

<b>Title:</b>	Niagara Falls Suspension Bridge & Clifton Suspension Bridge collection, 1847-1861, n.d.		
<b>Creator:</b>			
<b>Dates of Material:</b>	1847-1861	<b>Record Group Number:</b>	RG 819
<b>Summary of Contents:</b>	<p>The collection contains items relating to the early history of the Niagara Falls Suspension Bridge and Clifton Suspension Bridge including receipts, company shares, a circular, private bill, ambrotype, small photo album, and guidebook.</p> <p><b>1.1</b> Receipt signed by engineer John A. Roebling, 1853. The receipt is for \$1789.04 received Nov. 1 1853 from W.O. Buchanan for bill of wire rope.</p> <p><b>1.2</b> Four receipts from the Niagara Falls Suspension Bridge Company, n.d. Includes a receipt to C. Bowen for removing things out of shop; receipt for expenses connected to the committee including Mr. Miller, Woodruff, Clark and Smith to consult with the Board with a payment of \$7.00 to Woodruff; receipt for fire wood purchased by W.O. Buchanan for \$7.50; and a receipt for fire wood purchased by Eliliah P. Graves for \$7.50.</p> <p><b>1.3</b> Share deposits for the Niagara Suspension Bridge, 1847. Includes 3 share deposit coupons and 1 blank bank slip. The 3 share deposit coupons are made out to Samuel Zimmerman (100 shares dated Aug. 17, 1847), James Oswald (4000 shares dated Aug. 17, 1847) and M. Creigston (4 shares dated June. 7, 1847).</p> <p><b>1.4</b> Act to Incorporate the Clifton Suspension Bridge Company, March 3, 1859. Contains a private bill to incorporate the Clifton Suspension Bridge Company, no. 113, 2<sup>nd</sup> Session, 6<sup>th</sup> Parliament, by Mr. Drummond.</p> <p><b>1.5</b> Circular, April 26, 1856. The circular is in protest to “An Act to incorporate the Clifton Suspension Bridge Company”, claiming that it “<i>seeks to obtain authority to construct a Suspension Bridge across the Niagara River, in violation of the existing exclusive rights of the Niagara Falls Suspension Bridge Company, conferred upon them by the Legislature of Canada...</i>” The circular contains a petition by J.W. Fisher, Secretary of the Joint Board of the Niagara Falls Suspension Bridge Co. and the Niagara Falls International Bridge Co., and a petition by Wm. Hamilton Merritt, President of the Niagara Falls Suspension Bridge Co.</p> <p><b>1.6</b> Photo album of prints of Niagara Falls, n.d. A small album of Niagara Falls prints including the winter ice mountain in front of the American Falls; Whirlpool Rapids; Railway Suspension Bridge; the new suspension</p>		

	<p>bridge; American Falls from the Canadian side; the Horseshoe Falls from Goat Island; the Horseshoe Falls and Three Sister Islands; Horseshoe Falls in winter seen from Table Rock; a view of the Horseshoe Falls and American Falls from the Canadian side; a winter view from Prospect Point; and the American Falls from Goat Island.</p> <p><b>1.7</b> <i>The Falls of Niagara: being a complete guide to all the points of interest around and in the Immediate Neighbourhood of the Great Cataract</i>, 1861. A small book containing views taken from sketches by Washington Friend and from photographs. Published by T. Nelson &amp; Sons, Edinburgh &amp; New York, Toronto: James Campbell. Contains a section about the Niagara Suspension bridge and a map showing its location. Also includes sections on Prospect Point, the Ferry House, Table Rock, the Maid of the Mist, Prospect House, islands in the Niagara River above the Falls, the burning spring, the museum, Clifton House, Terrapin Tower, and the geology of Niagara.</p> <p><b>1.8</b> Ambrotype of the entrance to the Niagara Suspension Bridge at the horse/pedestrian level, c. 1860. Posters showing the toll rates and regulations are visible. A man is pictured standing outside a small building at the bridge entrance. A large recent print of the ambrotype that shows greater detail is included.</p>
<p><b>Physical Description / Condition:</b></p>	<p>1 cm textual records 1 photo album 1 ambrotype</p>
<p><b>Administrative/ Biographical Sketch:</b></p>	<p>In 1846, the governments of Upper Canada and the State of New York initiated the creation of two companies that would be authorized to build a bridge over the Niagara River. The bridge was to be owned by both companies, respectively known as the Niagara Falls Suspension Bridge Company (Canadian) and the International Bridge Company (American). Engineer Charles Ellet was hired to construct the bridge and completed a temporary suspension bridge that opened in 1848. A financial dispute with the Bridge Companies led to Ellet's departure and American civil engineer John A. Roebling was hired in 1851. He was to build a suspension bridge that would carry railways and carriages. In 1854 a lower deck was completed and opened to carriages and pedestrians. The following year the upper deck was opened which carried railway cars. It became the first working suspension railway bridge in history and remained in operation until 1897.</p> <p>The success of the railway suspension bridge brought calls for another</p>

	<p>bridge to be built closer to the Falls. The bridge was to connect Niagara Falls, New York and Clifton, Ontario, and was known as the Clifton Suspension Bridge or Falls View Bridge. A Canadian charter was granted to the Clifton Suspension Bridge Company in 1867 and the bridge officially opened in 1869.</p>		
<b>Location:</b>	Brock University Archives		
<b>Source Information:</b>	Acquired from Lord Durham Rare Books in 2022.		
<b>Described by:</b>	Chantal Cameron	<b>Date:</b>	January 2023