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#### NIAGARA FALLS MADE FREE TO THE WORLD.

(Concluded.)

The peril of degradation is one to which Niagara has long been exposed. The noble forest growths which once crowned these banks have in large measure disappeared. The tender draperies of foliage and flower which everywhere concealed the nakedness of the rocks have in many places been rudely stripped away. Unsightly structures, erected for what may be justly called, in such surroundings, merely sordid purposes, everywhere meet the eye. And, in addition, the ordinary accompaniments of places of public resort, the showman, the vendors of small wares, the guides and other officers of petty and often needless services, with their small, but continual exactions, make up a sum of disturbing and irritating influences which tend to supplant with resentment and disgust the high emotions which the scene would otherwise inspire.

It was this degradation of the surroundings of Niagara which induced the effort of which we celebrate to-day the successful accomplishment. The residents of this neighbourhood, justly proud of the possession of a great natural spectacle of sublimity and beauty which drew to them visitors from every part of the civilized world, the fond votaries of the scene, long accustomed to resort to it, and to study its features until they had

“got by heart  
Its eloquent proportions”—

took alarm at the progress of the devastation. They knew, indeed, that the mighty rush from these inland seas could never be arrested, nor the thunders of the cataract silenced by human power—

“Man marks the earth with ruin—his control  
Stops with the shore.”

Lieut. Gov. Robinson of Ontario was received with an enthusiastic welcome, and spoke shortly of the far-reaching benefits of the scheme, and hoped that at no very distant date he might have the pleasure of taking a part in a similar ceremony in Canada.

The Hon. Mr. Mowat, who was called upon, was received with great applause, and made a long and telling speech which, for its conciseness, was much admired and commented on.

He pointed out that while we have a large country in point of extent, we have not a large population. New York State has fully five millions of people, whereas Ontario has only two millions, to undertake a similar work, because the Dominion Government show no signs of assisting. The present wealth of the two states is in much larger proportion in favor of New York.

He stated that 50 years ago the population of New York was two millions, and promised that although it had taken New York 50 years to make up their minds, Ontario would certainly not take nearly so long.

AN order has just been given to the Gilbert Car Co., Troy, N.Y., for the construction of four Mann Boudoir Cars, of the most elaborate and handsome character, for the South Australian Railways. The cars are already in work, and are to be delivered in four months. They will be built in sections for shipment, and are to be the most perfect types of the Mann Boudoir car yet turned out. This order has been given after careful investigation by a Commission appointed by the South Australia Government Railway administration, to determine the best “Sleeping” car that could be obtained. The Commission visited this country last year, and also went to Europe where the Mann Cars are almost universally used. In this connection, we may note that the progress of the Mann cars in this country is almost marvellous, the Company now having forty three cars in regular operation, and are constantly extending their service. They have recently begun a service on the Boston & Lowell road, and have extended their lines between Chicago and Detroit, on to London, Ont., over the Great Western road of Canada, an entering wedge to the Grand Trunk system.