No. 56: "Sleighs: 1910 - 1911".
Folder 46	Tour book of Montreal, Canada. Incl. photograph advertisements for Holt, Renfrew & Co. [c. 1921].
Folder 47	Application for membership in the Canadian paper Money Society, Toronto, Ontario (blank application form).
Folders 48 - 50	Postage stamps of Vietnam.
<b>Box 5 OVS 42 items in 38 folders</b>	<b>Oversize Correspondance, 1848 - 1884; Oversize Administrative and General Operations Records, 1848 - 1884; Oversize Financial Records and Receipts, 1849 - 1913; Oversize Payroll Documents, 1852 - 1913.</b>  Includes secretary reports, legal documents, miscellaneous executive reports and indentures.
Folders 1 - 9	Correspondence, 1848 - 1884.
Folder 1	Alexander Chetwood Hamilton, Attorney of Jonathan Baldwin, to William Lowell and James MacKlen, October 1848 1 ALS
Folder 2	Alexander Chetwood Hamilton to James MacKlen, October 1848 1 ALS
Folder 3	Alexander Chetwood Hamilton to William Lowell, October 1848. Incl. references to Charles Ellet, Jr. 1 ALS
Folder 4	James Bagan [?] to Niagara Falls International Bridge Co. and the Niagara Falls Suspension Bridge Co., December 1848. Release of liability 1 ALS
Folder 5	Jonathan Baldwin to Niagara Falls International Bridge Co. and the Niagara Falls Suspension Bridge Co., December 1848. Release of liability 1 ALS

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Folder 6	Charles Hilton to Hon Edward M. Smith. Undated [c. 1860?] Re: Substitution of iron for wood materials; bridge renovations 1 ALS
Folder 7	Agreement between Niagara Falls Suspension Bridge Co. Board of Directors and the Erie Railway Co., February 1874. Signed William G. Swan, Joseph Woodruff 1 ALS
Folder 8	New York and Pennsylvania Railroad executives to President and directors, Niagara Falls International and the Niagara Falls Suspension Bridge Co., March 1877. Signed Roberts, T. E. Sickles, W. H. Paine 1 ALS
Folder 9	Customs Department Canada to Richard Miller, Miller, Cox & Yale, August 1884. Re: Customs clearance of materials. Incl. notes on backside 1 TLS with ANS
Folder 10	Executive committee resolution, July 31 [1848].
Folder 11	Secretary's report, Board of Directors meeting, July 12, 1855.
Folder 12	Secretary's report, Board of Directors meeting, July 31, 1855.
Folder 13	Secretary's report, Board of Directors meeting, June 28, 1858.
Folder 14	Incomplete Act to Incorporate the Table Rock Railroad Company. Undated [c. 1848].
Folder 15	"Statement of Facts", Re: Charles Ellet, Jr. and Suspension Bridge Co. dispute. Incl. Board resolutions and decisions (listed by date), and financial calculations. [1848].
Folder 16	Formal document relating to disputes between Charles Ellet, Jr. and the Niagara Falls Suspension Bridge / International Bridge Co. Board of Directors. 11 pages, attached with ribbon. Provides overview of bridge progress during Ellet's appointment as engineer, as well as financial disputes and discrepancies between Ellet and joint Board of Directors. September 5, 1848.
Folder 17	Copy of Indenture between Niagara Falls International Bridge Co. / Niagara Falls Suspension Bridge Co. and Great Western Railway Co. 1853.
Folder 18	[John Augustus Roebling], "Formulae for the determination of the several parts and functions of the Catenary curve." Engineering specifications. Handwritten document, unsigned [1855].
Folders 19 - 21	Itemized lists of railcar tolls for Great Western Railway Comapny. Handwritten documents. 1874 - 1875.

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Folder 22	Itemized materials invoice of Samuel Zimmerman, July 1849 - May 1850.
Folder 23	Itemized invoice, June 1853.
Folder 24	Handwritten, itemized expenses report relating to lawsuits against Niagara Falls International Bridge Co. and Niagara Falls Suspension Bridge Co. Details attorney and counsel services fees for preparation of case, trial, and appeal of lawsuits before Talcott, Skinners and Smith. Itemizes disbursement of payments for two lawsuits and recapitulation. 1861 - 1866
Folder 25	Assignment papers of A. S. Turner and Son, itemized list of payment claims and parties to be paid. N.d.
Folders 26 - 27	Customs Canada receipts, 1912 - 1913.
Folders 28 - 37	Oversize payroll documents of Niagara Falls International and Suspension Bridge Companies, Suspension Bridge Company, and Niagara Railway Arch Bridge Company, 1852 - 1913.
Folder 38	Author unidentified. Decoration Day Memorial, May 1882. Handwritten oratorical document.
<b>Box 6 OVS (Flat)</b>	<b>Oversize Administrative and General Operations records, 1853 - 1893; Oversize Financial Record, 1886.</b>
<b>9 items in 9 folders</b>	
Folder 1	Indenture between joint board of the Niagara Falls International Bridge Company and Niagara Falls Suspension Bridge Company and Great Western Railway Company / signed by Lot Clark, C. J. Brydges & William Hamilton Merritt. 1853. Includes construction proposal. 10 pages with string attachment.
Folder 2	Petition of Great Western Railway Company, 1875. Re: Indenture and incorporation act of the Niagara Falls International Bridge Company [1846]. 3 pages.
Folder 3	Petition of Niagara Falls International Bridge Company and Niagara Falls Suspension Bridge Company to the Right Honourable Frederick Temple, Earl of Dufferin and Governor General of Canada, 1875. Re: Indenture and incorporation act of the Niagara Falls International Bridge Company [1846]. 3 pages.



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Folder 4	Bill and act to legalize and confirm agreements made between the Niagara Falls International Bridge Company, the Niagara Falls Suspension Bridge Company, and the Great Western Railway Company, 1975 [sic]. Date incorrectly printed as 1975, actual date 1875. 10 pages.
Folder 5	Charter, acts and amendments of the Niagara Falls International Bridge Company and Niagara Falls Suspension Bridge Company : Articles of association, leases and covenants. Buffalo, 1884. Includes incorporation act of 1846. Print booklet.
Folder 6	Itemized invoice, 1886.
Folder 7	<i>Map of Ontario</i> . J. Campbell & Son, 1874. Fold-out map in hardcover book. Item is in poor condition.
Folder 8	<i>Locomotive Numbers, Classifications and Weights. Canadian National Railways, 1937.</i> Print booklet.
Folder 9	Bill to incorporate the Niagara River Tunnel Company, 1893.
<b>Other Items</b>	<b>Hardcover Books (2); Newspapers (2); Drawings (2)</b>
Book	<i>Proceedings of the Forty-Fourth Annual Convention of the American Railway Bridge and Building Association, 1937.</i> Held at Chicago, Oct 19-21, 1937. Chicago : ARBBA Association, 1937. 187 pp. Includes Advertisements (p. 188 - 201). Signed Dedication.
Book	<i>Canada Southern Line via New York Central &amp; Hudson River Railroad = Handbook of percentages for the use of Canada Southern line and billing agents, effective June 1896.</i> Prepared by G. G. Street. Rochester : Union and Advertiser Press, 1896. 128 pgs. Index: III - XXXVIII
Newspapers (2)	<i>Niagara City Herald</i> (Covers). Vol. 1, August 28, 1856. Vol. 3, No. 18, May 1, 1858.
Architectural Drawing	Architectural drawing of Niagara Falls area roads and railways, Clifton, Ontario, 1923. Not drawn to scale.

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Technical Drawing	Engineering plans for Niagara Suspension Bridge renewal and renovations project, Clifton, Ontario, December 10, 1875. Not drawn to scale. Engineer's Signature appears on drawing.