

1875

Book 5  
11-16  
A. Q. G. 16-17

29

---

REPORT  
 Lewiston and Queenston  
 BRIDGE COMPANY,  
 1875.

---

To

day  
the  
stor  
Bro  
and  
and  
it v  
par  
ma  
inc  
the  
and  
in c  
por  
not  
exp  
the  
the  
the  
In

7  
bet  
Mr  
Gr  
div  
Ha  
sto  
and  
bee  
and  
Qu  
to  
Qu

HAMILTON, 2nd March, 1875.

*To the Right Honorable*

H. C. E. CHILDERS, M. P.,

PRESIDENT

*Great Western Railway of Canada,*

LONDON, ENGLAND.

SIR,—At a meeting held at the Royal Hotel in this city, on Saturday, 5th December, 1874, on matters pertaining to the construction of the proposed Railway Bridge across the Niagara River, between Queenston and Lewiston, at which meeting were present, yourself, Mr. Broughton, Mr. Price, representing the Great Western Railway Company, and Messrs. McGivern, Brown, Morrison and Mewburn, of the Lewiston and Queenston Bridge Company. After a somewhat lengthy discussion, it was suggested by you that a full report be made by the Bridge Company to you, respecting the building of the proposed bridge, the estimated cost, the amount due to the old shareholders, the amount already incurred by the present company, and all other information relating to the same. The Lake Ontario Shore Railroad, now the Rome, Watertown, and Ogdensburg Road, and the branch line from Merriton to Queenston, in order to give you an opportunity of bringing this new and most important connection with the seaboard and Eastern States before the notice of the Shareholders of your Company, with a view of getting an expression from them, of the advisability of building the branch called the Great Western and Lake Ontario Shore Junction Railway Company, the length of which is about nine miles, and connecting with and using the proposed bridge as a new outlet for freight and passenger traffic. In pursuance of your request, this Report is respectfully submitted.

The idea of building a Railway Bridge across the Niagara River, between Queenston and Lewiston, dates many years back. In 1845, Mr. Merritt made an informal agreement with the Directors of the Great Western Railway Company to make a Railroad from Detroit to diverge at or near Brantford, one line for Buffalo, and the other through Hamilton, keeping below the mountain to the Niagara River at Queenston. In 1847, when the present line of the Great Western was surveyed and Clifton made the terminus of the road, after a large amount had been expended on the road ascending the mountain between Thorold and Queenston, it was seriously contemplated to abandon it and make Queenston the terminus. At this time a private company was formed to build a line from Lockport to Lewiston, crossing the Niagara to Queenston and connecting with the Great Western at or near St. Catha-



rines; stock was subscribed, and the right of way partially agreed for. Owing to other interests intervening, this project was not carried out. In 1849, an Act of Parliament was secured incorporating the Queenston Suspension Bridge Company, the object of which is fully set out in the copy of said charter appended to this report. At the same time the Lewiston Suspension Bridge Company, on the American side, at Lewiston, secured a charter from the American government, in order to give them power conjointly with the Queenston Bridge Company to construct a bridge. The bridge was built, not however for railway traffic, but only for foot passengers, horses and carriages. At the same time, the Directors had the towers of the bridge erected in such a manner as to carry cables across them for railway purposes when required. Some years ago, owing to gross carelessness of parties having charge of the bridge, it was partially blown down, and rendered unfit for use, thereby entailing a serious loss to the shareholders. In 1866, the Lake Ontario Shore Railroad was projected, the object being set forth in the following copy of a resolution adopted at the first meeting of that Company.

"That our object in building a Railroad from Oswego to the Niagara River at Lewiston, is to furnish a common link on the best possible Railroad connection between Portland, Boston, and New York, on the one hand, and the vast farming and mining regions of the West on the other."

From the earliest inception of this road it will be seen by the following extract from the Company's report in 1868, that they looked forward to connecting with the Great Western Railway at or near Merritton. "The point of connection with the Niagara River is the site of the Lewiston and Queenston Suspension Bridge, the cables of which still remain in place, and will be useful in the erection of a new bridge. The ground upon the west side of the river (viz., the Canada side), from the proposed place of the bridge to the Great Western Railroad, along the base of the lake ridge, is favorable, and the connection, when this is made, with that road will shorten the distance west, and save probably three or four hundred feet in the rise and fall. The height of the crossing at Lewiston will be about 120 feet above the river, which latter is six or seven feet above the mean level of the Lake at its mouth."

In the early part of 1874 this road was opened from Oswego to within a short distance of the Genesee River, a distance of about 80 miles. Owing, however, to financial difficulties and the panic which swept over the United States in 1874, the Company were unable to meet their obligations, and in September last, under foreclosure, the road was purchased by the Rome, Watertown and Ogdensburg Railway Company, and is now part of that organization. Under this new arrangement the work of completing the road to the Niagara River is in progress, the track to the Genesee River is now completed, and that portion of the road has been opened for travel since 1st January, 1875; the whole work to Lewiston is under contract to be finished by October, 1875.

*call of \$1.5 per share made 6 May 1850, & a further call of \$2.10 per share to be made 10 July 1850 - G. McMicken, Sec'y & Treas, G.S.B. Co  
Niagara Chronicle, 28 June 1850*



In the last Annual Report of the Rome, Watertown and Ogdensburg Road, just published for the year ending 31st December, 1874, the President says: "The consolidation since effected between the Lake Ontario Company and our own has received the confirmation of the shareholders. When our line is completed to the Niagara River, in addition to the Western and Canadian traffic received from roads connecting with us there, destined to points on our long line, as well as to all points of Northern New York and New England, we may expect to receive a large share of pleasure travel, &c."

In speaking of this organization, the *Railroad Gazette* of 23rd January, 1875, says:

"This road is now opened westward to the Genesee River, and the rest of the line to the Niagara is well under way. It is expected that the bridges across the Oswego and Genesee will be completed and the whole line opened during the present year. This will give the Rome, Watertown and Ogdensburg Company a trackage of about 500 miles, it being, no doubt, the most important railroad enterprise in progress at the present time in the State of New York. Independent of its local importance, it will form an essential link in a new line extending from the Eastern to the Western borders of the State. It is also worthy of remark that it is the only line partaking of that character which has been built across the State since 1838, a period of 37 years. By this new line there will be an additional road across the State, extending the whole length of its northern border, forming, with its eastern and western connections, an additional route westward from tide-water at New York and Boston, as well as from Portland, by the Portland and Ogdensburg Road, now nearly completed, being very much shorter than any American line now in use."

The absorption of the Lake Ontario Road by the Rome, Watertown and Ogdensburg Road gives a third line from New York to the Niagara River, by what may be called the natural way. The new route is formed by the Delaware, Lackawana and Western, the Rome, Watertown and Ogdensburg, and the Lake Ontario Shore Roads. This new line differs from many of those projected heretofore for through traffic, especially in the character of its promoters, who do not belong to that very large class who build, or seek to build, railroads wholly with other people's money or credit, but are well-known capitalists. It seems, then, almost certain that before many months there will be another road asking for a share of the Western traffic which comes by the Canada railroads to the Niagara River.

At the present time a bill is before the Massachusetts Legislature to incorporate what is called the Boston and Chicago Railway Trust Company, being neither more or less than a direct through line between Boston and the extreme West—the Lake Ontario Road being one of the essential links in this projected scheme, and the crossing being made at Lewiston in order to avoid the heavy grades of the New York

Central, and connecting with the Great Western at Queenston, if the latter Company will build the proposed branch line from Merritton. In connection with this project, two gentlemen from Boston—the Hon. Mr. Derby and Mr. Crane—visited Hamilton for the purpose of conferring with the Directors of the Bridge Company with reference to the building of the bridge and proposed branch line; also to secure the cooperation of the Great Western Company in this matter. At that time, however, the success of the Hoosac Tunnel was not a *fixed fact*, and the officials of the Great Western Railway were unwilling to commit themselves to anything very definite to Mr. Derby. In writing to Mr. E. J. Herepath, after his visit to Hamilton, Mr. Derby says: “Some of the stockholders of the Canadian Great Western seemed to be alarmed at the progress of the Canada Southern. If they look out seasonably for their own interests, and secure the feeders we are opening for them at the East, which may possibly fall into the hands of their foes, they need not be disturbed. As the local traffic of the Canada Southern is light, it will look sharply after the through traffic.”

At the present time it is a well-known fact that overtures are being made by other roads to secure the traffic of this new route by diverting it to Buffalo, if possible. Since Mr. Derby's visit to this city the Hoosac Tunnel has been opened for freight trains, and it is confidently expected that 1st January, 1876, will witness the complete finishing of this stupendous work. It must be apparent that a projected line for through travel and traffic from Boston to the Hoosac Tunnel, thence as it were on a bee line to the Niagara River, would naturally seek its crossing at Lewiston, on account of its easy grades and almost entire absence of short curves along its entire length, and also avoiding the necessity of ascending the mountain between Lockport and the river to gain access to the bridges at Clifton or Buffalo. By this route, *Boston and New York being brought to the same distance from Lewiston, and Boston being one day's sail nearer Liverpool than New York*, it is evident that this new outlet must take a large share of the passenger and freight business. Appended to this Report will be found a map showing, by the lines marked in red, the Rome, Watertown and Ogdensburg Railroad, and in yellow the connections formed therewith; the line marked in black from Woolcott to Tarberg is what is called the cut-off, and is intended to shorten and straighten that portion of the road lying between Rome and Wolcott in the through line to Boston. Full explanations attached to the map will be found useful in showing how necessary the new connection is to the Great Western Railway.

In 1872 a few of the original shareholders of the old Bridge Company considered it advisable to reorganize the Company; and in order to effect this, applied to the Dominion Parliament for an Act to amend the charter of the Queenston Bridge Company—a copy of which will be found attached to the copy of the original charter, and appended to this Report, from which it will be seen that the present Company are au-

thorized to increase their capital stock; to construct and maintain the said bridge as a railway bridge; to enter into agreements with any railway company or companies, &c., &c. In addition to this, a farther amendment to the charter was granted, whereby the present Company are empowered to deal with the old shareholders at the rate of fifty cents on the dollar, payable in new stock of the Company, &c. At the same time, the Lewiston Bridge Company applied for and obtained similar powers from the United States Government. Under the present organization the two companies are as one, under the name of the Lewiston and Queenston Bridge Company, similar to the two bridge companies at Clifton and Niagara Falls. After getting the first amendment to their charter, the Company commenced operations by having the necessary surveys made, estimates procured, and plans drawn for the proposed bridge. Surveys were also made by the Great Western Company of the line from Thorold or Merriton to Queenston. On 9th December, 1872, the following letter was addressed by the Secretary of the Company to Mr. Muir, Manager of Great Western Company:

“With reference to notice of meeting to be held at Roslis Hotel, Clifton, on Thursday next, in connection with the proposed Suspension Bridge at Queenston, sent you a few days ago, the President and Directors of the Company think it most desirable, in the interests both of the Bridge Company and the Railway Company, that the railway interests on both sides of the river should be represented, in order that, in case no agreement should be entered into at that time, an expression of feeling might be had from gentlemen present, by which the Bridge Company might be guided in their future course of action. I am instructed by the President that, if not inconsistent with your other duties, that you would attend the meeting on Thursday next, 12th December, at one o'clock, at Clifton.

Mr. Muir and Mr. Scovill, of the L. O. S. Road, both attended this meeting. Mr. Muir stated that the Great Western Company would cooperate with the Bridge Company, and that if the bridge was built, the said Company would build a branch line from the main line to connect with the bridge at Queenston, and for that purpose surveys had been made from Thorold to Queenston, *which the Great Western Board had sanctioned*, and also that the Great Western would be willing to pay a certain per centage on its cost, in conjunction with other railways availing themselves of it; and whenever connections were made by the Bridge Company with other railways, the per centage to be reduced—each road to pay their proportion *pro rata*.

O. P. Scovill, one of the Directors of the Ontario Shore Road, stated that a Committee of three of the Directors of his Company had been appointed to meet the Bridge Company; that they were prepared to adopt the same principle in regard to paying a per centage on its cost in the same manner as the Great Western Company; and it was their intention, so soon as the bridge was built, to use it as a means for crossing the Niagara River.



At another meeting of the Bridge Company, held on 16th December, 1872, Mr. Price, Treasurer of the Great Western Company, attended by invitation; when it was suggested by him that the Committee appointed by the Lake Ontario Shore Company should meet the Directors of the Great Western at Hamilton on 17th January, 1873, and discuss with them the question of the *proposed bridge* at Queenston, as well as any communication they might receive from the Directors of the Lewiston and Queenston Bridge Company. It was also suggested, and agreed to, that the Joint Board of Directors should be prepared to submit a proposition to the Great Western Company on or before the 17th January, 1873, and to the Lake Ontario Shore Company on or before the 22nd January, 1873, with reference to compensation, or rent to be paid by the several roads using the bridge.

The following is a copy of the resolutions passed by the Directors of the Bridge Company at a meeting held on 8th January, 1873, and sent to Mr. Price and Mr. Mollison.

“That to realize from capitalists a sufficient sum of money to construct a carriage and railway bridge, it will require from each of the said railway companies an annual rent or guarantee of 6 p. c. on \$650,000—being the amount estimated by the Engineers to construct and complete the bridge for railway traffic—and that in view of final arrangements, negotiations be forthwith entered into with the said railway companies; that the Joint Board of Directors shall retain and control the entire management of the bridge, and shall be entitled to receive the whole of the revenue arising from all sources. In the event of one or more railway companies requiring the use of the bridge, the sums of monies to be received from such companies, after interest, dividends, &c., are paid, shall be annually divided between the Bridge Company, the Lake Ontario Road Company, and Great Western Railway Company, in equal proportions. Also, that so soon as the Bridge Company shall have paid annually to the stockholders 10 per cent. on the capital stock subscribed, and the interest on all bonds that may be issued, and after paying all salaries, repairing, and working expenses, one-half of the revenue remaining in the hands of the Company shall be applied towards the raising of a Sinking Fund to meet unforeseen expenses; and that the same shall be annually invested in stock funds or other securities, as the Joint Board of Directors shall direct.”

On 4th February, 1873, a meeting of the Board of Directors was held, Mr. Mollison, President of the Lake Ontario Road, being present, who stated that arrangements had been made with the Great Western Railway Company, which only required to be confirmed by the Board in England. He (Mr. Mollison) considered 6 per cent. asked by the Bridge Company from the railroads too high a rate to pay. His committee had met Mr. Price and Muir that day, and it was considered that a fair price for the use of the bridge would be 4 per cent.,—equal to \$26,000 each; they would not pay 6 per cent. on \$650,000; that the Great Western were ready to build their part of the road to Queenston,

and that the Lake Ontario Road were prepared and intended to build their road to Lewiston; and also that it was the intention of their Company to make use of the bridge when built, if an arrangement could be made satisfactory to all parties.

This meeting was adjourned until the following day, to meet Messrs. Price and Muir.

Mr. Price stated that the Great Western officials had met the committee appointed by the Lake Ontario Road Company; that the question of rental had been discussed; that the amount asked by the Bridge Company was out of the question. It would be useless for him to transmit such a proposal to the Board in England. That Mr. Reid had estimated the bridge would cost \$850,000; he thought that a rental equal to 4 per cent. on the cost, and any surplus over 10 per cent., after paying expenses, interest should be divided among the Bridge Company and the roads making use of the bridge. A proposition similar to the above he would be willing to submit to the English Board. He had already communicated with the Directors in England on the subject. It appeared to be understood by those present that Mr. Price was willing to advise the Great Western Company to agree to such an arrangement.

Before the meeting closed the following resolution was adopted, and met with the approval of Messrs. Price and Muir and the Lake Ontario Road deputation:

“That the Joint Board of Directors of the Lewiston and Queenston Suspension Bridge Company agree to grant to the Great Western Railway Company, and the Lake Ontario Shore Railroad Company, the right of crossing the railway track of their proposed suspension bridge for a period of 21 years, at the rate of 4 per cent. upon \$650,000, the amount estimated by the respective companies for the construction of said bridge. That is to say, \$26,000 in gold to be paid by each company annually, in payments of \$13,000 each every six months, to the Bridge Company; and in case the construction of the bridge should exceed \$650,000, the said railway companies, each of them, to pay semi-annually to the Bridge Company at the rate of 4 per cent. per annum on the excess, which is not to exceed the sum of \$150,000—the Bridge Company to retain the revenue from all other sources; provided always, that the surplus revenue of the Bridge Company, after paying all expenses, interest on the bond capital, and a dividend of 10 per cent. to the stockholders, shall be annually divided between the said railway companies and the Bridge Company in equal proportions.

A copy of the foregoing resolution was transmitted to Mr. Price and Mr. Mollison, with a request that they would, at the earliest moment, reply to it, as it was the intention of the Bridge Company to issue their prospectus and solicit stock from capitalists. The following replies were received:

[COPY.]

OFFICE OF THE LAKE ONTARIO SHORE RAILROAD Co., }  
 OSWEGO, N. Y., 8th February, 1873. }

Mr. T. C. Mewburn, Hamilton:

DEAR SIR,—Yours of 6th is received, with enclosed resolutions of Directors of Lewiston and Queenston Suspension Railroad Bridge Company. Our Company is ready, and have already, by formal resolutions, authorized the execution of a contract on the basis of your resolutions. As soon as the Western Railway officials in Canada hear from the home officers with authority to perfect the agreement, and are ready to enter into the same, this Company will at once join in the contract on their part.

(Signed,)

GILBERT MOLLISON,  
*President.*

HAMILTON, Ont., 12th April, 1873.

MY DEAR SIR,—In reference to the arrangement discussed between the Great Western Railway Company and the Queenston Suspension Bridge Company, I have to advise you that the opinion of the Great Western Board is, that no contract for a lease of the bridge should be made by them until the line from Oswego in connection with Boston is under construction.

(Signed,)

JOSEPH PRICE,  
*Treasurer, &c.*

COL. MCGIVERIN,  
*President Queenston Suspension Bridge Co.*

On the 15th April, 1873, in reply to a letter written by the Secretary, Mr. Price writes:

“DEAR SIR,—Referring to my letter to your President, of the 12th inst., and your reply of the 14th, I have to inform you that I believe our Directors would make a contract with your Company on the terms proposed, when they are perfectly satisfied that the through connection from Oswego to Boston is secured.

“(Signed,)

JOSEPH PRICE, *Treasurer, &c.*

It will be noticed that nearly two months had elapsed before Mr. Price's answer was received in connection with the meeting held on 6th February, 1873.

On 5th June, 1873, another meeting of the Bridge Directors was held, Mr. George Lowe Reid being present; Mr. Reid occupying at that time the position of Chief Engineer of the Great Western Railway Company, and also Chief Engineer to the Bridge Company. He stated that he had seen Sir Thomas Dakin, President of the Great Western Railway, in London, England; that the bridge matter had been fully



discussed by the Board of Directors in England, and it was their intention to build the branch to Queenston, and make use of the bridge. At this meeting Mr. Reid and Mr. T. Griffiths, Associate Engineer, were instructed to visit several places in the United States with a view of getting estimates and plans of the proposed bridge. Their report will be found appended hereto. The plans of the bridge referred to in their report has met with the approval of all railway men who have seen it, and considered by them well fitted for railway purposes.

On 23rd May, 1873, an Act was granted by the Dominion Parliament to incorporate the Great Western and Lake Ontario Shore Junction Railway Company. The object of which, as set forth in the preamble, is :

“That a railway should be made from some point on the Great Western Railway, at or near the town of St. Catharines, to the village of Queenston; that the company constructing the same should have power to extend their railway beyond the Province of Ontario, and to provide facilities at stations and otherwise at or near the town of Lewiston, in the United States of America, for the purpose of forming connections with railways in the said United States. \* \* \*

“The Hon. W. McMaster, Donald McInnes, Hon. John Carling, Joseph Price, W. McGiverin, W. K. Muir, Adam Brown, and Samuel Barker, were constituted Provisional Directors. \* \* \*

“The railway to be commenced within three years, and completed within five years after the passing of the above Act.”

At the meeting held at the Royal Hotel in December last, you asked why it was that the charter of this road was got under the name of the Great Western and Lake Ontario Shore Junction Railway, instead of the Great Western Railway Company—Mr. Broughton being under the belief that the latter company had nothing to do with it—and at that time no one in the room was able to give a very clear answer why it was not so. Since then, from information received from Great Western officials, the answer is, that the time for making the application to Parliament was so limited that there was not sufficient time to get the consent of the Great Western Board in England. It was also thought it might be more advantageous to the Great Western Company hereafter in allowing this branch to amalgamate with the main line. In reality, however, the charter was obtained for the Great Western Railway Company, and secured in order that this short branch might be built; and it is reasonable to suppose the Directors in England were fully aware of it.

In September, 1873, the Hon. E. H. Derby and Edward Crane, Esq., of Boston, C. Comstock, of Rome, N.Y., Luther Wright, of Oswego, and other gentlemen connected with Boston interests (the two former representing at that time the Chicago and Boston Railway Trust Company), had an interview with Sir Thomas Dakin on matters connected with the proposed branch line and bridge, which was deemed satisfac-

tory in one sense, viz., that connection would be made at Queenston with the bridge, and at Lewiston with the Lake Ontario Shore Road. Since that time, however, matters have remained in abeyance, partly owing to the failure of the Lake Ontario Road to complete its line to Lewiston, its absorption by the Rome, Watertown and Ogdensburg Railroad, and at that time the uncertainty of the latter road to carry out the original intention of the L. O. S. Railway of going to Lewiston, and at the present time there is no written document binding the Great Western Railway Company either to build the branch line to Queenston or to use the bridge when built; but, from a careful perusal of this report, it must be apparent to everyone that the Directors of the Bridge Company, the Hon. Mr. Derby and Mr. Crane, of Boston, as well as the Directors of the Lake Ontario Shore Road, were induced to believe, and did believe, that when the L. O. S. Railroad was completed to the Niagara River, and connections eastward from Oswego to the seaboard, assured, that the Great Western Railway would be prepared to connect their line at Queenston and make use of the bridge. Leaving out, however, all these considerations, and treating this matter simply on its own merits, giving you, as President of the Great Western Railway of Canada, an opportunity (as you suggested at the meeting at the Royal Hotel) of commencing with a "clean sheet," and introducing it to the favorable consideration of the shareholders in England free from all complications, is the desire of this Company.

The following copy of letter received from the President of the Rome, Watertown and Ogdensburg Railroad Company requires little comment:

NEW YORK, Feb. 13th, 1875.

For your information I have to state that we now expect to have our Railroad completed to the Niagara River this season. We hope by the 1st October, and that in view of *inducements held out to us in favor of other routes*, it has become of immediate importance to us to know whether or not we can depend on the Lewiston and Queenston Bridge being built, and thus securing to us *in time* a connection with the Canada roads at that point. We had every assurance from those who were formerly the Managers of the L. O. S. R. Road that the erection of the Bridge was a sure thing, and that as soon as we could reach the River. I need not say that we shall be much disappointed if it is not done, but if it is not, the connections spoken of must be had, if not at Lewiston, then I must say to you in all frankness, they must be had *elsewhere*. I shall be glad to hear from you, and to have any information you can give me bearing on this question as soon as may be.

(Signed,)

MARCELLAS MASSEY,  
President.

From the tenor of the above letter, the Directors of the Bridge Company believe the time has arrived that the Great Western Railway Company, with a view of securing a large share of traffic from this new route, should at once give an assurance either that the branch line as

proposed from Merriton to Queenston would or would not be built. If the former, that it would be built in time to connect with the proposed Bridge, and use the same as a means of crossing, paying a fair and reasonable compensation for the same, as may be agreed upon by the Directors of the Bridge Company and Great Western Railway Company either by a lease of the Bridge, paying a percentage on the cost or at the rate of so much a car. If on the cost, then there will be added to the estimated cost of the Bridge proper, the amount to be paid to the original shareholders at the rate of fifty cents in the dollar, as by the terms of the amended Act; also amount already paid and incurred by the present Directors of the Bridge Company in getting the amended charters and expenses connected therewith, and amount to be paid to the Government for the required land for bridge purposes, which has been granted, but will have to be paid for when taken possession of. These amounts will not exceed the sum of \$50,000, as mentioned to you at the meeting in this city in December last. This, however, is a matter that can be decided hereafter. The object of the Company not being high dividends or speculation in the use of property, as none of the Canadian Directors own any land or property of any description in or near the vicinity of Queenstown, but to erect such a structure that will be acceptable to all Railroads using it, and at the same time aid in developing a new route, which in time will be second to none from the seaboard to the far West. It is a well known fact that strong combinations are being attempted to change the course of the Lake Shore Road between Lockport and Lewiston by ascending the mountain on what is known as the "abandoned old Youngstown Railroad," three miles east of Lewiston. If this change were carried out what would be the result? Instead of the Great Western Railway Company having as it were full control of this traffic and travel by keeping it below the mountain, it would have to compete on the American side, so soon as the traffic and travel reached Niagara Falls, with the Canada Southern, the Grand Trunk and the South Shore and Lake Erie Railways running from Buffalo to Chicago, thus dividing a large and increasing business with these several roads. Likewise freight, &c., coming East from the Wellington, Grey & Bruce Railway, as well as all business East of Glencoe and the large traffic that must eventually inure to the advantage of the Great Western Railway Company by the building of the Hamilton and North West Road. It can scarcely be supposed that this traffic, which in a large degree goes to the New England States, should, when arriving at Thorold or Merriton, have to ascend the mountain with a rise of upwards of 220 feet, at an enormous cost to locomotives, fuel, &c., and, after crossing at Clifton, descend a similar or a heavier grade to reach the Rome, Watertown and Ogdensburg Road, going as it were over two sides of a triangle, when by using the proposed branch or base line from Merriton to Queenston, you have a perfectly straight and level road, and some miles shorter. It is upon these grounds that the Directors of the Lewiston and Queenston Bridge Company base their claims, and therefore most strongly and earnestly urge upon the English Board of Directors of the Great Western Railway Company the



absolute necessity at once of giving their assurance that they will build the branch line from Merritton to Queenston, and use the bridge when built, as a means of crossing the Niagara River in connection with the American roads connecting at that point. So that the Directors of the Bridge Company may as soon as possible offer their stock to the public, who only await this action to subscribe for the same.

T. C. MEWBURN,  
*Secretary.*

WM. MCGIVERIN,  
*President,*

---

Extract from the Report of George Lowe Reid, C. E., 28th  
November, 1872.

---

HAMILTON, 28th November, 1872.

COL. MCGIVERIN, *President Queenston Suspension Bridge Company :*

SIR,—Pursuant to instructions received through your Secretary, Mr. Mewburn, I have, during the past two months, had an accurate survey made of the Niagara River and the grounds adjoining the villages of Queenston and Lewiston, with the view of determining the best location and level of the proposed railway suspension bridge for uniting the railway systems on both sides of the river.

I may here state to you that I recently received instructions from the Directors of the Great Western Railway Company to prepare a map and profile and estimate of cost of the best approach to the proposed bridge from the main line of the Great Western Railway, and that this work will be completed and submitted to the Board of the Great Western Company within the next ten days.

The main object of this bridge is to connect the system of railways at Oswego (by means of the 150 miles of the Lake Ontario Shore Railroad between Lewiston and Oswego) and those of the Great West which are tributary to the Great Western Railway of Canada. The L. O. S. Railroad is now being rapidly pushed forward; it is already opened for traffic about 30 miles west of Oswego, and the whole is in course of construction, and expected to be opened by the Fall of 1873. This new railway passes through what is universally admitted to be one of the finest agricultural and fruit districts of the State of New York, and at Oswego it connects with the following lines, either already built or in course of construction :

1. The New York and Oswego Midland Railroad.
2. The Boston, Rome and Oswego Railroad, which will make use of the Hoosac Tunnel when it is finished, and connect with the existing Vermont and Massachusetts Railroad at the east end of the tunnel. The construction of the western portion of this line is only delayed until the Hoosac Tunnel approaches completion. This route from

Chicago to Boston is said by the railway authorities to be 70 miles shorter than any existing or contemplated line.

3. The Rome, Watertown and Ogdensburg Railroad, now in operation, connects at Potsdam Junction with the Vermont Central and all the New England lines. (*Memo.*, the L. O. S. Railroad is now part of this organization.)

4. The Oswego and Syracuse Railroad, owned by the Delaware, Lackawana and Western Company, extending from Oswego to Syracuse, Binghamton and the Pennsylvania coal-fields.

The junction with the Great Western Railway would be made by a short branch of less than nine miles in length, forming a nearly level line, whereby the existing ascent of 220 feet from Thorold to the eastern summit would be entirely avoided.

I herewith enclose two maps, which show more clearly than any description cards, the important link which your bridge will fill in the great chain of railway communication leading from the seaboard to the Western States.

(Signed,)

GEO. LOWE REID, C. E.

---

**Copy of Report Geo. Lowe Reid and Thos. M. Griffiths, C. E., 5th July, 1873, on Proposed Design of Bridge.**

COL. MCGIVERIN, *President Queenston Bridge Company:*

SIR,—In accordance with the resolution of the Board of Directors, dated 5th June last, we have visited New York, Philadelphia and Phoenixville, and have there had interviews with the agents and managers of the Baltimore Bridge Company, and the Phoenixville Bridge Company, and, having carefully considered the designs for the Queenston bridge respectively submitted by the above-named companies, we now beg leave to report.

We are of opinion that an iron bridge of a clear span of about 650 feet can be built across the Niagara River without extraordinary difficulty, and that such bridge can be made perfectly safe for a heavy railway and road traffic. A bridge of the above named span may be either an arched truss or a trussed girder with horizontal upper and lower chords. We believe that such a bridge can be built in less time and at no greater cost than a suspension bridge of the same capacity and strength, and that it will probably be more satisfactory alike to the Bridge Company, the railway companies, and the travelling public.

Of the different designs which we have had under our consideration, we are of opinion that the amended plan of Messrs. Clark, Reeves & Co., of Philadelphia, possesses the greatest merit, and is entitled to your confidence. We made a minute inspection of the large bridge

building establishments of that company at Phoenixville, and, judging from what we there saw, and from our long experience of the excellent workmanship turned out by them, we have no hesitation in expressing our confidence in their ability to construct successfully and expeditiously the bridge as now designed by them.

They do not now propose to make use of pontoons on which to erect the iron framework of the bridge, but they have ingeniously devised a practicable method of building the bridge in two halves on the shores of the river, and afterwards swinging them together in the manner of a draw-bridge, and fastening the two portions permanently in the centre. We see no reason to doubt the practicability of doing this.

We are of opinion that it will be for the advantage of the railway companies to have a *double track* bridge at once, whereby the facilities for a heavy traffic will be enormously increased; and we have therefore had a plan and estimate prepared for a double track bridge, the cost of which, as proposed by Clarke, Reeves & Co., will be \$850,000, exclusive of masonry. The masonry abutments will cost \$50,000 more, making in all \$900,000. A single track bridge over the same place will cost \$750,000 complete. A single track suspension bridge will cost from \$650,000 to \$700,000 complete.

In view of the fact that the works of the Lake Ontario Shore Railroad are not likely to be finished till next summer, and seeing that other reasons may prevent the bridge being proceeded with during the present season, we beg to recommend that any decision as to the plan of structure to be finally adopted be postponed for the present. Great improvements are now almost daily taking place in iron bridge construction, and before another half-year has elapsed it is quite possible that some improvements on the present design may be worked out.

(Signed,)

GEO. LOWE REID.

THOMAS M. GRIFFITHS.

---

Anno Duodecimo Victoriae Reginae.

---

CAP. CXCIX.

AN ACT to incorporate the Queenston Suspension Bridge Company.

Whereas, Joseph Wynn, Robert Hamilton, John Stayner, Andrew Tod, William Duff, Richard Miller, and others, have by a petition set forth the facility and convenience which the construction of a Suspension Bridge over the Niagara River, at or near Queenston would offer to the public, and have prayed that they and such others as may be associated with them for the purposes hereinafter mentioned, may be incorporated, and certain powers granted them to enable them to construct such a bridge: Be it therefore enacted by the Queen's Most



Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, *An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada*, and it is hereby enacted by the authority of the same, That the said Joseph Wynn, Robert Hamilton, John Stayner, Andrew Tod, William Duff, Richard Miller, and all persons who shall become shareholders in the undertaking hereinafter mentioned, pursuant to this Act, shall be, and they are hereby constituted a Body Corporate and Politic by and under the name, style and title of the Queenston Suspension Bridge Company, with power to unite with any other persons, Company or Body Politic to construct a Suspension Bridge across the Niagara River, at or near Queenston, with the necessary approaches thereto with rail, Macadamized or other roads, and to connect the same with any road now or hereafter to be made, at any point within half a mile of the said Town of Queenston, and the said corporation, by the name aforesaid, shall and may, they and their successors, have perpetual succession, and be capable of contracting and being contracted with, suing and being sued, pleaded and being impleaded, answering and being answered unto, in all courts and places whatsoever, in all manner of actions, suits, complaints, matters and concerns whatsoever, and they and their successors may and shall have a Common Seal, and may change and alter the same at their will and pleasure; and also, that they and their successors, under the name of the Queenston Suspension Bridge Company, shall be by law capable of purchasing, having and holding any real or personal estate for the use of the said company, and of departing therewith for the benefit of the said company: Provided always, nevertheless, that the value of the real estate so holden by the said company at any time, exclusive of the said bridge, shall not exceed the sum of one thousand pounds.

II. And be it enacted, That ten thousand pounds shall constitute the Capital Stock of the said Company, and that the same shall be divided into shares of twenty-five pounds each.

XIX. And be it enacted, That notwithstanding the privileges hereby conferred, the Legislature may at any time hereafter make such additions to this Act, or such alterations of any of its provisions as they may think proper, for affording just protection to the public, or to any person or persons, Body Politic or Corporate in respect to their Estate, Property or Rights, or any interest therein, or any advantage, privilege or convenience connected therewith, or in respect to any way or right, public or private, that may be affected by any of the powers given by this Act.

N. B.—The above is only a portion of the Charter; the clauses left out only referring to detail matters.

5th Session, 1st Parliament, 35 Victoria, 1872.

AN ACT to amend the Queenston Suspension Bridge Company.

*Whereas*, the Queenston Suspension Bridge Company have, by their petition, alleged that their suspension bridge, built and constructed under the authority of their Act of Incorporation, has been so seriously injured by storms that a large sum of money is required to restore it; and that for such restoration, and for the purpose of increasing the facilities of travel, it is necessary that the capital stock of the company be increased to an amount not exceeding one million dollars; and the said company have also prayed that power shall be granted for railway crossings and other railway arrangements, and for union or connection with railway companies, or for the sale of the bridge to railway or other companies, either in Canada or in the United States of America, and it is expedient to grant the prayer of their petition: Therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. The said Queenston Suspension Bridge Company may and are hereby authorized to increase their capital stock to an amount not exceeding one million dollars, and the same shall be divided into shares of one hundred dollars each.

2. Whenever it is intended to ask authority from the shareholders to increase the capital stock of the company to an amount not exceeding one million dollars, or to raise stock, script or bonds thereon, a notice of a general meeting of the shareholders for that purpose shall be given and inserted for at least two weeks prior to the time when such meeting takes place, in one or more newspapers published in the Town of St. Catharines and the City of Toronto.

3. The said company shall have power, under the authority of this Act, to construct and maintain the said bridge as a railway bridge, and to work trains by steam, and otherwise to operate a railway over the said bridge for local passengers and freight traffic, and to connect such railway and the trains so running over it with any railways in the State of New York and in the County of Lincoln.

4. It shall be lawful for the said company to enter into any agreement with any railway company or companies in the Dominion of Canada, or in the United States of America, for the sale or leasing the said bridge, or the use thereof, at any time or times, or for any period, to such railway company or companies, or for leasing or hiring from such company or companies, any railway, or part thereof, or the use thereof, or for the leasing or hiring any locomotives, tenders or movable property, and generally to make any agreement or agreements with any such company or such companies, touching the use, by one or the other, or others, of the bridge, or railway, or railways, or movable property of either or of any of them, or any part thereof, or touching

any service to be rendered by one company to the other or others, and the compensation therefor; and any such railway company or companies may agree for the loan of its credit to, or may subscribe to and become the owner of the stock of the company created by the Act hereby amended in like manner, and with like rights as individuals; and any such agreement shall be valid and binding, and shall be enforced by courts of law, according to the terms and tenor thereof; and the company accepting any such lease as aforesaid, shall be and is empowered to exercise all the rights and privileges of the company granting such lease.

5. When the said railway bridge is repaired and constructed and ready for traffic, all trains travelling on railways terminating at or near the village of Queenston, or in the State of New York, shall have the right to pass over the said bridge (including the cars of any other railway company which may be brought over such railways), at corresponding tariff rates, for the persons and property transported, so that no discrimination in tariff rates for such transportation shall be made in favor of or against any railway whose trains or business pass over the said bridge.

6. In case of any disagreement, and, as often as the same may arise, as to the rights of any railway company whose trains or business shall pass over the bridge hereby authorized to be constructed, or the tariff rates to be charged in respect thereof, the same shall be determined by arbitrators, one to be appointed by each of the companies between whom the disagreement shall have arisen, and a third, who shall be some person experienced in railway affairs, by one of the Superior Courts of the Province of Ontario, upon application to such court, due notice thereof having been given to the parties interested; and the award of the said arbitrators, or the majority of them, shall be final; provided that the terms of the said award shall not be binding for a longer term than five years.

7. The Railway Act, 1868, in so far as the same can be made applicable, is hereby incorporated with this Act, and shall form part thereof, and be construed therewith as forming one Act.

---

AN ACT to amend the Acts incorporating the Queenston Suspension Bridge Company.

*Whereas*, the Queenston Suspension Bridge Company, conjointly with the Lewiston Suspension Bridge Company, constructed a Suspension Bridge across the Niagara River, uniting the village of Queenston with the village of Lewiston on the American side; and whereas the said bridge was, in the month of January, one thousand eight hundred and sixty-four, seriously injured by a gale of wind, and has ever since remained unfit for public use; and whereas, the shareholders of the said companies have agreed to reorganize and build an entirely new bridge on the old site, upon a larger and more permanent basis; and whereas, in consequence of the destruction of the said bridge, and in view of



equalizing the value of the old stock shares with the new capital stock necessary to construct the new bridge, the shareholders, at a special meeting called for that purpose, and held at Queenston on the thirty-first day of July, one thousand eight hundred and seventy-two, unanimously passed a resolution agreeing to relinquish their capital stock shares, and to accept new paid-up stock shares to be issued under the reorganization at the rate of fifty cents on the dollar paid upon the said shares, which reduction has been ascertained by competent engineers to be equivalent to the value of the lands, materials and properties belonging to the old Bridge Company: And whereas, in pursuance of such resolution, the President and Directors of the said Company have, by their petition, prayed that such reduction shall be made as aforesaid: Therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. For and notwithstanding anything mentioned in the Act passed in the twelfth year of Her Majesty's reign, and intituled *An Act to incorporate the Queenston Suspension Bridge Company* or any Act amending the same, each and every share in the capital stock of the said Queenston Suspension Bridge Company, and the amount paid upon the same, shall, from and after the passing of this Act, be held to represent and be equal to the sum of fifty cents on the dollar and no more, and the shareholders shall be entitled to receive, in lieu of the old stock shares held by them respectively, new paid-up stock shares at the rate of fifty cents in the dollar as aforesaid.

2. The Directors of the said Company are hereby authorized and empowered to issue bonds or debentures, which shall be and form a first charge on the undertaking, lands, buildings, and income of the company, or any or all of them, as may be expressed by the said bonds or debentures; and such bonds and debentures shall be in such form and for such amounts, and payable at such times and places as the Directors from time to time may appoint and direct. The said bonds and debentures shall be signed by the President or Vice-President, and countersigned by the Secretary, and shall have the corporate seal of the Company affixed thereto: Provided, that the amount of such bonds and debentures shall not exceed the sum of seven hundred and fifty thousand dollars; but no such bonds shall be issued for a less sum than one hundred dollars.

3. It shall be lawful for the said Company to receive, either by grant from the Government or from any individual or corporation, municipal or otherwise, either in Canada or elsewhere, as aid in the construction of the said bridge, any lands in the vicinity thereof, or any other real or personal property, or any sum of money, either of gifts by way of bonus, or in payment of stock, and legally to dispose of the same, and alienate the lands or other real or personal property for the purposes of the said Company.

4. All Acts and parts of Acts inconsistent herewith are hereby repealed.