

THE INTERNATIONAL TROLLEY CROSSING AT NIAGARA FALLS.

The Niagara Falls Park & River Railway has the honor of operating the first international electric railroad between the United States and the Dominion of Canada. This notable line is run across the greatest steel arch bridge in the world, which spans the Niagara Gorge at Niagara Falls very close to the great cataract. The line has a double track, and the cars that are operated on the bridge connect at the Canadian end with the cars of the road running between Chippewa and Queenston, along the top of the high bank on the Canadian side of the river. On the bridge the centre pole system is employed and the cars speed across the structure every few minutes. Under the present arrangement the bridge tickets purchased by strangers allow them the use of the trolley cars; that is, they ride free if they so elect. Residents of Niagara Falls who pay ten cents for crossing the bridge are forced to pay an additional five cents to ride in the cars, making the price for crossing the bridge in the cars fifteen cents for both strangers and residents. The power for operating the cars on the bridge is supplied from the railway company's power station in Queen Victoria Free Park. This crossing of the steel arch by the cars of the Niagara Falls Park & River Railway places it in close business touch with the crowds of people in both of the great free parks at Niagara—the New York State reservation on the one side and the Queen Victoria Niagara Falls Free Park on the Canadian side. It is reasonable to suppose that all the people who go to Niagara sightseeing go to these beautiful parks, and therefore the advantages of the road for catching travel are extremely good. Then again, the New York State end of the line is right at Prospect Park, and its cars afford rapid transit between the free parks. The cars now run right up to the Riverway, a street within the limits of the New York State reservation. In time it is expected that connection will be made between the Niagara Falls Park & River Railway and some line on the New York State side, either the Niagara Falls & Suspension Bridge Railway Company or the Buffalo & Niagara Falls Railway, which could be accomplished by the construction of a few hundred feet of track up to Niagara street and across the Riverway to the tracks of the Niagara Falls Park & River Railway Company. The position of the New York State Reservation Commissioners has been always to oppose the construction of one foot of track on the reservation lands, but it seems likely that the present composition of the board might not oppose the granting of the right to cross straight over the Riverway, providing the Legislature didn't object.

This new steel arch is of more than passing interest, says O. E. Dunlop in The Electrical Engineer. The cliffs where it stands are 1,268 feet apart, and it is this space the arch occupies. The length of the main arch is 868 feet, and it is connected to the banks by two shore spans, one of which is 210 feet long, the other 190 feet. It is a single-deck bridge, having a width of forty-nine feet, twenty-three feet of the centre being given up to the trolley car tracks. On each side of the railway tracks are carriageways and walks, the latter slightly elevated above the floor of the bridge. The floor of the bridge is 192 feet above the surface of the water. The arch rests on

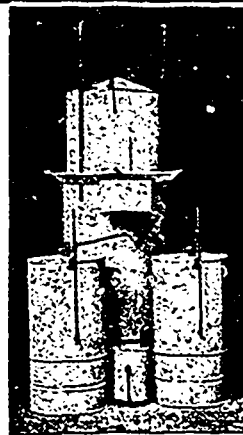
four abutments, two of which stand at the water's edge on both sides of the river and are sixty-seven feet apart. The Pencoyd Iron Works, of Philadelphia, built the bridge, which is the fourth structure erected on the site. The first bridge on the spot where the arch bridge now stands was built in 1868. It was of wood, and in 1887-88 it was rebuilt in steel and made wider. On the night of January 9-10, 1889, this bridge was wrecked by wind. It was immediately rebuilt, and it is this latter structure that gave way to the new arch, which, as stated, is the largest in the world of its class.

ONTARIO CORUNDUM LANDS.

Explorations being carried on by Prof. Miller, in eastern part of the Province of Ontario, have shown that the corundum belt is considerably wider and longer than appeared from the explorations of last year. Two areas have been carefully examined this year, a small one in the townships of Bury and Methuen in the county of Peterboro, and another extending from Haliburton across Hastings into the county of Renfrew. The Government has decided to bring the whole belt under the provisions

of the regulations adopted in July last for the development of corundum lands, and accordingly the mineral rights on considerable additional tracts of land have been withdrawn from sale and placed under the provisions of these regulations.

Under these regulations the Lieutenant-Governor in Council has power to fix and determine the maximum price at which corundum taken from lands leased may be sold for use in the Dominion. There is also power to require that all corundum mined from lands leased under the terms and conditions of the regulations shall undergo certain processes of treatment or milling at works to be erected in the province to prepare it for market, and further to require that works be established in the province for the manufacture of all useful or commercial products for which the mineral or ore is economically adapted. Where tenders of a suitable character are made for the erection of works, preference in the selection of mineral lands may be given to the parties who will undertake to conduct mining and treating operations on the largest and completest scale, and who can furnish satisfactory assurance that they possess the requisite capital for the proposed operations.



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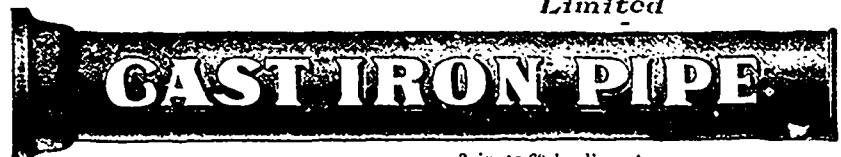
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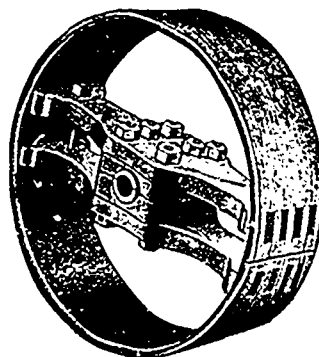
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