

AN INTERNATIONAL ELECTRIC RAILWAY

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 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 sight-seeing 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 Winnipeg Electric Railway Co. will be requested by the council to equip their cars with fenders.

It is understood that M. F. Beech & Co., of Winchester, Ont., purpose putting in a larger dynamo in their factory.

The Cataract Power Company of Hamilton, Ont., is understood to be considering the construction of an electric railway to Guelph and Berlin.

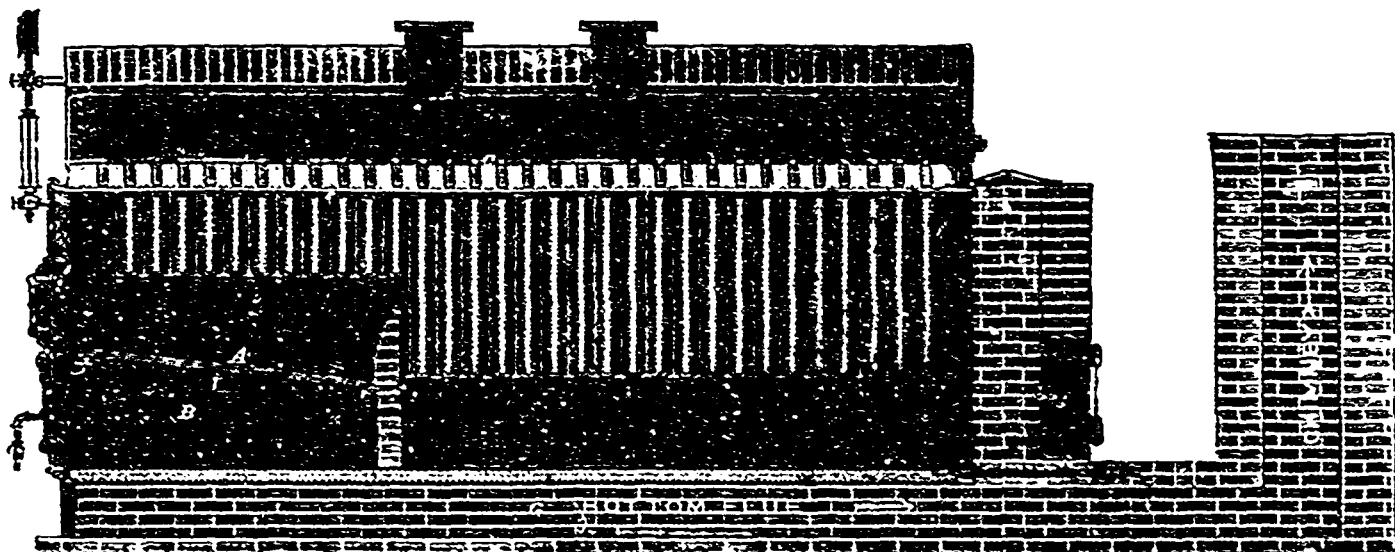
The Montreal Street Railway Company has made application to the provincial legislature for permission to increase its stock from time to time and to authorize the extension of its lines to any point within ten miles of the city of Montreal.

Messrs. Nesbitt, Gault and Dixon, solicitors, will apply to the provincial legislature for an act to incorporate the Hamilton and Caledonian Railway Company, to build an electric railway from St. Catharines to Caledonia and Selkirk.

About 100 employees of the Quebec Street Railway, the Quebec, Montmorency & Charlevoix Railway, and the Montmorency Electric Power Company, have formed an athletic association, with Mr. E. F. Wartelle as president, and Mr. L. D. Jencas, jr., as Secretary.

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