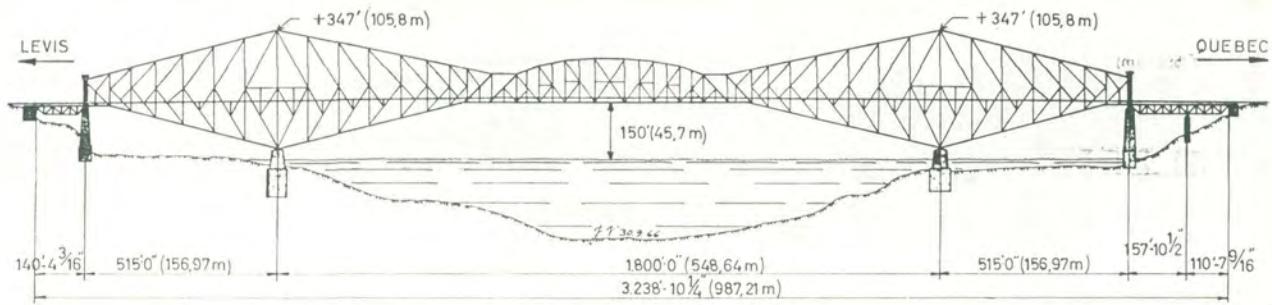
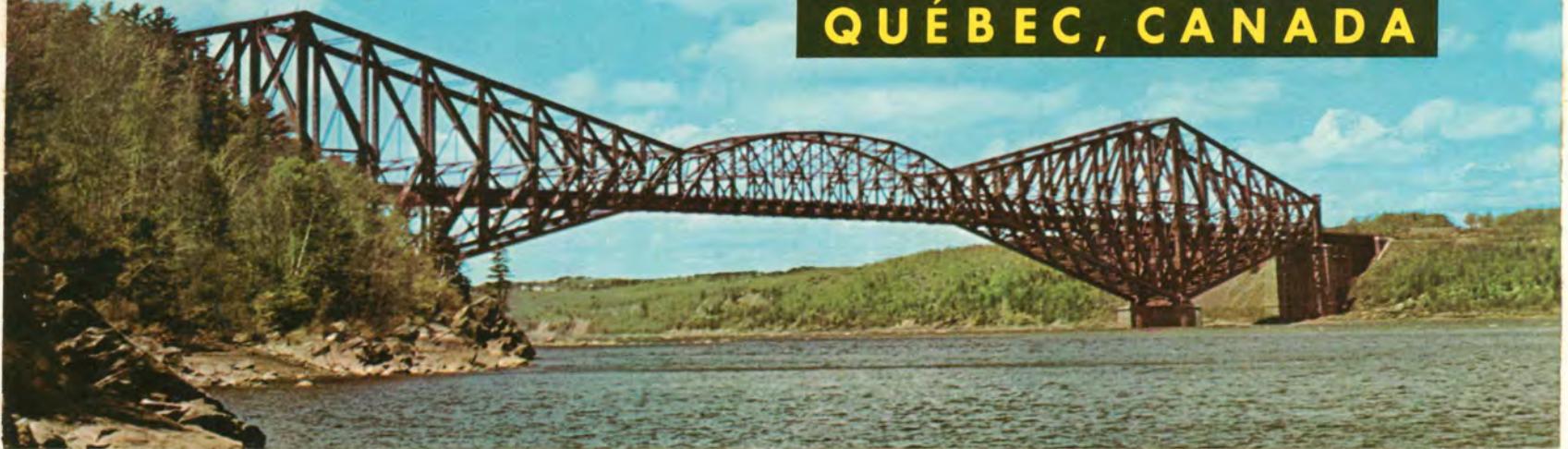


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CANADA

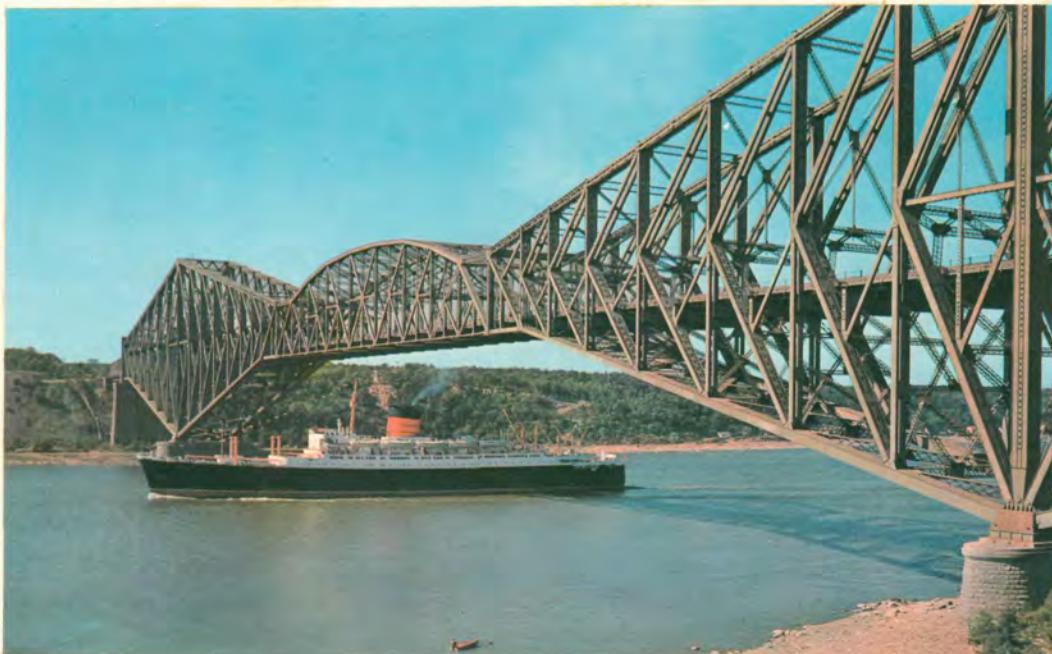
QUÉBEC, CANADA



2

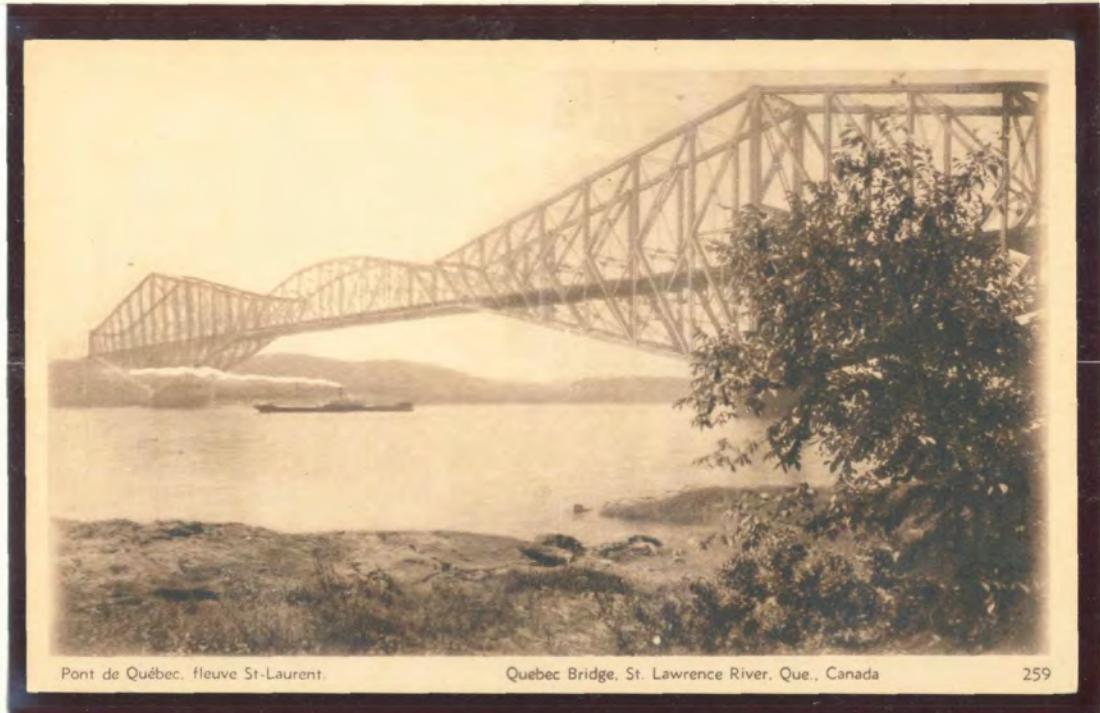
Cantilever truss bridge with main span of 1800 ft., still the longest span in the world for any type of bridge other than a suspension bridge. Construction started in 1900 but was interrupted by two accidents. The south cantilever section collapsed in 1907, killing 75 workmen. The suspended span dropped during lifting in 1916, killing 12 men. The bridge was finally completed in August 1918.

O.H. Ammann was engaged to analyze the cause of the 1907 collapse. His official report is now an engineering classic.



CANADA QUEBEC BRIDGE

With its clear span of 1800 ft., the Quebec Bridge was considered the eighth "Wonder of the World" when it was opened to traffic in 1919. It still is the longest cantilever steel railway bridge in the world.



259





CANADA QUEBEC BRIDGE

The Quebec Bridge is a riveted steel cantilever structure with a main span of 1800 ft and side spans of 515 ft. In its width of 94 ft, it carries one rail line, 3 lanes of automobile traffic and 2 pedestrian walkways across the St.Lawrence Seaway, providing a clearance above water of 150 ft. The bridge was declared a historic monument in 1987 by the Canadian and American Society of Civil Engineers, and a National Historic Site on January 24, 1996 by the Department of Canadian Heritage.

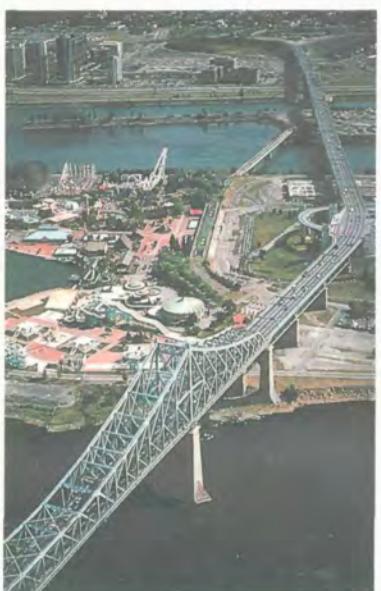


Montréal



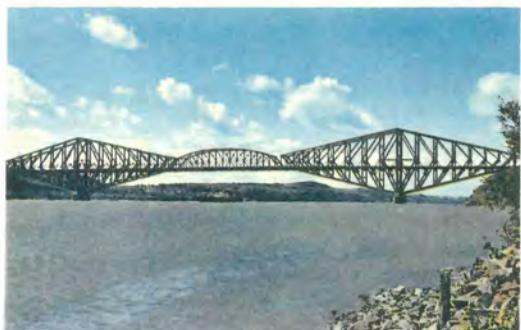
CANADIAN BRIDGES

JACQUES CARTIER BRIDGE
MONTREAL



Day of Issue
Canada Post Corporation

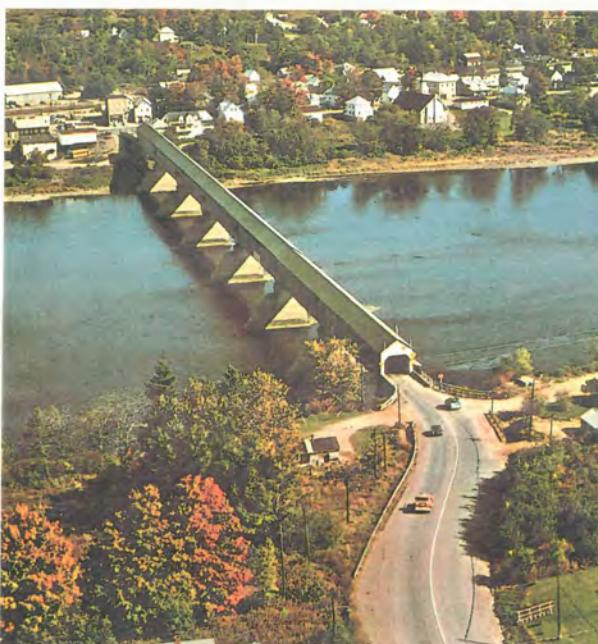
Jour d'émission
Société canadienne des postes



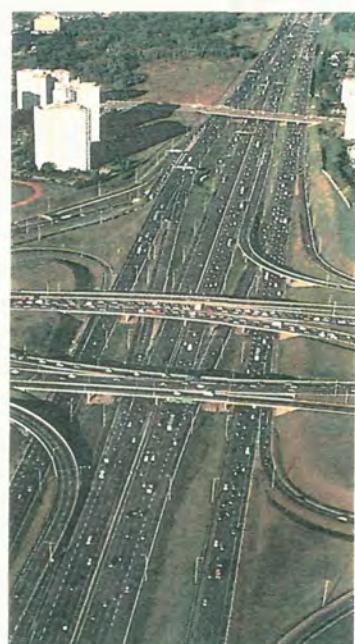
QUEBEC BRIDGE



ALEX FRASER BRIDGE
VANCOUVER



HARTLAND
COVERED BRIDGE



ONTARIO HIGHWAY
INTERCHANGE

CANADIAN BRIDGES

QUEBEC BRIDGE



ONTARIO HIGHWAY
INTERCHANGE

HARTLAND
COVERED BRIDGE

ALEX FRASER BRIDGE
VANCOUVER





CANADA BLUE WATER INTERNATIONAL BRIDGE

Port Huron, Michigan

Sarnia, Ontario

The Blue Water International Bridge crosses the St.Clair River at the southern end of Lake Huron. Opened in 1938, the main bridge is a cantilever truss with a total length of 1,576 ft and a main span of 871 ft. Total length of the 72-span crossing is 6,178 ft. A second, parallel crossing was opened to traffic in 1997.



CANADA

JACQUES CARTIER BRIDGE

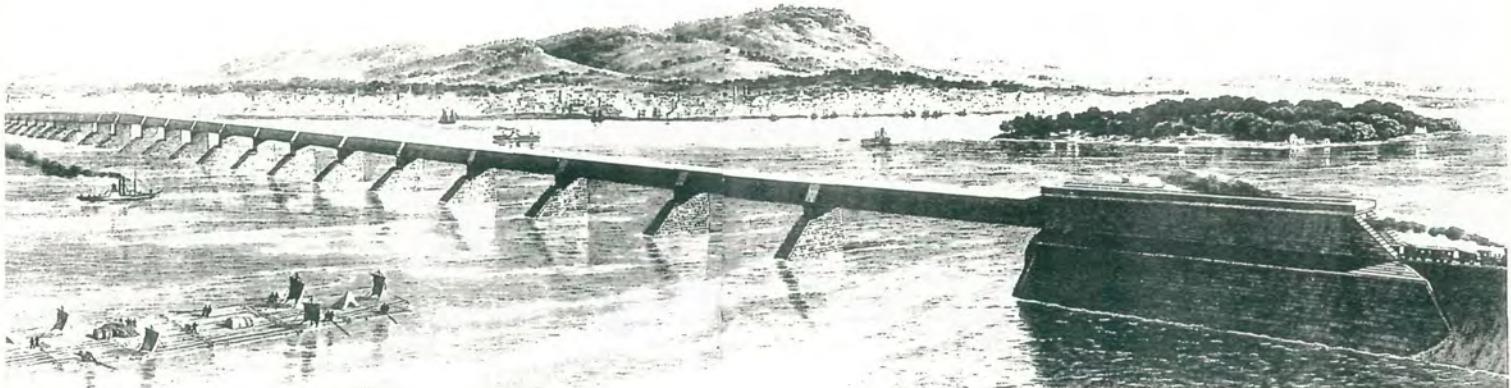
The Jacques Cartier Bridge crosses the St.Lawrence Seaway in the harbor of Montreal. The main bridge is a cantilever truss with a main span of 331m and two anchor arms of 128m. The bridge carries 6 lanes of traffic and provides a clearance for ship traffic of 49.4m. Total length of the bridge including approaches is 2.7 km



Montreal

CANADA

Great Victoria Bridge



The Great Victoria Bridge was designed by George Stephenson to carry railroad trains across the St. Lawrence River at Montreal. The 25 spans of the bridge are of tubular construction, with an overall length of 6,138 ft. The bridge was completed in 1859 and replaced by the Victoria Jubilee Bridge in 1898.

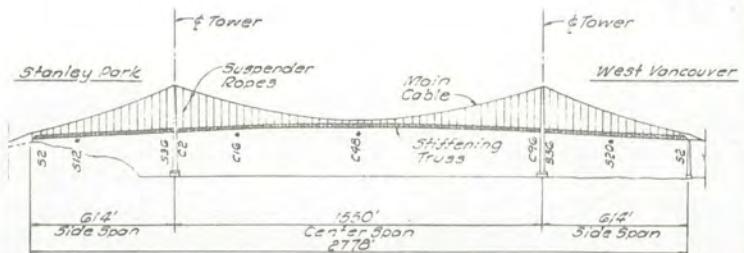
Victoria Jubilee Bridge



CANADA

Vancouver

Lion's Gate Bridge



Vancouver - Quesnel

VANCOUVER
AUG 4
5 AM
1950
B.C.



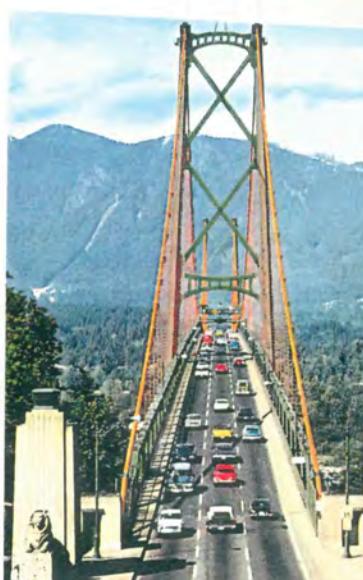
VIA AIR MAIL

Bertha Donner
1072 Decatur Street
Brooklyn, New York



The Lion's Gate bridge, originally called the First Narrows Bridge, spans the entrance to Burrards Inlet near Prospect Point.

Designed by Monsarrat and Pratley, the bridge was opened to traffic in November 1938.





BRIDGE AND FALLS

ST. JOHN, N. B.

Aug. 19, 1906.

CANADA

St. John, N.B. Grand Falls Bridges

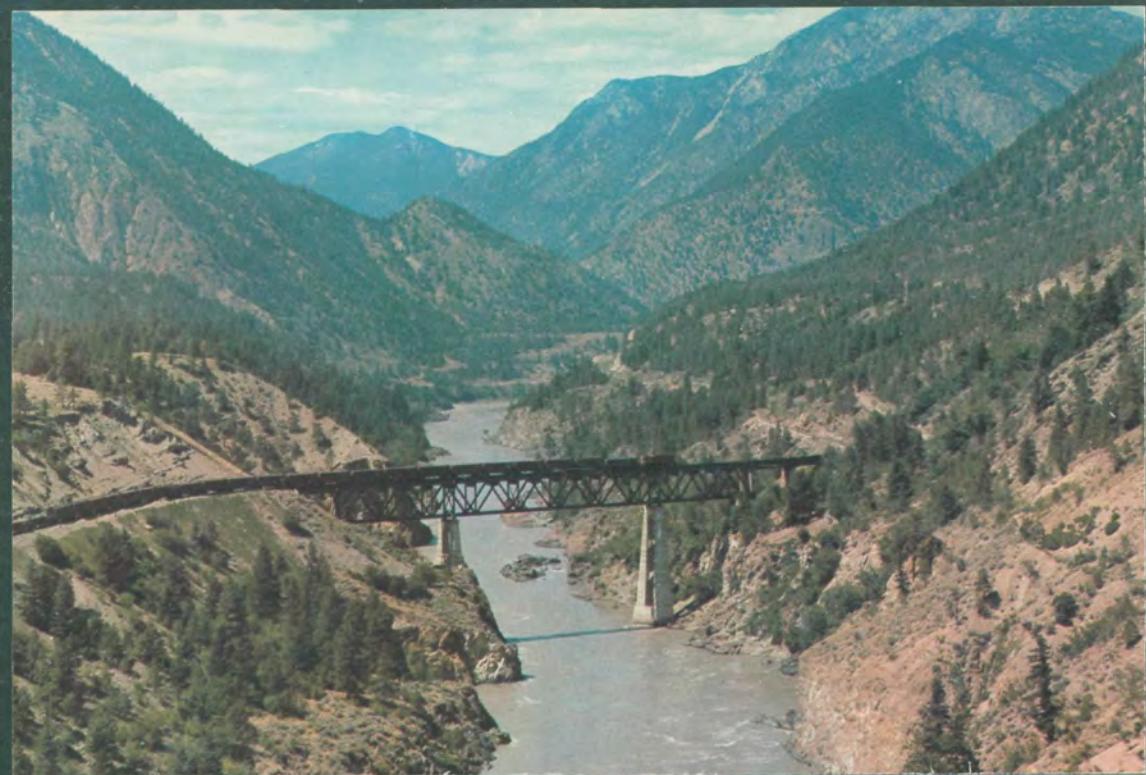
The suspension bridge across the falls of the St. John river had a span between towers of 209 ft 9 in. and the span of the stiffening trusses was 193 ft 9 in. The roadway was 16 ft wide and was supported by two wire cables of 5-1/2 in. diameter. The stiffening trusses were 3 ft. 9 in. deep. The bridge was replaced by a truss bridge in 1915.

The cantilever truss bridge in the back ground is a railway bridge.





1964 Expo Grounds - Montreal
(Jacques Cartier Bridge in background)



Railroad Bridge at Lillooet - Brit.Columbia

CANADA

Canada Post Office
Pre-stamped postcard

Postes canadiennes
Carte postale timbrée



Canada Postage
Postes 8

Man and His World, Montreal—P.Q.
Terre des Hommes, à Montréal (P.Q.)

1 PQ-1

Railroad Bridge at Lillooet - Brit.Columbia

Canada Post Office
Pre-stamped postcard

Postes canadiennes
Carte postale timbrée



Canada Postage
Postes 8

British Columbia Railway, Lillooet—B.C.
Chemin de fer de la Colombie-Britannique, à Lillooet (C.-B.)

2 BC-1

1964 Expo Grounds - Montreal
(Jacques Cartier Bridge in background)

Covered Bridge, Kiamika River - Quebec



Covered Bridge near Sussex - New Brunswick



CANADA

Canada Post Office
Pre-stamped postcard Postes canadiennes
Carte postale timbrée



Canada Postage
Postes 8

Covered Bridge, Kiamika River—P.Q.
Un pont couvert sur la rivière Kiamika (P.Q.)

1 PQ-1

Canada Post Office
Pre-stamped postcard Postes canadiennes
Carte postale timbrée



Canada Postage
Postes 8

Covered Bridge near Sussex—N.B.
Pont couvert près de Sussex (N.-B.)

1 NB-1

Covered Bridge, Kiamika River - Quebec

Covered Bridge near Sussex - New Brunswick

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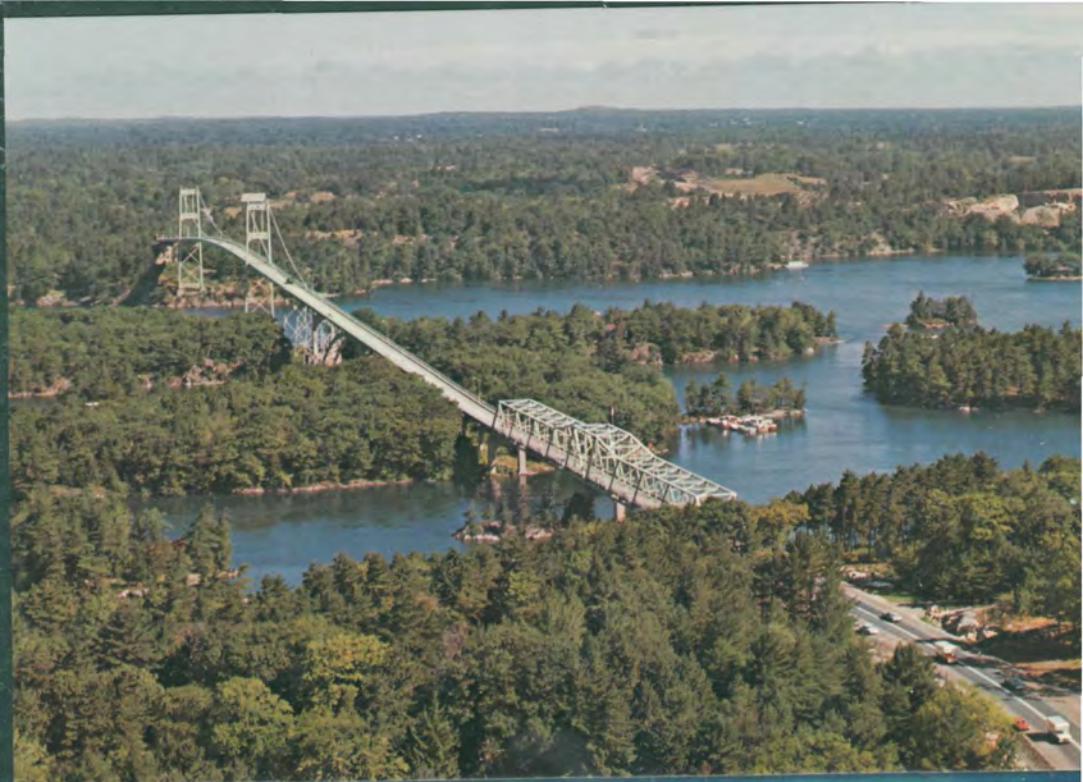
B
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PEACE BRIDGE

**Peace Bridge
Buffalo, New York - Fort Erie, Ontario**

**International Railway Bridge
Buffalo, New York - Fort Erie, Ontario**

Thousand Islands Bridge - Ontario

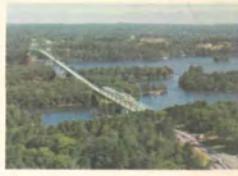


Thousand Islands Bridge - Ontario



CANADA

Canada Post Office Postes canadiennes
Pre-stamped postcard Carte postale timbrée



Canada Postes
Postage 8

Thousand Islands Bridge — Ont.
Pont des Mille-Îles (Ont.)

3 ON—1

Canada Post Office Postes canadiennes
Pre-stamped postcard Carte postale timbrée



Canada Postes
Postage 8

Aerial view of the Thousand Islands Bridge — Ont.
Vue aérienne du pont des Mille-Îles (Ont.)

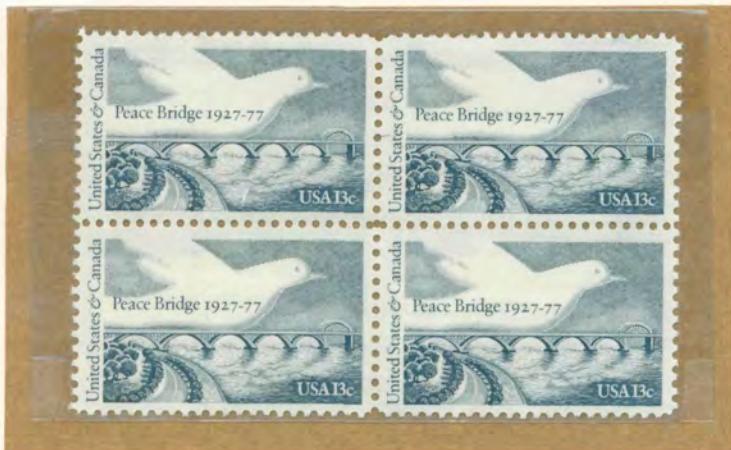
1 ON—1



AMERICAN COMMEMORATIVES

PEACE BRIDGE

K&M Division
POLY-VU
Torrance CA 90503



Opened fifty years ago, the Peace Bridge spans the Niagara River, linking Buffalo, New York, and Fort Erie, Ontario. It symbolizes the long-lasting friendship between the United States and Canada, crossing, as it does, the longest unguarded international border in the history of the world. The border, some four thousand miles long, stretches from Maine-New Brunswick to Washington-British Columbia.

Interestingly, the span was built from the sites of two border forts which had been used in the War of 1812. This conflict between Canada and the United States began with high hopes on the American side for a successful invasion of Canada. In Thomas Jefferson's words, the taking of Canada was "merely a matter of marching." But untrained troops and bumbling generals reduced the grandiose scheme of conquest to a few abortive sallies across the border by both British and Americans.

American militiamen were unwilling to fight outside the borders of their state, much less their nation, so the attempt to invade Canada was unsuccessful.

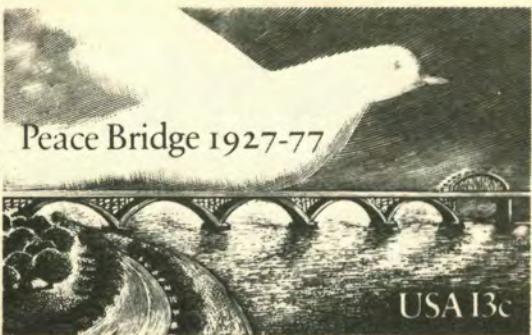
The end of that useless and wasteful war was also the beginning of an undisturbed relationship between Canada and the United States that was formalized in the Peace Bridge ceremony of 1927. Participating then were Prime Ministers Stanley Baldwin of Great Britain and William Lyon MacKenzie King of Canada, Vice President Charles G. Dawes of the United States and the Prince of Wales, later King Edward VIII.

The bridge has been heavily trafficked for half a century as Canadians and Americans commute to jobs and visit relatives in each other's country. The Peace Bridge Stamp commemorates these first 50 years.

The stamp was designed by Bernard Brussel-Smith. A woodcut picturing a symbolic dove above the arches of the bridge was used as the art medium. The original steel engravings pictured on this panel were executed between 1847 and 1879.



United States & Canada



Issue Date: August 4, 1977
First Day City: Buffalo, New York
Designer: Bernard Brussel-Smith
Modeler: Peter Coccia
Engravers: Robert G. Culin, Sr. (lettering and denomination)
Joseph S. Creamer, Jr. (vignette)
Press: Intaglio
Colors: Blue
Image Area: 1.44 x 0.84 inches or
36.5 x 21.3 millimeters
Plate Numbers: One
Stamps to pane: 50
Selvage: "Mail Early in the Day"
"Use ZIP Code" and "Mr. ZIP"

Good Neighbors Peace Bridge Commemorative Stamp

"Like an arm outstretched in friendship, the Peace Bridge joins the shores of the United States and Canada." This sentiment was voiced at the opening ceremony for the bridge in August, 1927. When the bridge was completed, it linked Fort Porter, at Buffalo, New York, and Fort Erie on the Ontario side of the border—the two forts that had engaged in the last conflict between the two countries during the War of 1812. Fifty years later, the Peace Bridge spans the longest unguarded border in the history of the world and continues to symbolize peace between the United States and Canada.

Procedures for ordering first day cancellations are as follows:

Customers affixing stamps. Customers may purchase their own stamps at their local post offices and affix them to their own envelopes. All envelopes must be addressed and peelable return address labels are recommended for this purpose. Stamps must be affixed in the upper right corner of envelopes approximately a quarter inch from the top and a quarter inch from the right edge. Return addresses should be placed low and well to the left and a filler of postal card thickness should be inserted in each cover. Not later than August 19—orders must be postmarked by that date—the envelopes may be forwarded to "First Day Cancellations, Postmaster, Buffalo, NY 14240" for cancellation and return through the mailstream. No remittance is required.

Postal Service affixing stamps. Except for affixing stamps and addressing orders, follow the procedures listed above. Address orders to "Peace Bridge Stamp, Postmaster, Buffalo, NY 14240." The cost is thirteen cents per stamp to be affixed to covers. Do not send cash. Personal checks will be accepted as remittance for orders up to the limit of 200 covers. Postage stamps are unacceptable as payment. Orders must be postmarked no later than August 19.



FIRST DAY OF ISSUE

USA - CANADA

PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario



Cover printed for the opening of the Peace Bridge on August 7, 1927 - post-marked on the 12th anniversary of the opening on August 7, 1935.



Cover post-marked March 12, 1900 for the Pan American Exposition in 1901 - re-mailed and post-marked August 4, 1977 for the 50th Anniversary of the opening of the Peace Bridge. (Letter dated March 12, 1900 enclosed).

USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



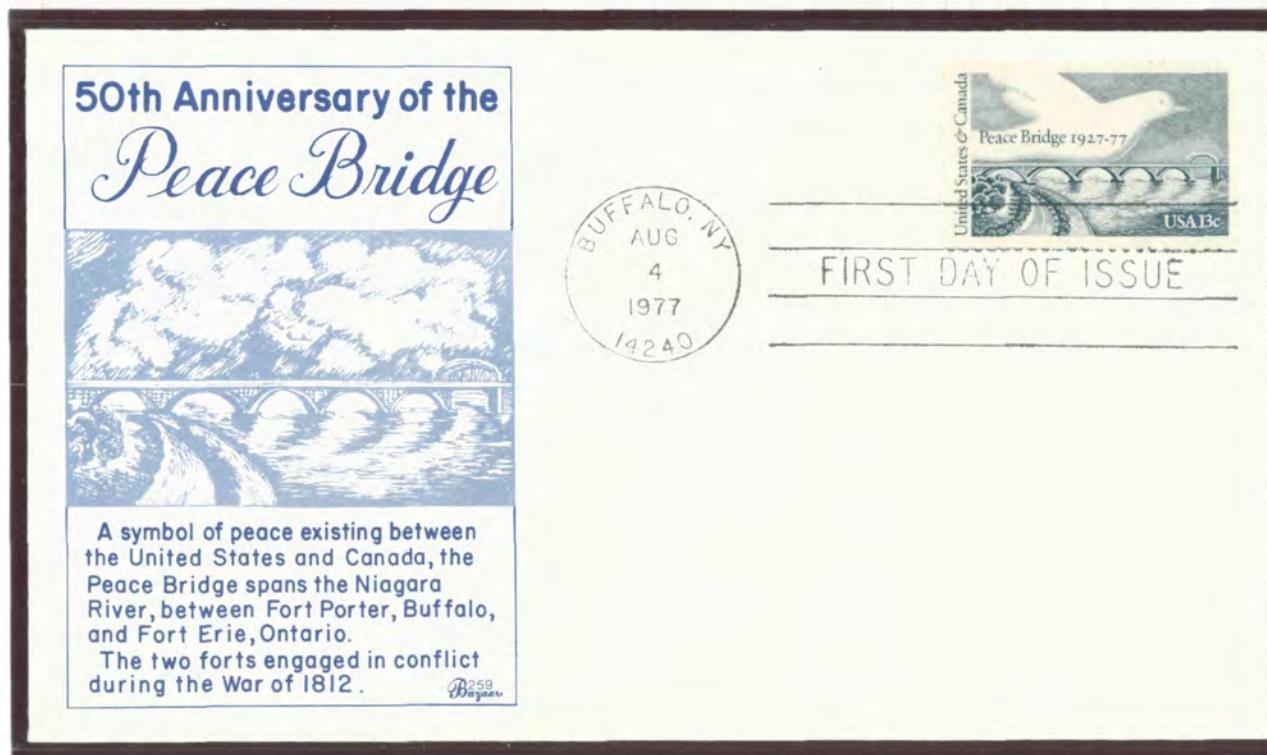
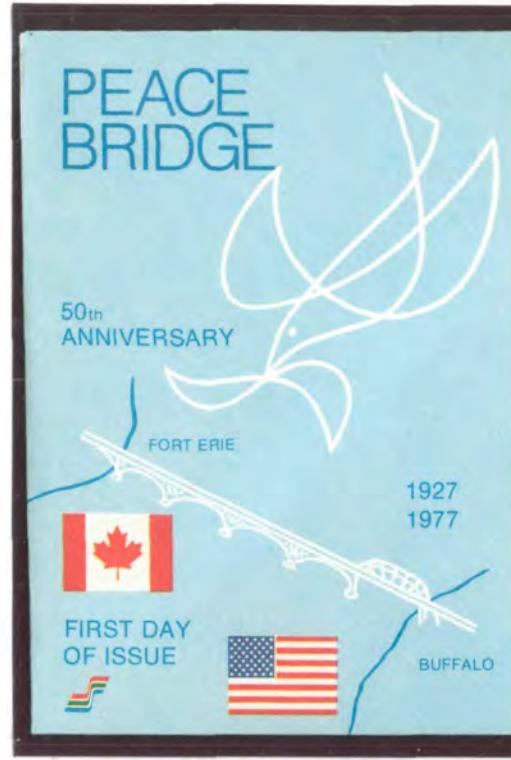


USA - CANADA
PEACE BRIDGE
Buffalo, New York
Fort Erie, Ontario
50th Anniversary - 1977





**USA - CANADA
PEACE BRIDGE**
Buffalo, New York Fort Erie, Ontario
50th Anniversary - 1977



USA - CANADA
PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



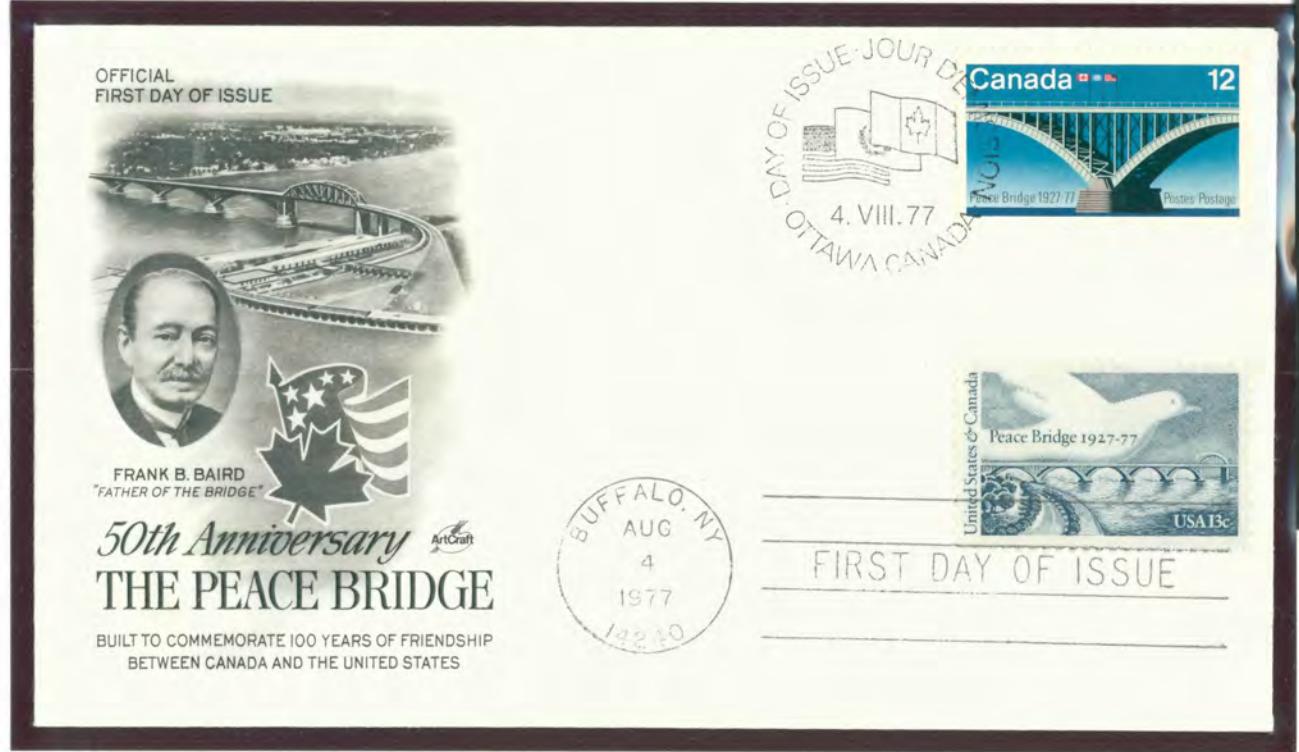
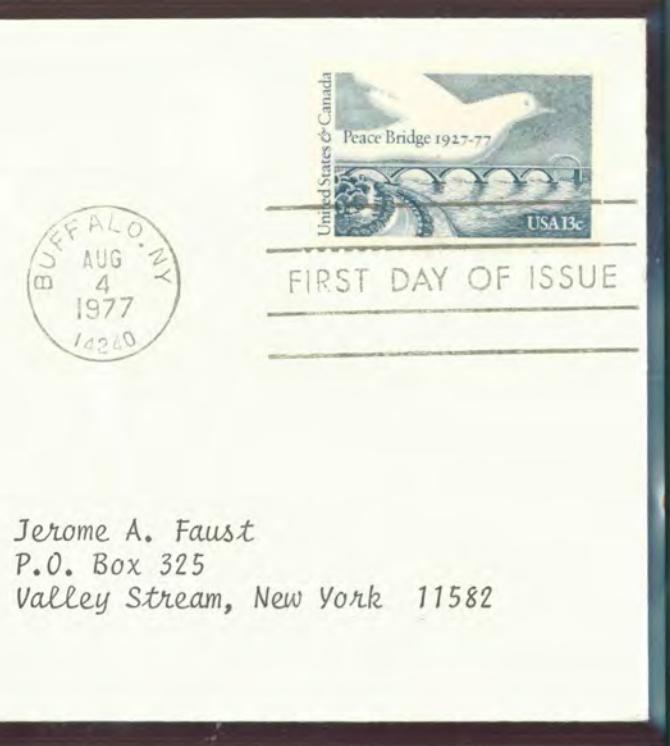
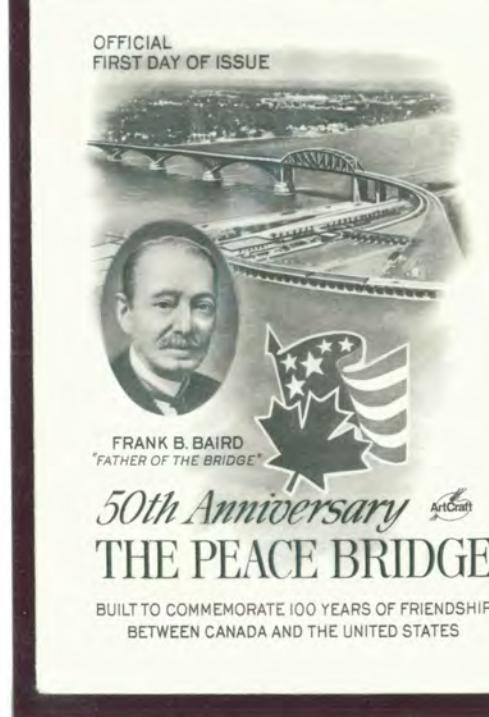
USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977

Official First Day of Issue



USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977

50th Anniversary
The Peace Bridge
Joining the United States and Canada



Arlonster 1927 & 1977

First Day of Issue



USA - CANADA

PEACE BRIDGE

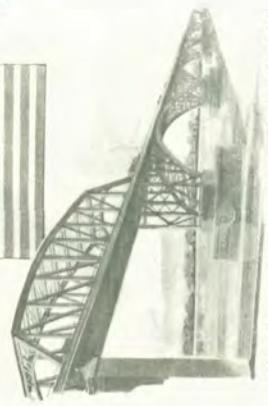
Buffalo, New York

50th Anniversary - 1977

Fort Erie, Ontario



50th Anniversary
The Peace Bridge
Joining the United States and Canada



Arlonster 1927 & 1977

First Day of Issue





50th Anniversary Peace Bridge



45th HAMILTON - BUFFALO REUNION
MAY 20-21, 1977
HOST - BUFFALO STAMP CLUB

USA - CANADA

PEACE BRIDGE

Fort Erie, Ontario
50th Anniversary - 1977



50th Anniversary Peace Bridge



50th Anniversary Peace Bridge



45th HAMILTON - BUFFALO REUNION
MAY 20-21, 1977
HOST - BUFFALO STAMP CLUB



Fort Erie, Ontario
50th Anniversary - 1977

**50th Anniversary of the
Peace Bridge**



A symbol of peace existing between the United States and Canada, the Peace Bridge spans the Niagara River, between Fort Porter, Buffalo, and Fort Erie, Ontario.

The two forts engaged in conflict during the War of 1812.

Bazaar

BUFFALO
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FIRST DAY OF ISSUE

USA - CANADA
PEACE BRIDGE

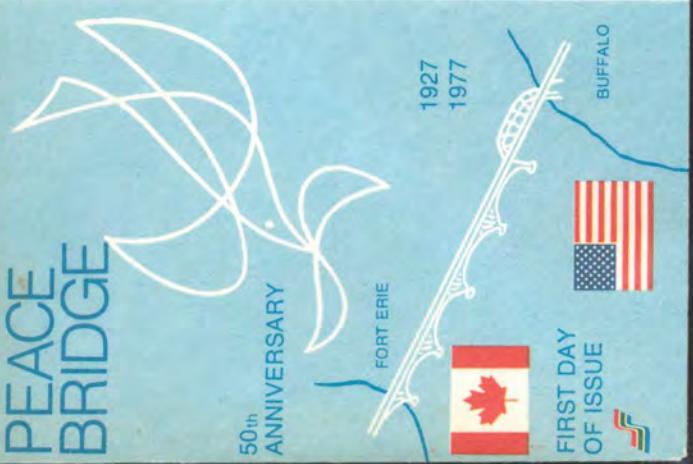
Buffalo, New York
50th Anniversary - 1977

Fort Erie, Ontario



FIRST DAY OF ISSUE

BUFFALO, NY
4 AUG 1977
14240



FIRST DAY OF ISSUE

BUFFALO, NY
4 AUG 1977
14240





BUFFALO
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1977
14240



FIRST DAY OF ISSUE



USA - CANADA
PEACE BRIDGE
Fort Erie, Ontario
50th Anniversary - 1977

CAPITOL CACHETS No. 10



During the Revolution the Patriots attempted to make Canada the FOURTEENTH STATE. If they had, the 1st flag might have looked like this.

This stamp honors the 50th Anniversary of the PEACE BRIDGE between Buffalo, N.Y. and Ft. Erie, Ont.

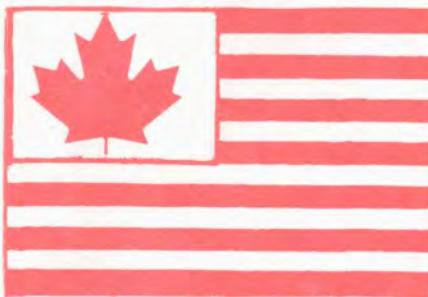
No soldiers stand guard on the 3,987 mile border between the United States and Canada.



FIRST DAY OF ISSUE



CAPITOL CACHETS No. 10



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FIRST DAY OF ISSUE



FIRST DAY OF ISSUE



USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



BUFFALO COURIER-EXPRESS, Friday, August 5, 1977



FIRST DAY OF ISSUE

4
1977

William Bolger

James C. Corkery

Courier-Express/Ron Schifferle

U.S. and Canadian postal officials exchange first day covers of Peace Bridge stamps

Peace Bridge Stamps Issued

The spirit of friendship and trust between the U.S. and Canada was echoed by speaker after speaker Thursday during ceremonies marking the issuance of U.S. and Canadian Peace Bridge stamps.

"Too bad the rest of the people of the world can't walk over a peace bridge and join hands with their neighbors," said J. Gordon Cunningham, regional general manager of the Canadian Post Office.

Also addressing the group of 1,000 that had gathered at Kleinhan's Music Hall were William Bolger and James C. Corkery,

Deputy Postmaster Generals for the U.S. and Canada, respectively.

Sub For Bosses

Both Bolger and Corkery were pinch-hitting for their bosses who had been scheduled to attend but could not as a result of pressing business, explained Buffalo Postmaster William J. Miller, master of ceremonies at the event.

Stamps Sold

The U.S. and Canadian stamps were issued in commemoration of the 50th anniversary of the

Peace Bridge, which will be marked on Sunday.

While official ceremonies were going on, hand-canceled, first-day-issue U.S. stamps depicting the Peace Bridge were sold in temporary booths set up at Kleinhan's.

In addition, hand-canceled and machine-canceled stamps were sold at the Main Post Office, 1200 William St., on Thursday. Officials late Thursday reported that they canceled 50,000 stamps during the first day of issue.

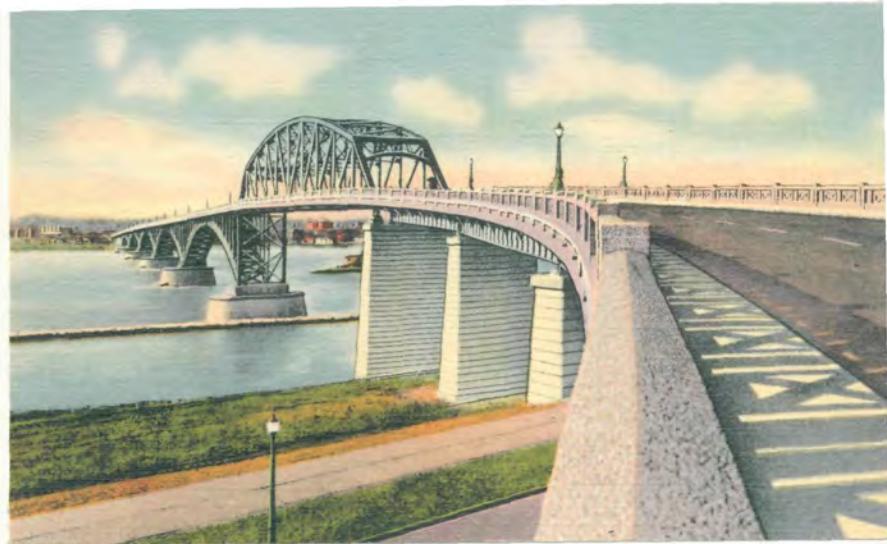
Today, the stamp becomes available in post offices throughout the country.

USA - CANADA PEACE BRIDGE

Buffalo, New York

Fort Erie, Ontario

50th Anniversary - 1977



50th Anniversary
of the PEACE
BRIDGE



THIS 13-cent COMMEMORATIVE POSTAGE STAMP WAS ISSUED TO CELEBRATE THE FIFTIETH ANNIVERSARY OF THE OPENING OF BUFFALO'S MULTI-MILLION DOLLAR STRUCTURE THAT SPANS THE NIAGARA RIVER AND THE U.S.-CANADIAN BORDER FROM THAT CITY TO FORT ERIE, ONT. -- THE PEACE BRIDGE STAMP WAS ISSUED IN BUFFALO, N.Y.



50th Anniversary
of the PEACE
BRIDGE



THIS 13-cent COMMEMORATIVE POSTAGE STAMP WAS ISSUED TO CELEBRATE THE FIFTIETH ANNIVERSARY OF THE OPENING OF BUFFALO'S MULTI-MILLION DOLLAR STRUCTURE THAT SPANS THE NIAGARA RIVER AND THE U.S.-CANADIAN BORDER FROM THAT CITY TO FORT ERIE, ONT. -- THE PEACE BRIDGE STAMP WAS ISSUED IN BUFFALO, N.Y.

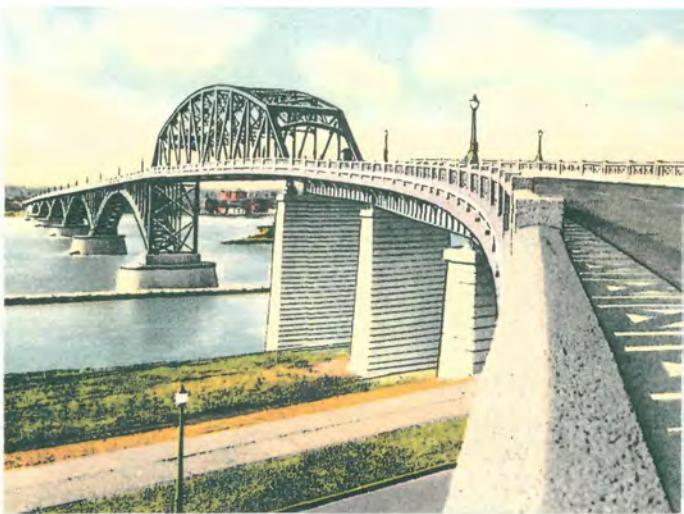


NIAGARA BRIDGES

Peace Bridge

John A. Roebling's Suspension Bridge

The Peace Bridge was designed by Edward Lupfer and opened on June 1, 1927. John A. Roebling's Railway Suspension Bridge was opened to traffic on March 8, 1855.



Arthur U Calay,
R R 2,
Coloma, Michigan



The International Railway Bridge

Upper Niagara River

Buffalo, New York - Fort Erie, Ontario



A bridge across the Niagara River at this location was first proposed in 1857 but funding did not become available until 1870 when a contract was signed between the International Bridge Company and Casimir Stanislaus Gzowski and D.L.MacPherson of the engineering firm of Gzowski-MacPherson.

The Bridge was opened on November 3, 1873, carrying a single railroad line and a pedestrian walkway. In 1900, the superstructure of the bridge was rebuilt. The pedestrian walkway was removed to allow addition of another rail bed. The bridge was rehabilitated again in 1993. Total length of the bridge is 3,652 ft (1,113 m).



Casimir Gzowski

Exiled to the United States for his part in the Polish uprising of 1830, Casimir Gzowski soon immigrated to Canada where he became a government engineer involved in the road construction of Upper Canada. Between 1871 - 1873, he constructed the famous International Railway Bridge across the Niagara River. He also designed the park system along the Canadian bank of this river and became the first chairman of the Niagara Falls Park Commission. In 1879, he was knighted by Queen Victoria.

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NIAGARA FALLS

Roebling's Suspension Bridge

**Lower Steel Arch Bridge
(Lower Falls Bridge)**

Upper Steel Arch Bridge

Michigan Central Railway Bridge

Rainbow Bridge

Suspension Bridge, NY

NIAGARA BRIDGES



Peace Bridge
Buffalo - Fort Erie

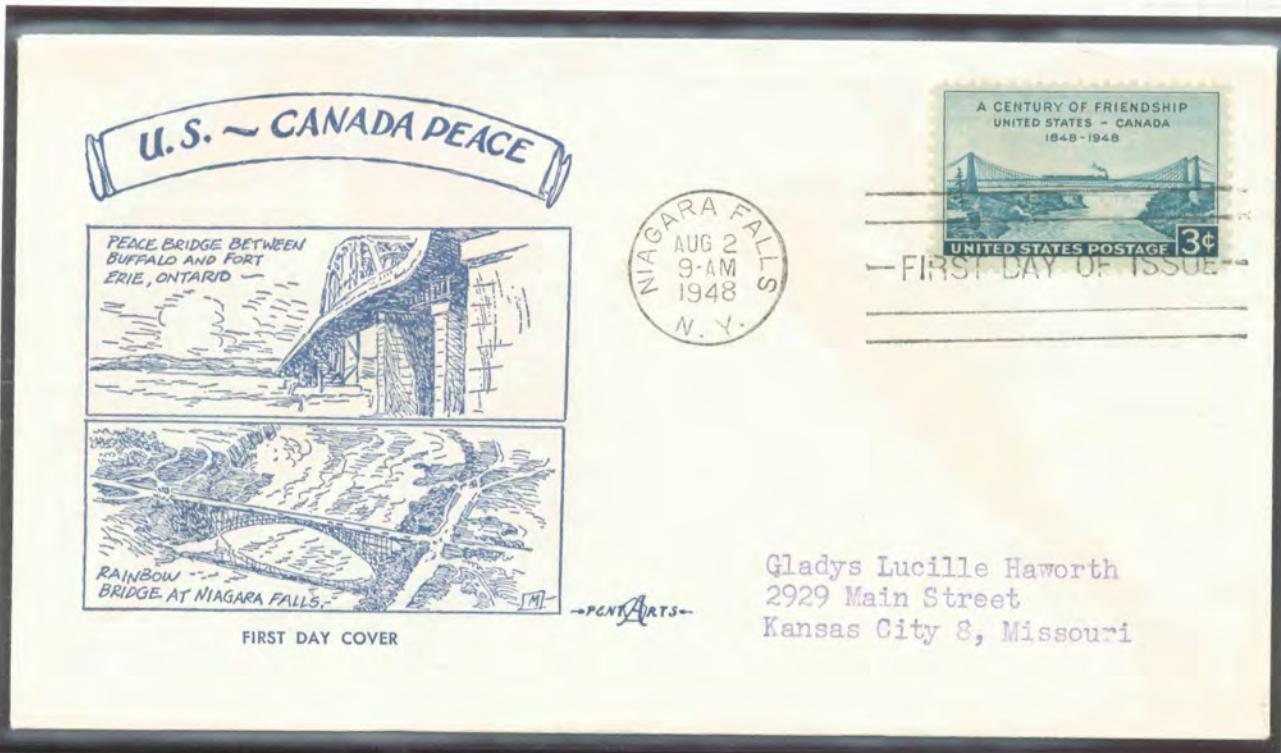


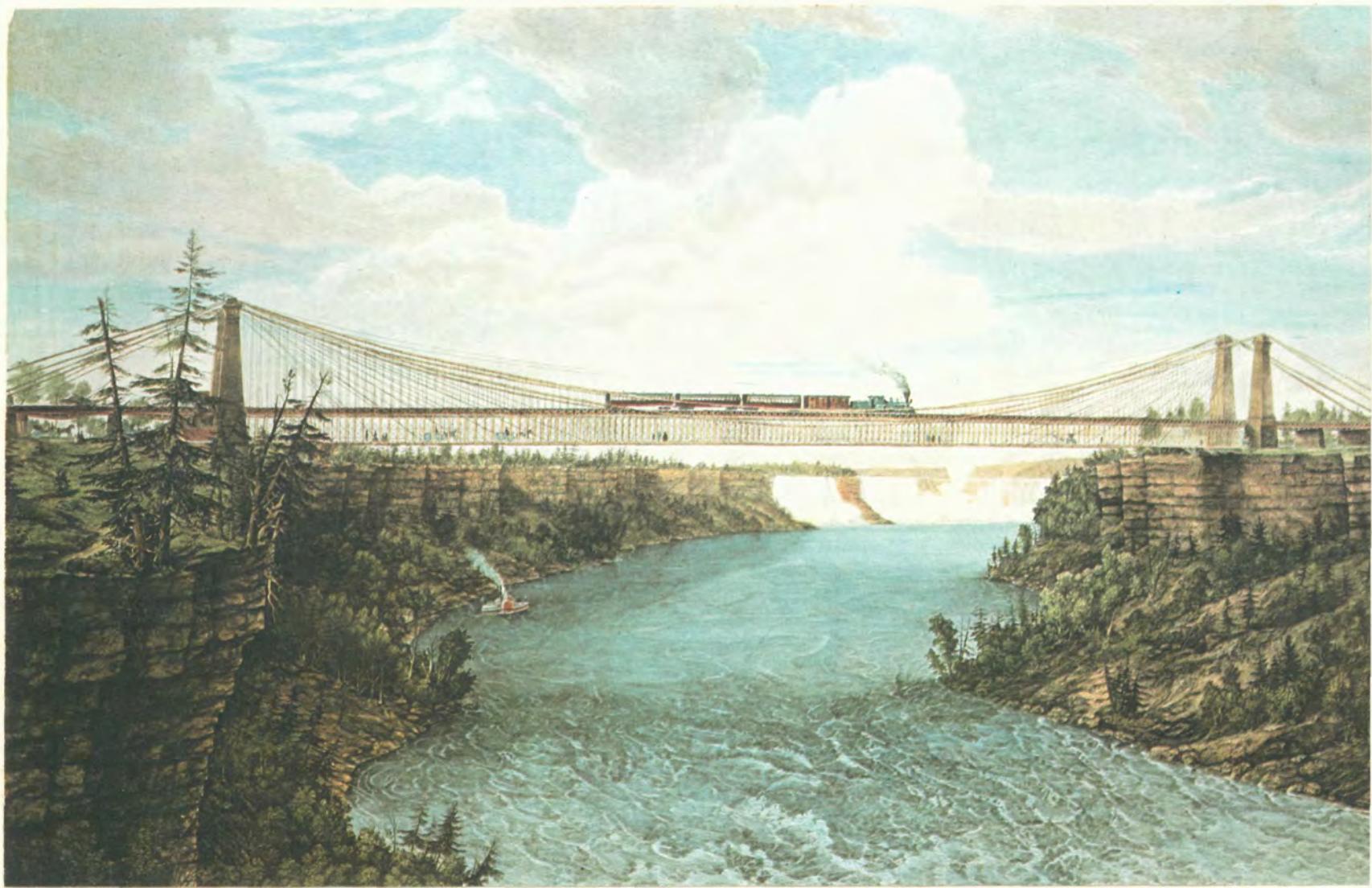
Roebling's Suspension Bridge



Upper Steel Arch Bridge

The Niagara Falls bridge shown on this cover is not the Rainbow Bridge but the Upper Steel Arch Bridge, built in 1897 by Leffert L. Buck and replaced in 1940 by the Rainbow Bridge.





J.A. ROEBLING's NIAGARA FALLS SUSPENSION BRIDGE

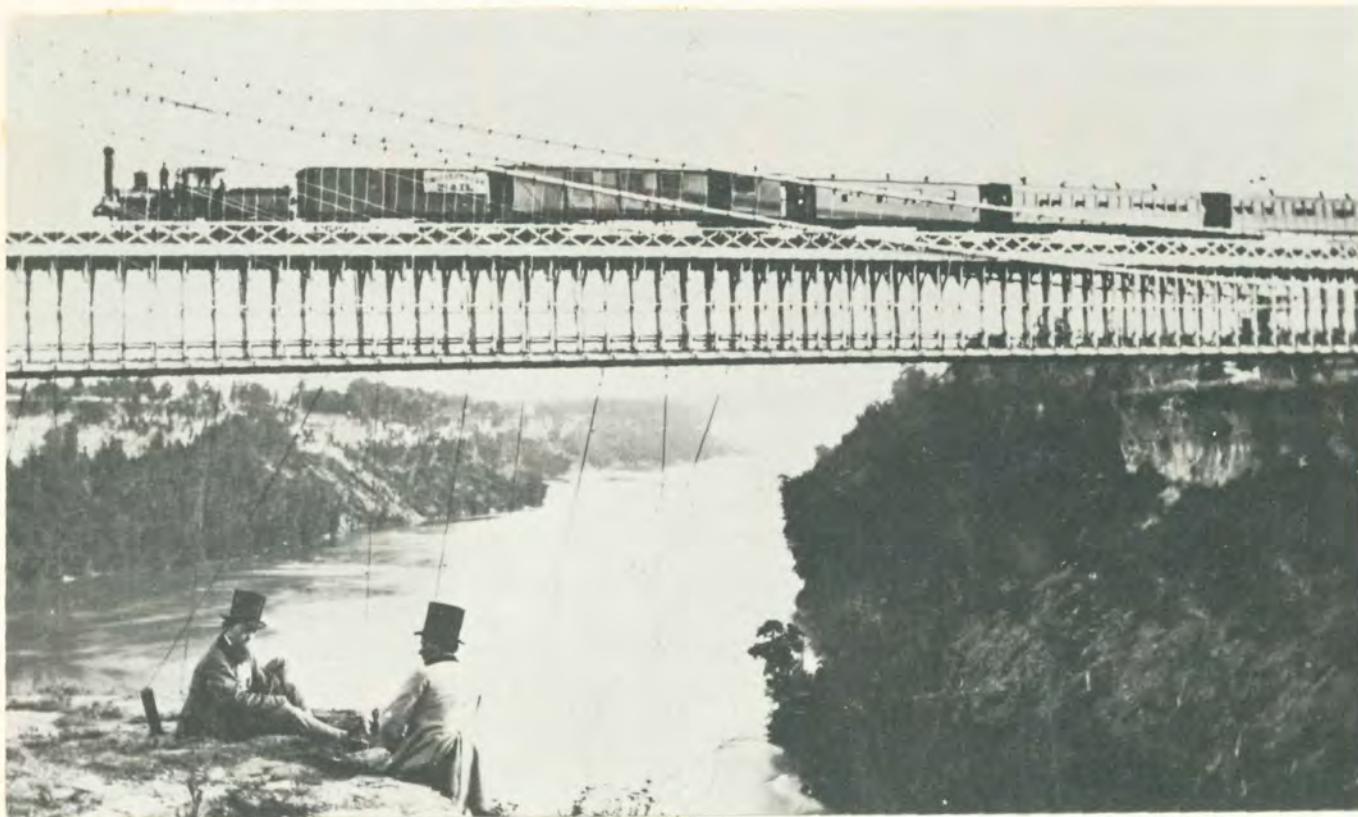




NIAGARA HIGHWAY AND RAILWAY BRIDGE



Photographs about 1860



First proposed by Charles Ellet, the Niagara Falls Suspension Bridge was built by John A. Roebling and completed in 1855. Span about 822 ft. Width of upper deck for railroad was 24 ft; lower deck for highway traffic was 15 ft. Four cables of 3640 iron wires each ($10\frac{1}{4}$ " dia.). 2 cables carried upper deck, 2 the lower deck. Cables were repaired 1877. In 1880, wooden trusses were replaced with iron trusses. In 1886, the stone towers were replaced with steel. In 1897, the entire structure was replaced by a steel arch.

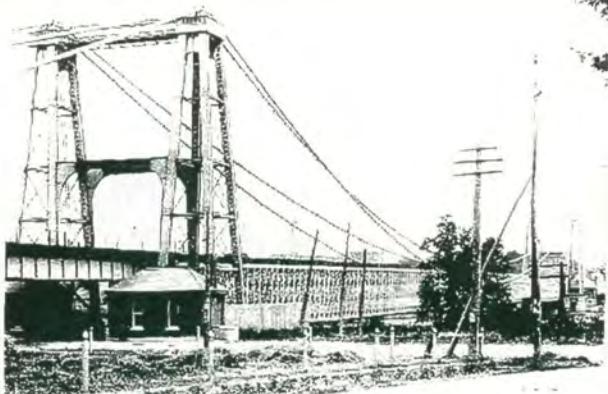
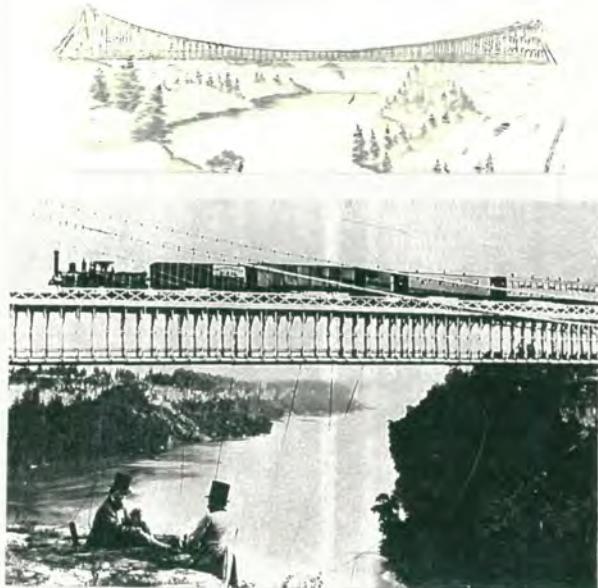
THE HISTORY OF JOHN A. ROEBLING'S NIAGARA RAILWAY SUSPENSION BRIDGE



First suspension bridge built at this site by Charles Ellet Jr. opened on August 1, 1848.



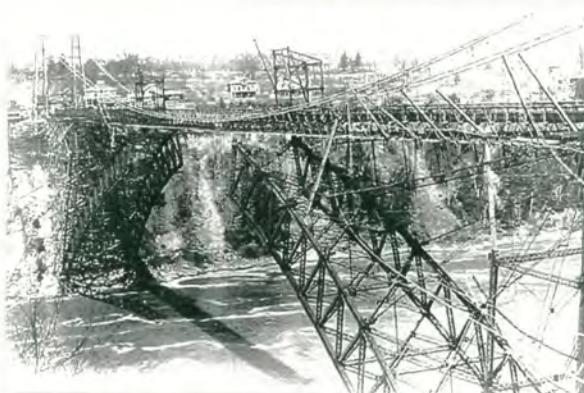
John A. Roebling's bridge, opened March 8, 1855, consisted of wooden truss work supported from four iron-wire cables draped over 4 stone towers and carrying trains on its upper deck and carriages on the lower deck.



Roebling's bridge was rehabilitated between 1877 and 1886 under the direction of Leffert Lefferts Buck. Steel pylons replaced the old stone towers and steel beams and steel trusses replaced Roebling's wooden framework. This work was done with little interference with traffic.



Between April 9, 1896 and August 27, 1897 the bridge was converted into an arch bridge designed by Leffert L. Buck. All work was carried out below and around the existing suspension bridge without affecting traffic. Cables and towers of the suspension bridge were removed after completion of the arch bridge.



In 1939, the name was changed from "Lower Arch Bridge" to "Whirlpool Rapids Bridge" and the bridge carries traffic to this day.



NIAGARA FALLS

John A. Roebling's Railway Suspension Bridge

Roebling's Railway Suspension Bridge was completed in 1855. The bridge had a span of 825 feet and was supported by four wire cables of 10 inch diameter, draped over four stone towers. The bridge carried two decks: the upper deck for railway traffic and the lower deck for carriages and pedestrians. In 1897, Roebling's bridge was replaced by the Lower Arch Bridge which is now called Whirlpool Rapids Bridge and still carries traffic.



NIAGARA FALLS

Railway Suspension Bridge

Designed and built by John A. Roebling, the bridge with a length of 821 feet and 4 inches carried railway tracks on its upper deck and a carriage way on the lower deck. The bridge was opened to traffic on March 8, 1855 - not August 1, 1848 as shown on the cachet. That was the date when Charles Ellet's bridge, the first at this site, was opened to traffic. Ellet's bridge was replaced by Roebling's structure which officially was called the "Railway Suspension Bridge". The designation "Whirlpool Rapids Bridge" was not used until 1939 when the "Lower Arch Bridge", the successor to Roebling's Suspension Bridge at this site, was so named.





NIAGARA FALLS



CHARLES ELLET'S BRIDGE

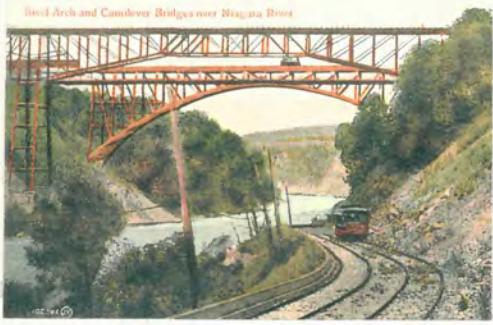
First bridge across the Niagara River connecting the United States with Canada. Opened August 1, 1848. Span 762 feet, width 8 feet. Replaced by Roebling's bridge in 1855.



JOHN ROEBLING'S BRIDGE

Double-deck suspension bridge for railway on upper deck and carriages on lower deck. Opened on March 8, 1855 and called Railway Suspension Bridge. The name "Whirlpool Rapids Bridge" was, in 1939, given to the steel arch bridge which replaced Roebling's suspension bridge in 1897.





NIAGARA FALLS

J.A. Roebling's Suspension Bridge Lower Steel Arch Bridge Michigan Central Railway Bridge

Roebling's Suspension Bridge was converted into the Lower Steel Arch Bridge by L.L.Buck in 1897. It's name was changed to Whirlpool Rapids Bridge in 1939.

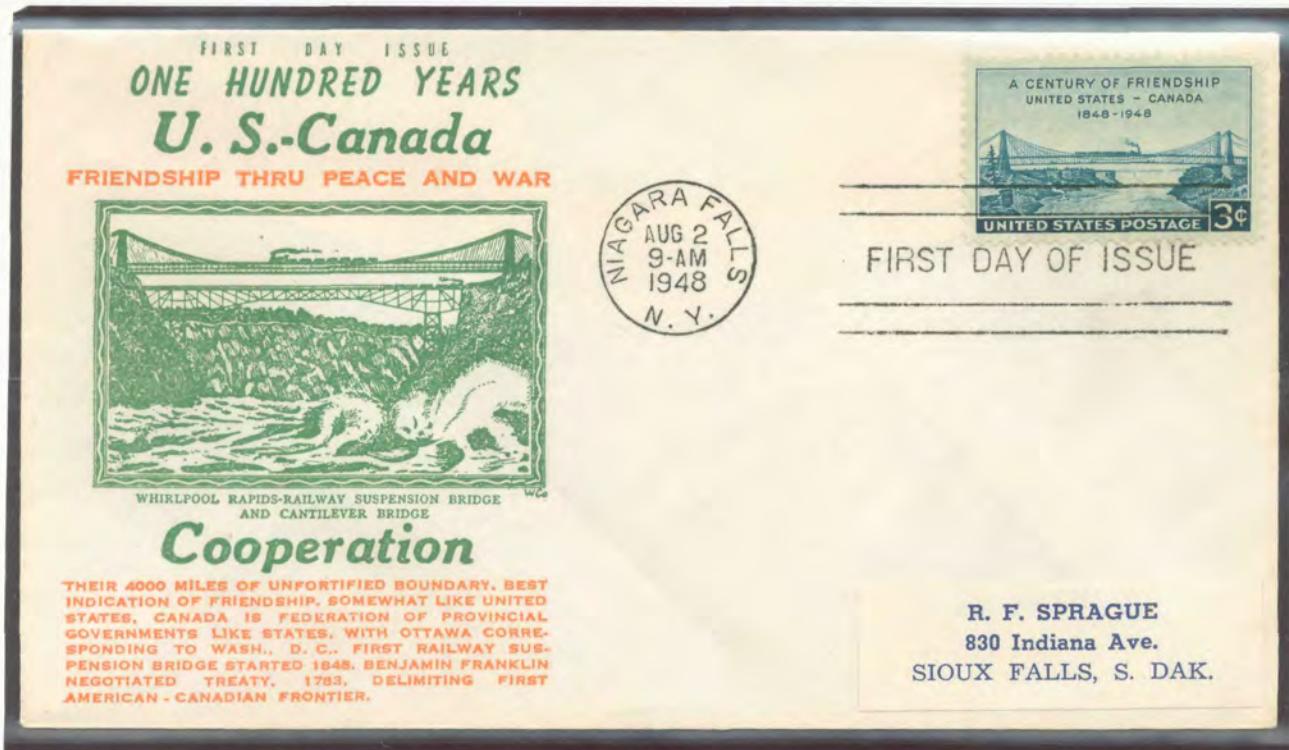
The Michigan Central Railway Cantilever Bridge was built in 1883 by Charles C. Schneider. It was replaced by a steel arch bridge in 1925.



NIAGARA FALLS BRIDGES

Michigan Central Railway Cantilever Bridge

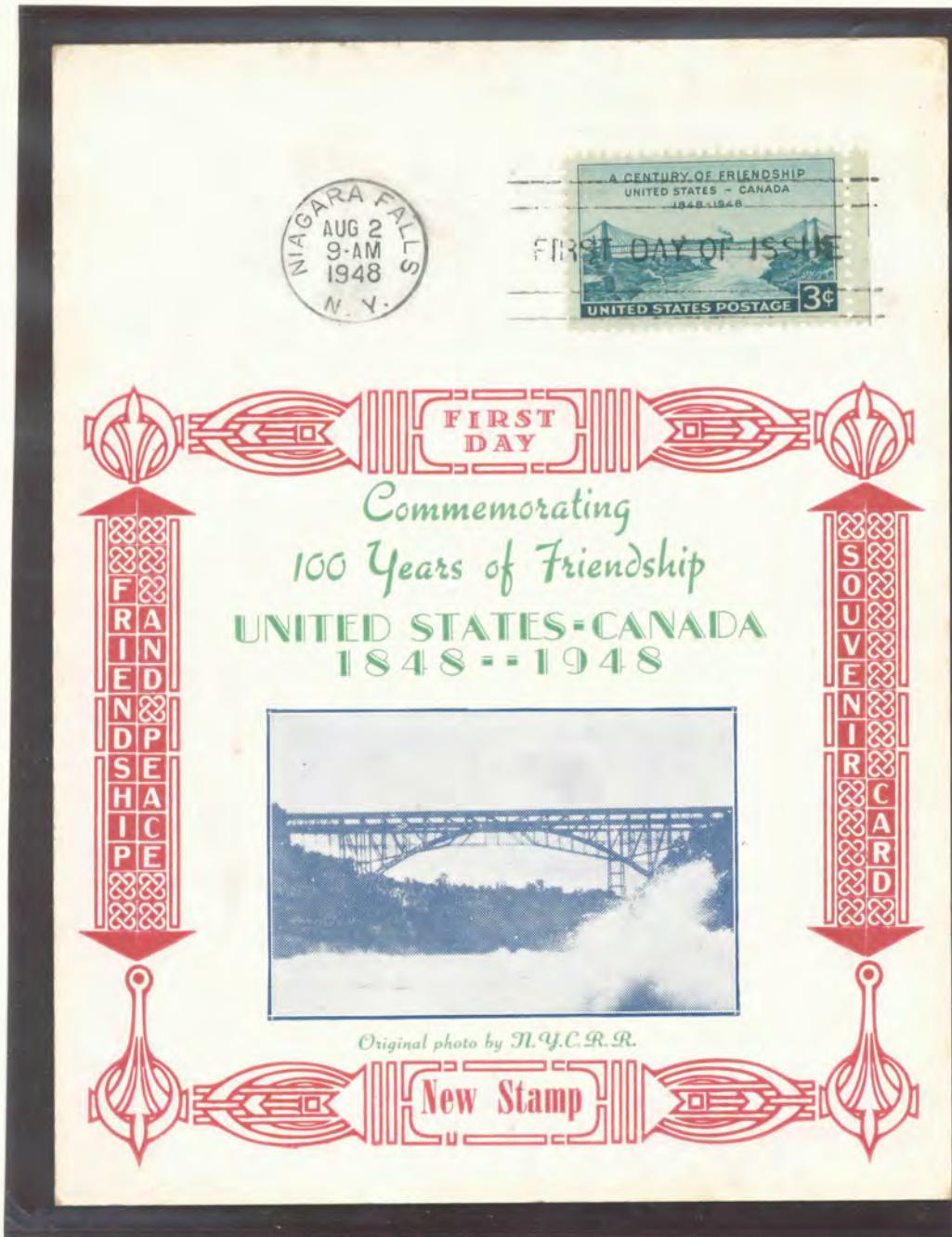
John A. Roebling's Railway Suspension Bridge



The scene shown on the cover shows an event which lasted only several short years. John A. Roebling's Railway Suspension Bridge was opened in 1855 at the location of the earlier suspension bridge built in 1848 by Charles Ellet. Roebling's bridge was transformed into a steel arch bridge by Leffert L. Buck, starting in 1896.

The Michigan Central Railway Cantilever Bridge, designed by Charles C. Schneider, was opened to traffic on December 1, 1883. Therefore, the scene shown on the cover existed for 13 years only. The Michigan Central Railway Cantilever Bridge was replaced by a steel arch bridge in 1925. The steel arch bridge which replaced Roebling's suspension bridge was renamed Whirlpool Rapids Bridge in 1939. Both bridges are still in use today.





NIAGARA BRIDGES

J. A. Roebling's
Railway Suspension Bridge



Michigan Central Railway Cantilever Bridge

This bridge was built in 1883 by Charles C. Schneider. It had a span of 495 feet and a total length of 906 feet, and carried two railroad tracks. The Railroad replaced this bridge in 1925 with a steel arch bridge.

Lower Arch Bridge

In 1897, Leffert L. Buck converted Roebling's Railway Suspension Bridge into the Lower Arch Bridge, also called First Steel Arch Bridge. In 1939, the name was changed to Whirlpool Rapids Bridge.

NIAGARA FALLS

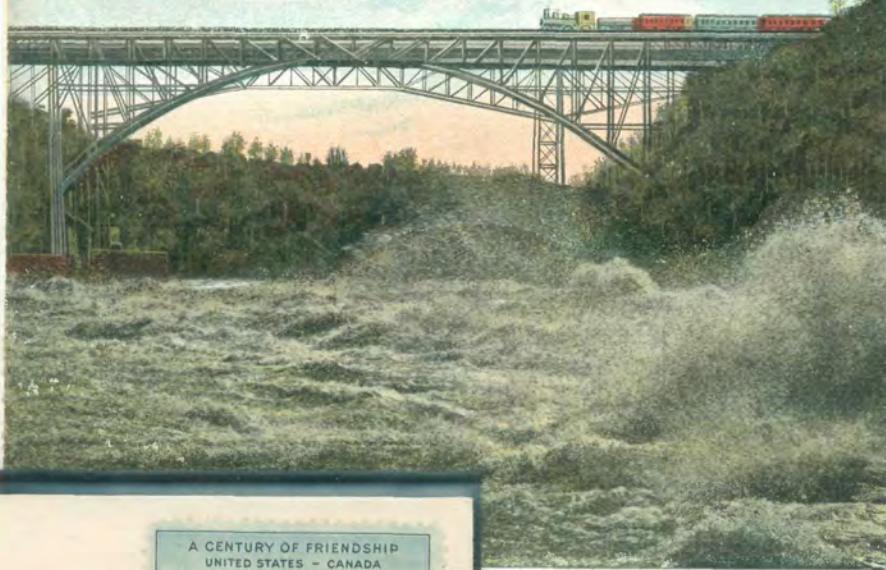
J.A.Roebling's Suspension Bridge Lower Steel Arch Bridge Michigan Central Railway Bridge

Roebling's Suspension Bridge was converted into the Lower Steel Arch Bridge by L.L.Buck in 1897. Its name was changed to Whirlpool Rapids Bridge in 1939.

The Michigan Central Railway Cantilever Bridge was built in 1883 by Charles C. Schneider. It was replaced by a steel arch bridge in 1925.

WHIRLPOOL RAPIDS, NIAGARA FALLS, N. Y.

Height of American Falls 167 feet. Height of Horseshoe Falls 158 feet.
Depth of River below Falls about 180 feet.



Juanita McCuen,
745 N. Grant St.
Wooster, Ohio.



NIAGARA FALLS

Upper Steel Arch Bridge



The Upper Steel Arch Bridge - also variously known as Falls View Bridge, Honeymoon Bridge and International Bridge - was designed by Leffert L. Buck and opened in 1897. It replaced the Falls View Suspension Bridge located just a few hundred yards below the American Falls.

The bridge was a two-hinged arch with a lattice rib and a span of 840 feet. Trusses connected the main span to the top of each shoreline. The abutments of the bridge extended to the base of the gorge and were located next to the rivers edge. The bridge carried a double track for electric car service and was sufficiently wide to provide ample room for carriages and pedestrians as well. The Upper Steel Arch Bridge fell victim to a heavy ice flow and collapsed on January 27, 1938. It was replaced in 1941 by the Rainbow Bridge.



NIAGARA FALLS

Roebling's Suspension Bridge
Upper Steel Arch Bridge
(Falls View Bridge)





NIAGARA FALLS UPPER STEEL ARCH BRIDGE

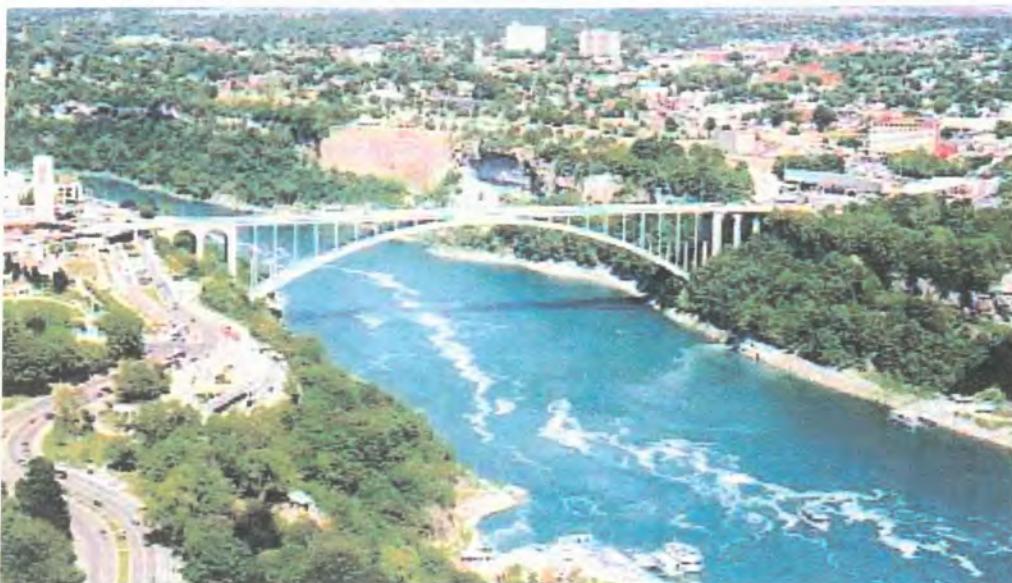
The Upper Steel Arch Bridge, also called "Falls View Bridge" and "Honeymoon Bridge" collapsed on January 27, 1938 resulting from an enormous ice jam.



R. Clifton Campbell
25 Valerie Drive
Greenville, SC 29615

NOTE: The bridge collapsed at 4:20 p.m. on January 27, 1938. Consequently, the cancellation date of January 27 was affixed by USPO to the cover at a later date.

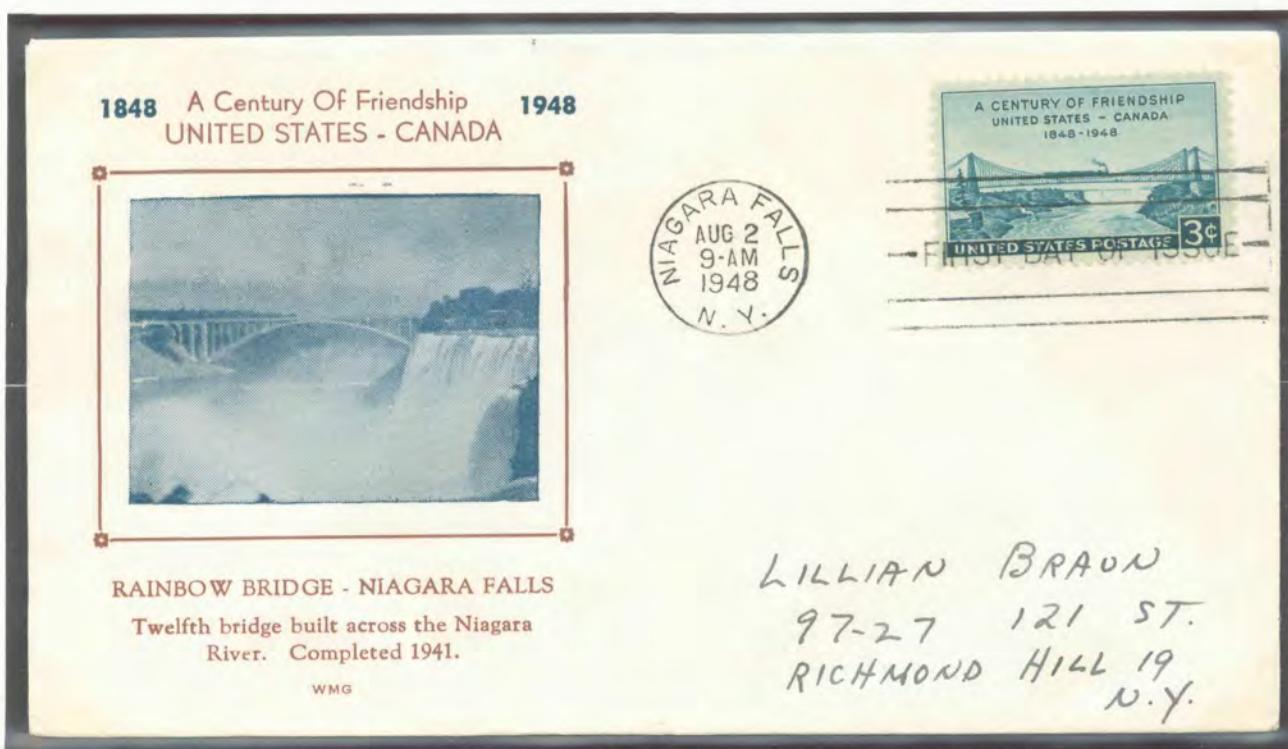
RAINBOW BRIDGE - NIAGARA FALLS



The Rainbow Bridge is located approximately one thousand feet north of the American Falls and 550 feet north of the previous Honeymoon Bridge which collapsed in an ice flow in 1938 and which the Rainbow Bridge was slated to replace. At this point, the Niagara Gorge is 200 feet deep and approximately one thousand feet wide.

The bridge was designed by the engineering firm of Edward Lupfer of Buffalo, NY, with Mr. Shortridge Hardesty of Waddell & Hardesty acting as consultant. Construction started on May 4, 1940 and the bridge was opened to traffic on November 1, 1941. The span of the bridge is 950 feet. Each of the main arch abutments is located 50 feet from the rivers edge and 50 feet above the surface of the water, founded on solid rock and located high enough to avoid a similar catastrophe than which had occurred to the Honeymoon Bridge. The bridge is 1,450 feet long and carries 2 roadways and a sidewalk..

The bridge depicted on the stamp is John A. Roebling's 1855 Railway Suspension Bridge.





Charles Ellet's Suspension Bridge



John A. Roebling's Railway Suspension Bridge

SUSPENSION BRIDGE, NY

The village of Suspension Bridge originated as a camp site for the workers brought in for the construction of the First Suspension Bridge across the Niagara River designed by Charles Ellet and built between 1847 and 1848, and John A. Roebling's Railway Suspension Bridge, completed in 1855. The village flourished as did others in the surrounding area, and in 1892 Suspension Bridge was incorporated into the town of Niagara Falls.

After the incorporation into the town of Niagara Falls, the name "Suspension Bridge, NY" continued for the Post Office Station in the area well into the 20th century and has lately changed to simply "Bridge Station".



The picture on the cachet shows Ellet's Suspension Bridge.
The stamp shows Roebling's Railway Suspension Bridge.

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The 3-cents rose (Scott # 65) was issued August 17, 1861 and was replaced on March 1 1869 by the 3-cents ultramarine (Scott # 114). It can therefore be assumed that this letter was mailed between August 1861 and March 1869.



De Vaux College was chartered in the village of Suspension Bridge in 1853 and today is the Deveaux campus of Niagara University.

SUSPENSION BRIDGE, N.Y.



Suspension Bridge, N.Y., originally a village located at the New York side of John A. Roebling's Railway Suspension Bridge, is now incorporated into the town of Niagara Falls and still exists as a Post Office Station.

