

MICHIGAN
CENTRAL

THE NIAGARA FALLS ROUTE

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DETROIT ■ ■ ■ ■ ■
■ NIAGARA FALLS
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PRESENTED BY

Bramhall, Frank J.





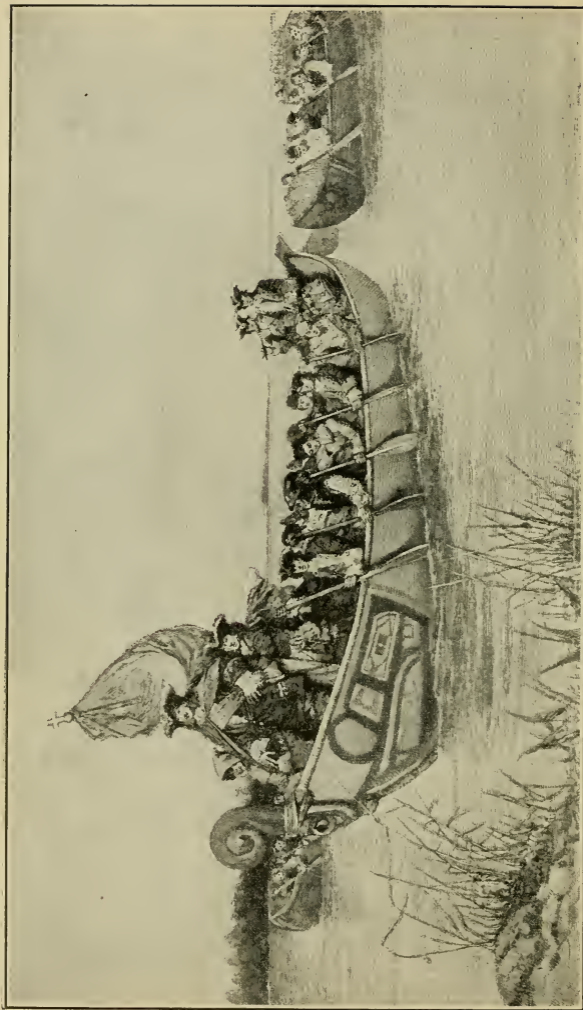
DETROIT

THE CITY OF
THE STRAIT



General Passenger Department

MICHIGAN CENTRAL



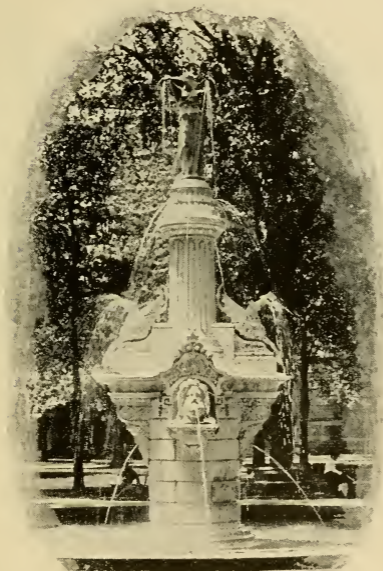
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THE LANDING OF CADILLAC, 1701.

Howard Pyle, Pinxit.

DETROIT

"THE CITY OF THE STRAIT"



HISTORICAL

DESCRIPTIVE

ILLUSTRATED

GENERAL PASSENGER DEPARTMENT

MICHIGAN CENTRAL

CHICAGO, 1901

Author.

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City Hall Square.

DETROIT

THE CITY OF THE STRAIT.

America is too often derided for its mushroom growth, and, like Philip Doddridge, accused of his youth—a defect which that distinguished divine replied time would remedy. Detroit, the metropolis of Michigan, has, however, a very respectable age and a history full of striking adventure and picturesqueness. The panorama of its life is a succession of striking pictures, accompanied by the martial music of diverse nations and the symphonies of varied peaceful industries.

In the first scene we see three birch-bark canoes breasting the steady current of the broad stream, and landing here under the broad trees that overhang the bank, and ten white men, two of whom are robed in black. These break in pieces and throw into the water a great stone idol. It is the first incursion of the Christian iconoclasts, for these are the Sulpitian fathers, Galinee and Dollier, and the date is 1670.

The second scene shows a strange vessel, with broad sails and grotesque peak, plowing its way up the broad waters of the straits ; a stalwart soldier with flowing locks on the deck ; beside him a black-robed, dark-eyed priest ; on the fertile shores, under the virgin forests, groups of aborigines gazing with astonishment. The time is 1679 ; the soldier is the Chevalier de la Salle ; the priest is the Recollet father Louis Hennepin, and the banner waving above them bears the fleur-de-lis of the French King Louis XIV.

In the next scene upon this broad stage are twenty-five birch-bark canoes, some thirty-five feet long, decorated with Indian symbols, and manned by fifty soldiers in "bright blue coats and white facings," with four officers, two priests, and fifty immigrants. Their long journey through the woods of Canada and down the waters of Lake Huron and the St. Clair is ending as they near the shore to the music of fife and drum. In the prow of the first and largest boat stands a stately figure in the rich costume of the French court, with broad laced chapeau and curling locks. It is the Sieur de la Mothe Cadillac, who having pointed out to his monarch that the strategic key to the Great Lakes and the illimitable region beyond was upon this shore, has come with the commission to establish here a fort and colony. This is July, 1701. The

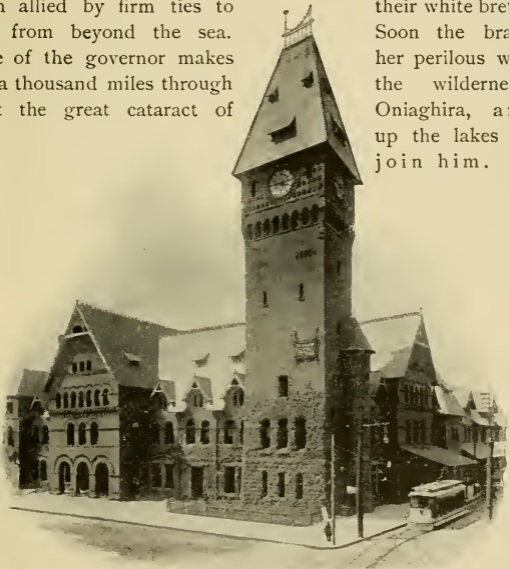


Capitol Park.

fort is soon built, and named Pontchartrain, in honor of the French minister.

Around the stockade gather settlements of the red men, soon allied by firm ties to ren from beyond the sea. wife of the governor makes for a thousand miles through past the great cataract of

their white breth-
Soon the brave
her perilous way
the wilderness,
Oniaghira, and
up the lakes to
join him. A



Michigan Central Station.

civilized community is established and organized. After nearly sixty years of slow but steady growth, Wolfe scales the heights of Quebec, and the *drapeau blanche* of St. Louis gives place to the red cross of St. George. The Indians do not take kindly to their new masters, and in a few years the great chief Pontiac sweeps away in blood Michilimackinac and the other British outposts save Detroit, where Major Gladwin and his little garrison heroically sustain a siege of fifteen months. Wars with the Indians are frequent, but when the colonies revolt the British secure them as allies. At different times Daniel Boone and Simon Kenton are brought captive from

Kentucky. The brutal Governor Hamilton is captured at Vincennes in 1779 by Colonel Clark, and sent a prisoner to Virginia; but the various expeditions against Detroit fail of success, and it is not until 1796 that Captain Porter hoists the stars and stripes over the city, a tardy result of the capitulation of Yorktown.

After desultory border warfare and the almost total destruction of the city by fire in 1805, comes the war of 1812, the fall of Mackinaw and the ignominious surrender of Detroit by Hull on the 16th of August. The advance of General Harrison, and Commodore Perry's victory at Put-in-Bay on Lake



Harrison

(From Daguerreotype by M. B. Brady, 1850.)



Cass School.

Erie, compels Proctor and the British garrison to evacuate Detroit; and the defeat of Proctor and the death of Tecumseh in the battle of the Thames avenges the massacre at the River Raisin.

General Cass, who, as colonel of the Third Ohio, had been the active spirit of Hull's advance, and who had broken his sword in indignation when his chief surrendered, was now in military command as well as the civil governor of the territory. In his subsequent career as governor, secretary of war, minister to France, and secretary of state, General Cass was not only for half a century the foremost figure of the city of Detroit and the State of Michigan, but of the Great Northwest, which he "lifted from colonialism into national dignity." No statue adorns more worthily than his the great Valhalla of the republic, at Washington.

The bustle of trade and commerce has not since been often silenced by the bugle and the drum in the City of the Straits. Michigan sent its contingent to the Black Hawk and Mexican Wars, and on the 13th of May, 1861, its First Regiment, under Col. O. B. Willcox, left for Washington, followed soon by the Second under Col. I. B. Richardson, the Fifth under Col. H. D. Terry, and the Sixth under Colonel Stockton. From that April day in 1861, when the assembled populace in the

Campus Martius listened eagerly to the invocation of the aged Cass, to the reception of the war-worn veterans in the Michigan Central depot in the summer of 1865, Detroit was pervaded with the fervid heat of active patriotism. The monument on the Campus Martius to the 90,747 Michigan soldiers of the war for the suppression of the Rebellion, is a just as well as a magnificent testimonial.

With peace, under the wise practical guidance of Cass, after the war of 1812, came immigration, growth, prosperity, and wealth. Detroit had little more than a thousand inhabitants when a century old. It was still a frontier town. The nineteenth century has seen it grow to a stately and beautiful city of nearly 300,000, with an extensive commerce both by water and by rail; with great and varied manufactures, the products of which are sent to every quarter of the globe; adorned by art and refined taste, and distinguished also for its educational, religious, charitable, and benevolent institutions.

The traveler enters the city, of course, by the Michigan Central, and passes through its elegant and commodious



Michigan Central Station from the platforms.



The Foot of Woodward Avenue.

depot, built in 1883. It is constructed of brick, with high, airy ceilings of carved oak, convenient in all its appointments, but without meretricious ornament, and is one of the marked features of the city. Extending 182 feet on Third Street, and 380 feet on Woodbridge Street, it is in the main three stories in height, with a massive square tower, 170 feet high, at the corner, bearing a large fine clock, the dials of which may be seen at considerable distance, standing, as the tower does, at the foot of Jefferson Avenue. Passing up this avenue, lined by substantial commercial buildings, chiefly of the wholesale trade, one soon comes to the corner of Shelby Street and stands upon the sight of old Fort Pontchartrain, built by Cadillac in 1701. The principal gate, by which Pontiac entered when he expected to surprise the garrison, was where the Mutual Life Insurance Company building now stands, at the corner of Jefferson Avenue and Griswold Street. Three blocks up Shelby Street from Jefferson Avenue, at its intersection with Fort Street and Lafayette Avenue, stood the old Fort Lernoult, built "on the hill" in 1778 and re-named Fort Shelby, in



Woodward Avenue from Windsor Ferry.

honor of the gallant governor of Kentucky, after its occupation by General McArthur, on the British evacuation in 1813.

Another block beyond Griswold Street, on Jefferson Avenue, we come to Woodward Avenue, a broad, fine avenue, stretching northeastward from the river to beyond the city limits. Descending rather steeply to the river, at its foot are steamer docks and the steam ferry to Windsor, the Canadian city on the farther shore. In the other direction its ascent is very gradual until reaching its higher level at the Campus Martius.

Passing up Woodward Avenue, which is the chief artery of the city, and divides it into two geographical divisions, the east and west, we traverse the principal retail or shopping region. The broad avenue is lined by fine stores, making a most creditable display that is not belied by their elegant wares within. At Congress Street we see, a block to the left, the tall structure of the Union Trust Company, and just beyond, on the right, the broad front of the Russell House.

Then comes the Campus Martius, the strategic center of the city, from which diverge two broad avenues—Michigan on

the left and Gratiot on the right, running out to and beyond the western and northeastern limits. Between Fort Street and Michigan Avenue, on the left, is the City Hall, a handsome building of Amherst sandstone, completed in 1868 at a cost of \$600,000. Upon this site stood, until 1848, the Michigan Central Railroad depot. The City Hall is built in the Italian style, four stories high with a Mansard roof, and surmounted by a square central tower and flag staff, two hundred feet above the ground. The tower contains a fine bell, weighing 7,670 pounds, and a clock, said to be the largest in the United States, the dials of which are illuminated at night. In niches on the Woodward Avenue and Griswold Street fronts are statues of the Sieurs Cadillac and La Salle, and Fathers Marquette and Richard, executed by Julius Melcher. On either side of the eastern portico is an old cannon which was on the British fleet of Commodore Barclay, captured by Perry in the battle on Lake Erie.

Directly across Michigan Avenue is the stately Majestic Building, 211 feet high, shown in the picture on page 3. From its



The City Hall.

roof a magnificent view is obtained of the city and surrounding country, well worth the ascension.

In front of the City Hall, on the east side of Woodward Avenue, is the Soldiers' Monument, a striking and most artistic memorial to the patriotism of Michigan. It was designed by Randolph Rogers of Rome, and constructed of

Rhode Island granite, with statues of golden bronze cast at Munich,

the whole costing \$70,000. It is

Soldiers' Monument.

sixty feet in height, and was unveiled April 9, 1872, with appropriate ceremonies. On its four sides are medallions of Lincoln, Grant, Farragut, and Sherman. On the plinths at each corner of the base are statues seven feet high, representing the Infantry, Cavalry, Artillery, and Navy, and higher up allegorical figures of Union, Victory, Emancipation, and History. The whole is surmounted by a female figure of Michigan eleven feet in height, with sword and shield. On granite pedestals in front of the façades are four bronze eagles. The inscription tells that it is "ERECTED BY THE PEOPLE OF MICHIGAN IN HONOR OF THE MARTYRS WHO FELL AND THE HEROES WHO FOUGHT IN DEFENSE OF LIBERTY AND UNION."

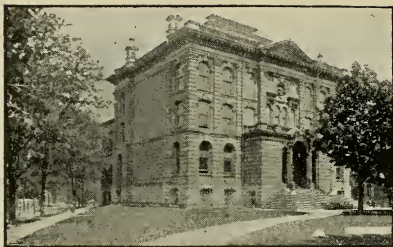
Back from the Soldiers' Monument is the Cadillac Square Park, and across Monroe Avenue is the bronze fountain and bust of ex-Governor Bagley. Looking down Michigan Avenue,

on the left, the most conspicuous building is the new Hotel Cadillac, a handsome modern structure, on the corner of Rowland Street; and on the right, fronting the square, is the Detroit Opera House, an elegant stone building capable of seating two thousand persons.

In the Detroit Opera House building, on the Campus Martius, is the city ticket office of the Michigan Central, where the traveler may purchase railroad and steamship tickets to almost any point in the civilized world. By this time his attention will have been attracted by the tall skeleton steel towers, triangular and quadrangular, upon a single support, that he will see at prominent points here and there. These towers are from a hundred and fifty to a hundred and seventy-five feet high, surmounted by from six to eight electric lights. On account of the ingenious novelty of their design they excited the deep interest of the French engineer, Tissandier, who visited Detroit in 1885, and described them in detail in his interesting book *Six Mois aux Etats Unis*.



Detroit Opera House.



Public Library.

the street, with fine shade trees in front. It now contains nearly one hundred thousand volumes, and is admirably conducted in a most practical and useful manner. Its popularity is shown by the annual drawing by its patrons of some hundred and fifty thousand volumes. Its large and well lighted reading room is adorned by pictures, busts, and other articles of great historical interest to the visitor.

On the corresponding block to the left of Woodward Avenue is the Young Men's Christian Association's fine building of brown sandstone, completed in 1887 at a cost of \$118,000. It is one of the most artistic structures in the city and is well supplied with every means to attract and benefit the young men



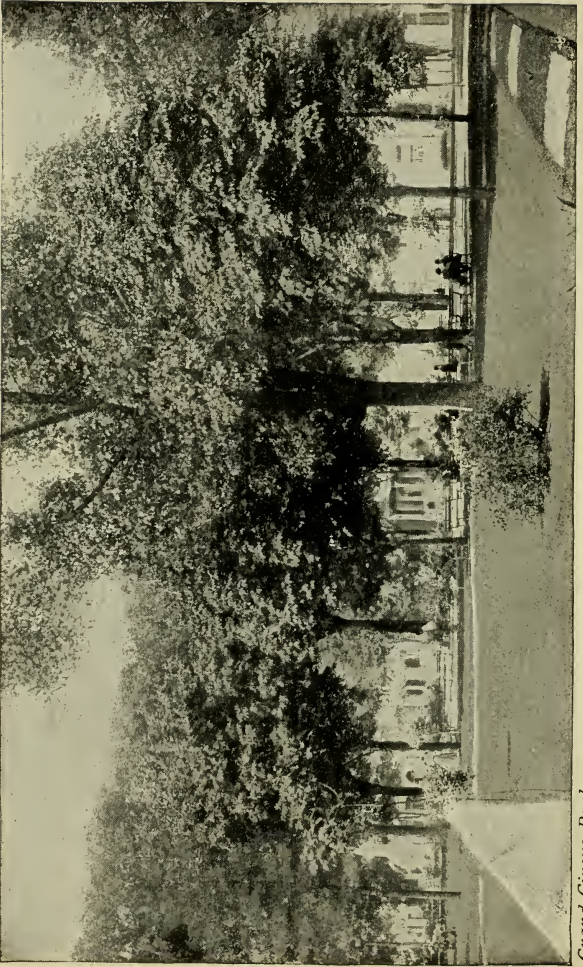
Masonic Temple.



Young Men's Christian Association.

of the metropolis. A railroad branch is located at West Detroit and is productive of great good to the numerous railroad employes, who are glad to avail themselves of its advantages.

Two blocks farther we come to Grand Circus Park, occupying a square upon either side of Woodward Avenue. Though not of large size, it is one of the oldest and most attractive of the city parks, and the magnificent old shade trees, close-clipped lawns, and splashing fountains, make it a delicious summer resting-place. From almost any point one looks down the long, leafy vista of some broad, diverging avenue — Washington, Bagley, Miami, or Madison — so lined by broad-boughed elms and maples, as to give scarcely any indication of the palatial homes behind them. It is, in fact, to this general prevalence of shade trees and extensive grounds with green lawns and brilliant flowers, that Detroit owes one of its chiefest charms, a sense of reposeful beauty, of delicious coolness and of homely comfort. This will be further appreciated as one continues his way out Woodward Avenue, and soon leaves behind the region of stores and shops, and finds the way lined by elegant and luxurious mansions in various styles of architecture, and with that roominess, both of edifice and grounds,



Grand Circus Park.



Grand Circus Park.

that indicates, not only abundance of means, but the taste and intelligence that fill life with the greatest enjoyment and comfort.

On Woodward Avenue are also located some of the principal churches of the city. On the corner of Adams Avenue, opposite the Grand Circus, is the Central M. E. Church,

the oldest Protestant church in the

city, dating from

territorial days. It

is a handsome stone gothic structure, com-

pleted in 1867,

with a tall tower



Washington Avenue.

measuring 175 feet to the top of the spire.

On the corner of High Street is St. John's Episcopal Church, also a stone gothic building with square tower, built in 1860-61. Just beyond, on the corner of Windsor Street, is the Woodward Avenue Baptist Church, constructed in 1886, of ionic stone, at a total cost of \$133,-

000, and seating 1,500. A square farther, on the west side of the avenue, is the Second Congregational Church.



Woodward Avenue Baptist Church.



First Congregational Church.

Upon opposite corners of Edmund Place and Woodward Avenue are two of the finest church edifices—the First Congregational Unitarian and the First Presbyterian—magnificent struc-



First Presbyterian Church.

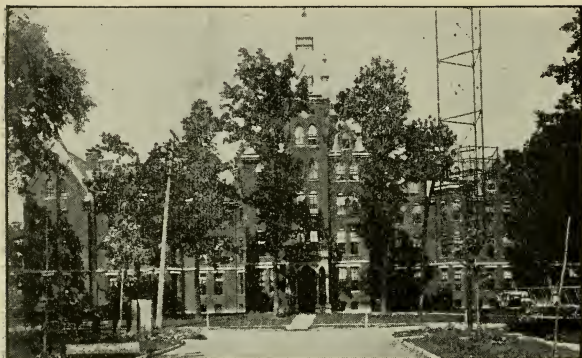
the chapel 800, and the cost, including ground, was \$165,000.

A few squares farther out, on the corner of Parsons Street, is the handsome brick edifice, with stone facings, of the Westminster Presbyterian Church. Nearly opposite on the right, may be seen through Martin Place, at the head of which it stands, the tall and extensive buildings of Harper Hospital. This is one of the most important charitable institutions of Detroit, and was founded in 1859 by Walter Harper and Nancy Martin, his housekeeper, who kept a vegetable stall in the old market. The original buildings were constructed by the Government in 1864 for a military hospital, and at the close of the



Westminster Presbyterian Church.

tures of large size and of different styles of romanesque architecture. The latter has a pyramidal center and fine clustered turrets, constructed of Lake Superior red sandstone, with interior woodwork of antique oak. The church seats 1,400 and

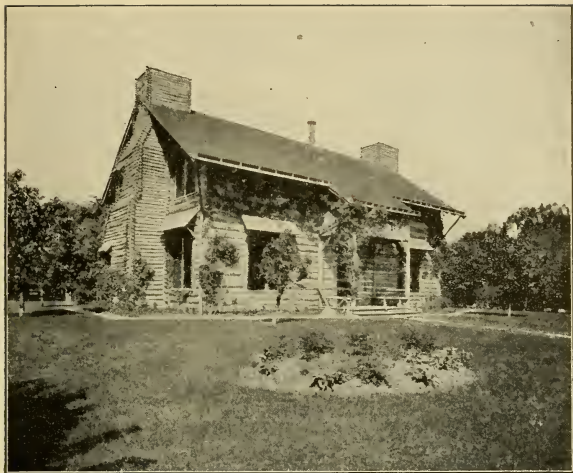


Harper Hospital.

war were turned over to the Society, on condition that it would care for the invalid Michigan veterans. The present many-gabled brick building was completed in 1884, and accommodates two hundred and fifty patients.



Grace Hospital.



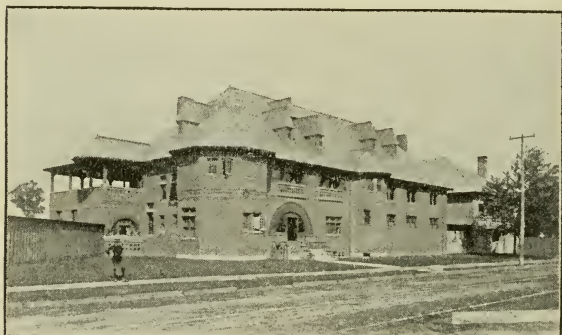
Senator Palmer's Log Cabin.



Board of Education Building.

A little farther north on John R. Street, corner of Willis Avenue, is the new Grace Hospital, a Homeopathic institution, founded by Amos Chaffee, built by Senator James McMillan, and richly endowed by John S. Newberry. No condition was attached to these munificent gifts, save that the hospital should be forever free to those who should be unable to pay for its benefits.

A little farther up Woodward Avenue is a long, low, broad-roofed building seen on the left. This is the home of the Detroit Athletic Club, a somewhat select and rather high-toned



Detroit Athletic Association

organization that has accomplished a great deal for physical culture without entering the professional field, though it has some famous athletes among its members.

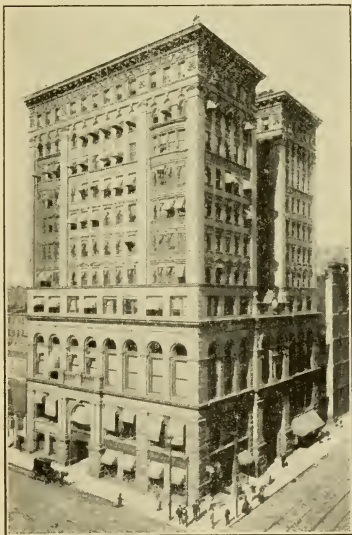
About a mile beyond this point, Woodward Avenue crosses the tracks of the Michigan Central's Belt Line and Bay City Division, still north of which is the broad boulevard, a magnificent macadamized drive that nearly surrounds the city.

Just on the northern outskirts of the city is Palmer's Old Log-cabin Park, unique in its primitive wildness, left almost untouched. In this extensive domain is the quaint log cabin that for years was the summer home and the favorite workshop of the distinguished senator, who presented it to the city with its old-fashioned furniture and equipments.

The educational facilities of Detroit are excellent, with a school population of over 80,000. There are sixty-nine school buildings, with a total enrollment of over 39,000, and an average daily attendance of 31,092; number of teachers, 898. During the last fiscal year the total cost of instruction and superintendence was \$618,855; maintenance, \$180,331; and for new buildings and sites, \$281,021.

The observant visitor who traverses the principal avenues

sees really a good share, externally, of the city's domestic, educational, religious, and charitable features, which are repeated a hundredfold in other quarters; but its marvelous manufactures, its extensive commerce, its large wholesale trade and other interesting elements of the city's wealth, prosperity, and life are to be seen elsewhere.



Chamber of Commerce.

Prominent among the great manufacturing establishments are the works of the Michigan and Peninsular Car Companies, the Detroit Car Wheel Company, the Detroit Steel & Spring Works, the Russel Wheel & Foundry Company, the Griffin Car Wheel Company, the Detroit Bridge & Iron Works, the Fulton Iron & Engine Works, the Michigan Malleable Iron Company. The output is immense—twenty thousand cars of every kind, and ten times as many car wheels having been turned out in a single year; in fact, they run wherever in this country rails are laid, and even in foreign lands.



Cass Park.



Central High School.

Detroit is no less distinguished for its immense productions of iron and steel castings, engines, machines, architectural iron and steel, safes, stoves, copper and brass castings, pins, and other metallic articles. The works of a single stove company cover ten acres of ground, and these cast-iron domestic furnishings are known all over the world.

Detroit's manufacture of chemicals, drugs, and pharmaceutical preparations also exceeds that of any other city, and the establishment of Parke, Davis & Co. is probably the largest in the world. The



Detroit Club.

varnish, tobacco, matches, boots and shoes, crackers, and other products are also immense in quantity, and distinguished for their value and quality. The house of D. M. Ferry & Co., whose extensive seed farm is just outside the city limits, is also one of the largest of its kind in the world.

To make a statistical resume, the estimated value of the manufactures of Detroit is more than \$50,000,000, of which the most important are: Railroad cars, \$9,000,000; drugs and pharmaceutical preparations, \$4,500,000; stoves, \$4,500,000; manufactured tobacco, \$4,000,000; varnish, \$2,500,000; boots and shoes, \$2,000,000; clothing, \$2,000,000; lager beer, \$1,770,000; car wheels, \$1,250,000, and car springs, candy, malt, leather, bridges, and chairs, \$1,000,000 each. The six hundred and twenty manufacturing establishments employ nearly forty-five thousand persons and pay out more than \$200,000 weekly, in wages. Its twenty-one banks have more than \$9,000,000 capital.

Griswold Street is the Wall Street of Detroit, its financial center. It seems narrow beside Woodward and Jefferson avenues, but an eastern visitor has written of it as being "as far in advance of State Street in Boston, and Wall Street in New York, as our time is of the last century." It is a region of banks, insurance companies, lawyers, and offices of lumber, mining, manufacturing, and commercial companies, and an air of financial solidity pervades the street.

West Fort Street, like Jefferson Avenue above St. Antoinet and Woodward Avenue beyond the Grand Circus, is filled with



General Alger's Residence.

a long succession of "private palaces, overhung with great trees, and seated amid beautiful grounds that are parks in miniature." General Alger's house is a prominent feature between

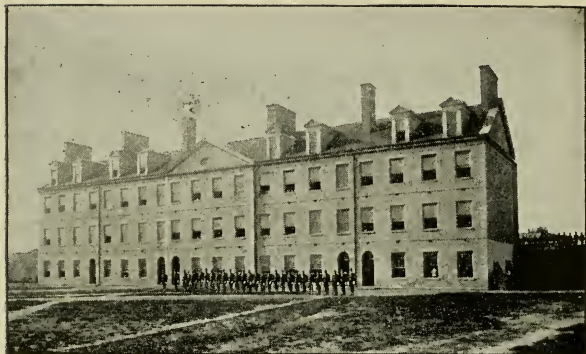


Fort Street Union Station.

First and Second streets. On the corner of Second Street is Grace Episcopal Church, and on the corner of Third Street is the Fort Street Presbyterian Church, a handsome limestone gothic edifice, with a graceful spire rising to a height of 230 feet. Directly opposite is the handsome station occupied by the Pere Marquette, Canadian Pacific, Grand Trunk, and Wabash railroads, only a block from the Michigan Central. The Lake Shore station is at the foot of Brush Street.

Two miles below the Michigan Central station, the Fort Street cars turn down to River Street and run down to Fort Wayne, a bastion fortification enclosing sixty-five acres, and commanding the river channel with its heavy guns. It was built by Gen. M. C. Meigs from 1843 to 1851, and has always been the largest and most important fortress in the lake region.

Going eastward again, we find on Jefferson Avenue, at the corner of Hastings Street, a large building whose massive and beautiful architecture strikes the eye at once. Detroit has no finer edifice, nor one more creditable to its taste and perception of the beautiful. This is the Museum of Art, which was opened in 1887, and already contains a large and excellent



Fort Wayne Barracks.

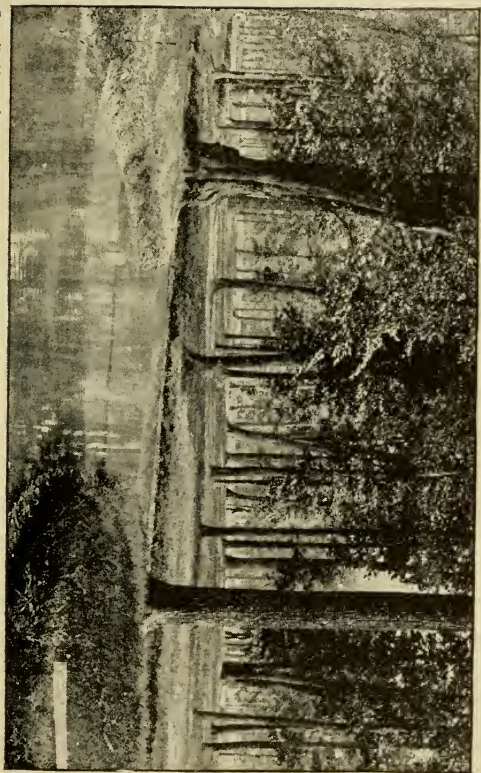
exhibit, including the Scripps collection of Old Masters and the Frederick Stearns collection of Japanese, Chinese, and East Indian Curios, numbering some fifteen thousand pieces.

Beyond the Museum of Art we pass a long succession of palatial private residences with the beautiful and attractive



Museum of Art.

On Belle Isle.





In Belle Isle Park.



In Belle Isle Park.

surroundings we have noticed elsewhere. Crossing the G. T. tracks, we come to Beaufait station, the terminus of the Belt Line, and a little way beyond, at the foot of Frontenac Avenue, to the long bridge, crossing an arm of the river to Belle Isle. This is a superb work of twelve spans, 3,134 feet in length, costing \$300,000.

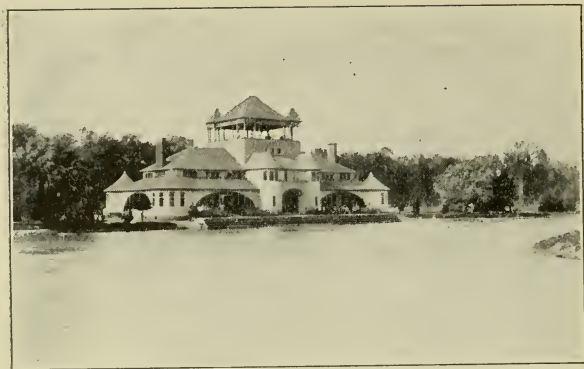
Belle Isle itself is a most delightful park, nearly seven hundred acres in extent, lying near the head of the Detroit River. It is covered with beautiful hickory, oak, maple, and



Entrance to Belle Isle from the Bridge.

elm trees, with numerous natural lawns, and was laid out as a park in 1882 by Frederick Law Olmsted, the recognized master of the art of landscape architecture. The handsome casinos, the boat houses, the drives and walks, the broad canal with its numerous gay pleasure boats, and the other artificial features, are all in harmony with, and only sure to enhance, the natural beauties of the spot. At the upper end of the island is a substantial stone lighthouse.

Just above Belle Isle on the river-side, are the brick tower



Boat House, Belle Isle Park.

buildings of the Waterworks, which supply the city with a daily average of over thirty-two million gallons, through some three hundred and fifty miles of pipe. The extensive grounds, with their velvety lawns, shady walks, placid lagoons, splashing fountains, bright flower-beds, and memorial gateway, form by no means the least important of Detroit's many beautiful parks. Then comes Windmill Point Lighthouse at the entrance to the river, and sweeping around into Lake St. Clair, we see,



Casino, Belle Isle Park.

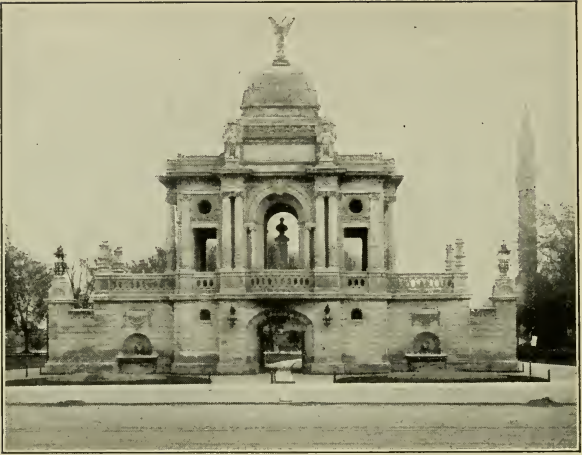
to the left, Grosse Pointe, the fashionable suburb of Detroit. Here the wealthier citizens have their elegant summer residences or country homes. These with their extensive and finely kept grounds are very beautiful, and the nine-mile drive

along the river and the lake out to the Pointe is a delightful one, which every visitor to Detroit is glad to take.

We are now beyond the geographical limits of the City of the Straits, but still fully within its active, spirited, overflowing life. Naturally, the youth of Detroit take to water like ducks, and the boat clubs, yachting clubs, hunting and fishing clubs, and all kinds of outdoor associations are numerous. This is a feature which must strike the most casual observer, standing upon one of the docks near the great warehouses, tall elevators, or clanging foundries by the riverside, or crossing the straits upon one of the powerful steel transfer steamers of the Michigan Central, which carry a whole train across in a few minutes. The view is indeed an inspiring one, as the river front and harbor is constantly filled with a gay and shifting fleet of all varieties of craft, from the great lake steamer to the white-sailed yacht and the swiftly darting shell-boat. The lover of the picturesque will regret the day when the necessities of commerce demand a somewhat more



The Waterworks and Park.



Hurlburt Memorial Entrance to Waterworks Park.

speedy passage of the river by a tunnel instead of the more attractive, though brief, sail on the surface of the water.

Detroit River, however, forms but the entrance to the aquatic field of sport, whose devotees quickly seek the broad sheet of Lake St. Clair and the river above with its marshes and estuaries. Directly north of Grosse Pointe is Mt. Clemens, famous for its mineral springs and sanitary baths. It is on Clinton River, a few miles from its mouth, and reached by the Rapid Railway. Across Lake St. Clair, and passing up the U. S. Ship Canal, we come to the St. Clair Flats, famous throughout the country for its feathered and finny

game, its boat and club houses, its hotels and its cooks. The cottages and other buildings are surrounded by water, and a boat is the



The Old Club.

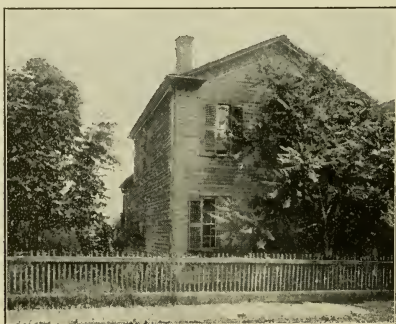
Water Front of Detroit, "The City of the Strait."





The Rushmere, St. Clair Flats.

only means of communication. Star Island is quite small, and it is sometimes difficult to distinguish the limits of land and water, but the fame of its fish and frog suppers is as broad as the nation. Yet this is but one star of the galaxy, and Detroiters are fond of this kind of astronomy. Still farther up the St. Clair River, we pass Harsen's Island, Oak Grove, Marine City, with its extensive ship yards, and come to St. Clair Springs, noted for its mineral springs, its curative baths, and its Oakland House, all of which are deservedly popular. And having brought our visitor to so delightful a spot, which he or she will leave only with regret, we will do well to go no farther.



Grant's Old House, West Fort Street.



City Hall Square.

BRIEF NOTES ABOUT DETROIT.

Population (1900), 285,704. Death rate, 11.9 per thousand.

Area, 28.5 square miles. River frontage, 9 miles.

Net general debt July 1, 1900, of only \$3,464,190.12.

Property owned by the city, \$21,684,539.43.

Assessed valuation in 1899, \$216,971,000.

Public schools, 66. Private schools, colleges, etc., 94.

Parks, 21; acres, 900. Belle Isle, the finest natural park belonging to any American city.

Paved streets, 260 miles. Sewers, main and lateral, 461 miles.

Electric street railways, 180 miles.

Public library, 155,000 volumes.

Newspapers and periodicals, 80.

Churches, 190. Banks, 25.

Bank clearings for year ending July 1, 1899, \$381,968,114.

Fire department, 408 men.

Waterworks plant, costing \$6,920,467, with a capacity of 103,000,000 gallons per day.

Municipal lighting plant, with 1,911 arc and 3,900 incandescent lights.

Largest seed house in the world.

Largest stove factories in the world.

Largest chemical laboratory in the world.

Largest varnish factory in the world.

Largest parlor and library table factory in the world.

Second largest pickle and condiment factory in the world.

Accessibility by suburban electric lines to all the surrounding towns.

The most diversified industries of any city in the country.

More conventions than any other city of the country.

Largest directory publishing house in the world.

More than half the capsule factories of the United States are located in Detroit.

Largest car works in America.

Largest and best equipped river excursion steamer in the world.

Largest paint factory in the United States.

—*Detroit Business Review.*



In Belle Isle Park.



The Mall, Belle Isle Park.

PARKS AND RESORTS.

BELLE ISLE PARK — Jefferson Avenue Street Car Line or Detroit, Belle Isle & Windsor Ferry. Fare, round trip, 10 cents.

WATERWORKS PARK — Jefferson Avenue Street Car Line.

PALMER PARK — Woodward Avenue Street Car Line. Take cars marked "Log Cabin."

GRAND CIRCUS PARK — Woodward Avenue Street Car Line.

CAPITOL PARK — Corner of State and Griswold streets.

CLARK PARK — Baker Street Car.

CASS PARK — Fourteenth Avenue Street Car Line.

Public parks, 896 acres; value \$7,000,000.

BOIS BLANC PARK — A beautiful island park at the mouth of the Detroit River. Take Detroit, Belle Isle & Windsor Ferry steamer. Steamer makes two trips daily.

TASHMOO PARK — A celebrated resort in the St. Clair River. Take White Star Line steamer.

FORT WAYNE — Fort Street Car Line.

PUBLIC BUILDINGS.

BOARD OF EDUCATION — 50 Miami Avenue.

CITY HALL — Woodward Avenue, corner Michigan Avenue.

COUNTY BUILDING — Randolph and Brush streets.

COUNTY JAIL — Corner Clinton and Raynor streets.

CENTRAL POLICE HEADQUARTERS — Randolph and Bates streets.

FIRE HEADQUARTERS — Corner Larned and Wayne streets.

HOUSE OF CORRECTION — Corner Alfred and Russell streets.

PUBLIC LIBRARY — Gratiot Avenue and Farmer Street.

PUBLIC LIGHTING PLANT — Atwater Street, near Bates Street.

UNITED STATES POST OFFICE AND COURT HOUSE — Fort and Shelby streets.

PLACES OF AMUSEMENT.

DETROIT OPERA HOUSE — Campus Martius.

LYCEUM THEATRE — Randolph Street, near Champlain Street.

WHITNEY'S GRAND OPERA HOUSE — 164 Griswold Street.

CAPITOL SQUARE THEATRE — 198 Griswold Street.

WONDERLAND — Campus Martius.

DETROIT MUSEUM OF ART — Corner Jefferson Avenue and Hastings Street. Jefferson Avenue Street Car Line.



Armory Detroit Light Guard.



THE HOTELS.

HOTEL CADILLAC,
Michigan Ave.,
corner of Wash-
ington Ave. Has
300 rooms with
every modern con-
venience, includ-
ing telephone in
every room with
local and long-
distance connec-

tions, two new passenger elevators, banquet hall and private dining rooms, café, restaurant, and auditorium in connection. Rates, \$3 to \$8, American plan; \$2 and upwards, European plan. Swart Bros., Proprietors.



THE RUSSELL HOUSE,

Woodward Avenue and Cadillac Square. Has 300 rooms, with banquet hall, private dining rooms, an artistic and excellent café and restaurant, and a convention hall in connection. Rates, \$3 to \$5, American; \$1.50 and upwards, European. W. J. Chittenden, Proprietor.



THE WAYNE HOTEL,

Jefferson Avenue and Third Street, opposite Michigan Central Station, with summer garden and pavilion on river front. Accommodates 350. Rates, \$2 to \$3.50, American; \$1 to \$2.50, European. J. R. Hayes, Proprietor.



HOTEL SAINTE CLAIRE,

Randolph Street, corner of Monroe Avenue. Elegant and very comfortable. Accommodates 250. Has convention auditorium in connection. Rates, \$2.50 to \$3.50, American. Wm. P. Beyer & Co., Proprietors.



GRISWOLD HOUSE,

Corner of Griswold Street and Grand River Avenue. Accommodates 400. Rates, \$2 to \$2.50, American. Postal & Morey, Proprietors.

HOTEL METROPOLE, 122-130 Woodward Avenue. (Accommodates 100.) Rates, \$1 to \$2, European. Clements & Smith, Proprietors.

ORIENTAL, 60-64 Farrar Street (100), \$1 to \$1.50, European. Café and baths. Postal & Morey, Proprietors.

NORMANDIE, 11-23 Congress Street, near Woodward Avenue (200), \$2 to \$3.50, American. P. B. Renaud, Manager.

DU NORD, 527-531 Woodward Avenue (100), \$2, American.

BARCLAY, 20-30 Barclay Place (100), \$1.50 to \$2, American.

WALDORF, 86 Woodward Avenue, corner Larned Street (100), \$1.50 to \$2. Baths. Chas. Heinicke, Proprietor.

FRANKLIN, Bates and Larned streets (150), \$1.25 to \$1.50, American. H. H. James & Son, Proprietors.

LIBRARY PARK, 46-52 Farrar Street (200), 50 cents to \$1, European. Beamer & Frayer, Proprietors.

DETROIT, 14-18 Elizabeth Street, West, near Woodward Avenue (100), \$1.25 to \$1.50, American. Hugh Carr, Manager.

RENAUD, 128-130 Grand River Avenue (100), \$1.25 to \$1.50, American. Wilson & Renaud, Proprietors.

RICHTER, 11-25 State Street (40), 75 cents to \$1.25, European. Café. Louis M. Knauss, Proprietor.

RICHMOND, 42-44 Third Street (50), \$1 to \$1.50, American.

NEW CASS, 206-208 River Street (100), \$1, American.

WABASH, Atwater and Brush streets (60), \$1.25, American.

HORSEMAN, Third and River streets (100), \$1 to \$1.25, American.

CONGRESS, 12-16 East Congress Street (100), \$1 to \$1.50, American; 50 cents to \$1, European. F. A. Merritt, Proprietor.

BOSTON, 212 Fort Street, W. (50), \$1, American.

RANDOLPH, Randolph and Champlain streets (50), \$1.25, American. J. C. Bentler, Proprietor.



On Lake St. Clair.

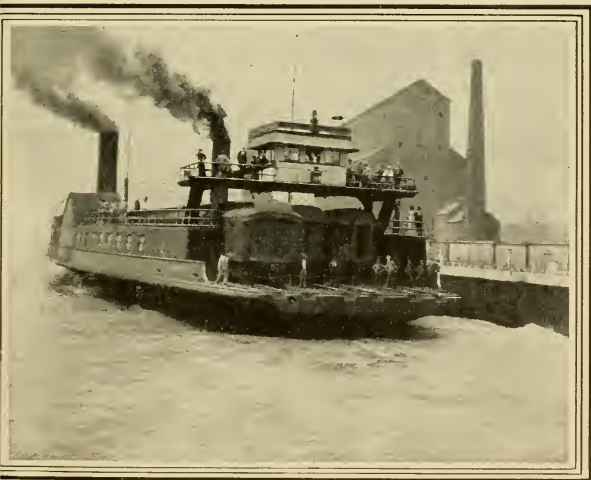
WINDSOR, ONTARIO.

(OPPOSITE DETROIT.)

BRITISH-AMERICAN, 2 Sandwich Street (100), \$1.50 to \$2, American plan.

MANNING HOUSE, Onellette Avenue (100), \$1.50 to \$2, American plan.

INTERNATIONAL, Onellette Avenue (150), \$1, American.



Michigan Central Transfer Steamer.



For any information desired relative to the train service of the Michigan Central, rates, routes, summer tours, etc., consult the

latest folder, or apply to any ticket agent or any of the following passenger representatives.

- WM. H. UNDERWOOD, General Eastern Passenger Agent, 299 Main St....BUFFALO
 C. A. CARSCADIN, Traveling Passenger Agent, 299 Main Street.....BUFFALO
 S. H. PALMER, Canadian Passenger Agent.....ST. THOMAS
 JOSEPH S. HALL, District Passenger Agent, Central Station. DETROIT
 CHAS. W. MERCER, Traveling Passenger Agent, Central Station..... DETROIT
 L. D. HEUSNER, General Western Passenger Agent, 119 Adams Street.....CHICAGO
 WM. J. SEINWERTH, Western Passenger Agent, 119 Adams Street CHICAGO
 W. L. WYAND, Northwestern Passenger Agent, 135 E. Sixth Street..ST. PAUL, MINN.
 H. H. MARLEY, Southwestern Passenger Agent, Union Depot ...KANSAS CITY, MO.
 CARLTON C. CRANE, Pacific Coast Agent, 637 Market Street.. SAN FRANCISCO, CAL.
 F. W. BLANCH, Passenger Agent, 637 Market Street.....SAN FRANCISCO, CAL.
 AMOS BURR, Passenger Agent, Stimson BlockLOS ANGELES, CAL.
 W. C. SEACHREST, Passenger Agent, Sherlock Building.....PORTLAND, ORE.

W. C. Seachrest

General Passenger and Ticket Agent.





NIAGARA FALLS



MICHIGAN CENTRAL
The Niagara Falls Route

RAND, McNALLY & COMPANY
PRINTERS AND ENGRAVERS
CHICAGO



From the Arch Bridge.

TO SEE NIAGARA.

Niagara offers many scenes of marvelous beauty, of great variety, and of striking picturesqueness, that one should see under the varying conditions of sunlight and shadow, calm and storm, and under the silvery moonlight. Every mile of Niagara River, from Lake Erie to Lake Ontario, especially from the Rapids above the Falls to the end of the gorge at Lewiston and Queenston, is filled with interesting and charming scenes. However long the traveler may linger, new beauties and new points of interest will present themselves, and the greater will be his appreciation of this wonderful scene.

He has seen a grand sight who has looked out from Falls View, where the Michigan Central trains stop, but let him not think he has yet seen Niagara Falls, for the great cataract is many-sided, and should be seen from all points. The tourist will never know its majestic grandeur until he has stood below and seen its flood of waters pour from the very vault of heaven. He will never know Niagara's power until he has passed

behind its watery veil and felt the buffeting of its prisoned air, or stood beside the Whirlpool Rapids and felt the utter impotence of man. He will never know its indescribable beauty

until he has watched the very center of the Horse shoe and wooed the spirit of the waters, or wandered in the wooded aisles of Goat Island, or by the fairy cascades of the Three Sisters. He will never understand its wonderful voice until he has stood at the foot of the Great Horseshoe and listened to its thunder, that Eugene Thayer, the famous organist, declared was "not a roar, but the divinest music on earth."



From Sister Islands.

The banks of the river upon either side of the Falls have been reserved by the Ontario and New York State Governments as free public parks, so that the expense of a visit to Niagara has been shorn of exorbitant charges. The hotel accommodations at Niagara are ample, excellent in quality, and reasonable in price. On the American side the International and Cataract are open from May to about the first of November, while the Kaltenbach, the Prospect House, Imperial, and other hotels are open the year round.



On Goat Island.

A visit to the Cave of the Winds, with guide and dress, costs a dollar, and the similar trip under the Horse-shoe Falls, on the Canada side, fifty cents; the round trip on



the inclined railway costs ten cents, and upon the Maid of the Mist, fifty cents. The toll over the new steel arch Foot and Carriage Bridge is ten cents in one direction, or fifteen cents for the round trip. The rate for vehicles is regulated by the number of passengers. The hack fares at Niagara Falls are regulated by law and are very reasonable, while vans make the tour of the entire

On Goat Island.

State Reservation, with the privilege of stopping off at any point of interest, for twenty-five cents.

Besides the Lewiston Branch of the New York Central, an electric railway on either side of the river affords splendid opportunities to see the river, including the rapids, the falls, the whirlpool, and the gorge in detail and to the best advantage. That on the Canada side runs from Chippawa, on the Niagara Division of the Michigan Central, through the Queen Victoria Park, past the Horse-shoe Fall, and along the brink of the gorge, by the whirlpool, to Brock's Monument on Queenston Heights, where the slope is descended to the steamer dock at Queenston. The line is 13½ miles long, and the rate from Chippawa to Queenston forty cents, or seventy-five cents for the round trip.

On the American side the cars start from the Soldiers' Monument at the foot of Falls Street and gradually descend the gorge just above the Cantaliver Bridge. From this point to Lewiston the river bank is



On Luna Island.

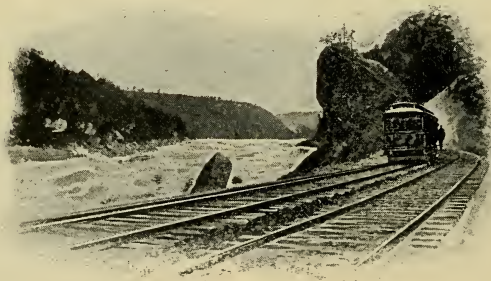
closely followed but a few feet above the water, passing directly by the Whirlpool Rapids, the Whirlpool itself, and the long succession of the lower rapids, emerging from the gorge opposite Queenston Heights. The fare one way is fifty cents, or seventy-five cents for the round trip.

The fare by the Lewiston Branch of the New York Central is twenty-five cents one way and forty cents for the round trip, excepting from June 1st to September 30th, when the one-way rate is twenty cents, and for the round trip, twenty-five cents.

A round-trip rate of seventy cents is also made from Niagara Falls to Lewiston by the New York Central, returning via the Gorge route.

By the Canadian Electric Railway over the Upper Arch Bridge to the Horse-shoe Fall and Chippewa, thence along the Canadian side at the top of the bluff overlooking the river to Queenston, across the lower Suspension Bridge to Lewiston, and thence back by the Gorge route on the American side—from Niagara Falls and back to starting point the fare is \$1.30.

Bear in mind, however, that the governments of New York and Canada have made free forever the shores on both sides of the falls themselves and that the finest views are obtainable without any extra expense whatever.



Down the Niagara Gorge.



The Rapids above American Fall.

THE INFINITE VARIETY OF NIAGARA.

Light and atmosphere, the magicians that take time to show us all the phases of any landscape, are peculiarly important as the interpreters of Niagara. The evening of our first day by the Falls will differ greatly from its morning; neither will be quite like the evening or the morning of any other day; and yet some indispensable aids to understanding may be long postponed. There must be strongest sunshine to show the full glory of the place — the refulgent possibilities of its opaline falling sheets, snow-white rising mists, and prismatic bows. But only a soft gray light can bring out the local colors of its horizontal waters and its woodlands, and only the shadow of storm-clouds, the vehement temper of some of its rapids. Night brings her own revelations — lambent, ineffable in the full, and occult, apocalyptic in the dark of the moon. And while a powerful wind is needed to raise the clouds from the cataract in fullest volume, and to whip the crests of the rapids into farthest-flying scud, as long as any wind blows it may drive us back from some of the best points of view, drenched and blinded by torrents of vapor.



From the painting by Frank Bromley.

Even if light and wind never altered at Niagara, it could not be seen in a day or a week. It must be studied in detail—in minutest detail—as well as in broad pictures. Its wealth in idyllic minor delights is as astonishing as its imperial largess in dramatic splendors. Its fabric of water, rock, and foliage is richly elaborate, as a cathedral's might be, if carved and damaskened all over with intricate patterns and colors, each helping to explain the ideals of its builders. One whole side of Niagara's charm is unfelt unless every great and little passage of its waters is learned by heart, and every spur and recess of its shores, and especially of its islands, is lovingly explored.

Moreover, the eye alone can not really perceive any high beauty of any sort. It needs the help of emotion, and the right kind of emotion develops slowly. True sight means the deep, delicate, and complete sensations that result, not from the shock of surprise, but from the reverent, intelligent submittal of sense and soul to the special scheme that the great Artifex has wrought and the special influence it exerts. We can not see anything in this way if we hurry. Above all, we can not see Niagara, the world's wonder, which is not a single wonder and yet is a single creation complete in itself—a



The Dufferin Islands.

volume of wonders bound compactly together and set apart between spacious areas of plain, as though nature had said, "Here is a piece of art too fine, too individual, to be built into any panorama, to need any environment, except the dignity of isolation." Such a volume must indeed be studied page by page; but it must also be read so often that it will leave us the memory of a harmonious whole as well as of a thousand fine details.

And the best season for Niagara? Each has its own claim. Winter sometimes gives the place an arctic picturesqueness, a dazzling semi-immobility, utterly unlike its affluent, multi-colored summer aspect; but one could hardly wish to see it only in winter, or in winter first of all. It is most gorgeously multicolored, of course, when its ravine and its islands commemorate its long-dead Indians by donning the war-paint of autumn. And it is most seductively fair in early spring. Then, at the beginning of May, when the shrubs are leafing and the trees are growing hazy, its islands are the isles of paradise. This is the time of the first wild flowers. Spread beneath the forest that still admits the sun-floods through its canopies, massed in the more open glades, and wreathed along the edges of pathways and shores, they fill Goat Island full, whitely bank and carpet it--snowy trilliums in myriads, blood-roots, dicentras, smilacinas, and spring-beauties, varied by



Beneath the Forest of the Islands.

rose-tinted spring-cresses and yellow uvularias, and underlaid by drifts of violets. Hardly anywhere else over so large an area can these children of May grow in such profusion, for even when the sun shines hottest upon them the air is always delicately dampened by the spraying floods. Here nature so faithfully fosters them that they need not be jealously guarded by man. Whoever will may gather them by the armful.

It is good to see Niagara at this time (May). But it is still better to see it when its trees and shrubs and vines are in fullest leaf and many of them in blossom. Their value is greatest as a setting for the endless series of large and small, near and distant water pictures; and then the temperature invites to lingering. The very best time of all is in June.

II.

Above the falls the broad river runs between shores so flat that one wonders why it never mistakes its course; and where its rapids begin, at the head of Goat Island, it is nearly a mile in width. For half a mile these rapids extend along both sides of the island, and at its farther end the waters make their plunge into the gorge that they have themselves created, cutting their way backward through the table-land which extends from Lake Erie to a point some seven miles south of Lake Ontario. They make this plunge as two distinct streams, with the broad, precipitous face of Goat Island rising between them. The American stream falls in an almost straight line; the broader, stronger Canadian stream falls in a boldly recessed horseshoe curve. And there is another difference also. Just at this place the river-bed makes a right-angled turn around



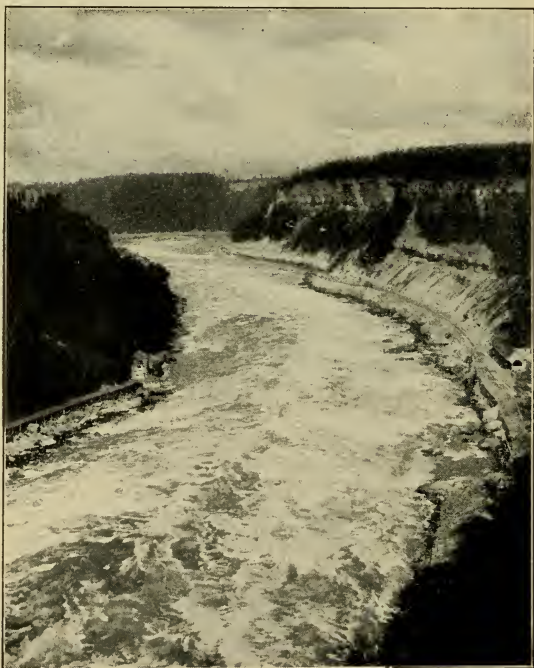
The Falls from Canada.

the lifted shoulder of Goat Island; and the Horseshoe, which is doing the real work of excavation, falls into the end of the gorge and faces northward, while the American Fall, like the island's bluff, faces westward, dropping its waters over the side of the gorge into the current that flows down from the Horseshoe.

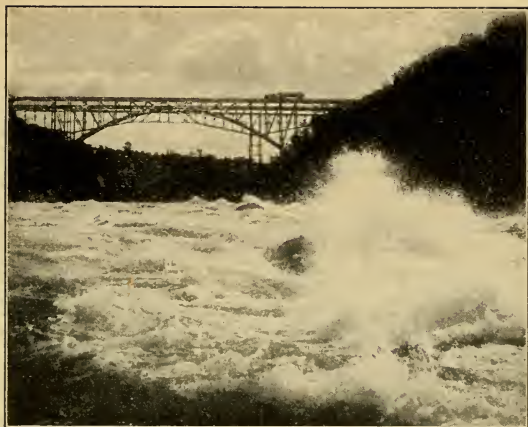
The wonderful hemicycle that is thus created measures almost a full mile from mainland brink to brink.* But the

*Precisely, it is 5,370 feet, the Canadian Fall measuring about 3,060, the face of Goat Island 1,300, and the American Fall 1,060. The narrower branch of this fall, between the two islands, is 150 feet in width; yet at Niagara it seems so unimportant that no one has ever given it a name.

gorge, about one hundred and seventy feet in height above the surface of its stream, is less than a quarter of a mile across. Its cliffs rise almost sheer from their slanting bases of detritus, naked in some spots, in a few defaced by the hand of man, but still for the most part clothed with hanging robes of forest. At first, just below the falls, they look down upon waters that no longer rush and foam, but slip and swing with an oily smoothness, exhausted by their daring leap, still too giddy from it to flow quite straight, and showing proofs of it in long twisting ropes of curdled froth. For nearly two miles their lethargy lasts. One may swim in this part of the Niagara



Whirlpool Rapids from the Bridge.



Whirlpool Rapids from below.

River, the smallest rowboat need not fear to put out upon it, and the *Maid of the Mist* pushes past the very foot of the American Fall up toward the Horseshoe, until she is wrapped in its steamy clouds. This is because, within its gorge, the Niagara is the deepest river in the world. Even near the falls the distance from its surface to its bottom is greater than the distance from its surface to the top of its gorge walls—more than two hundred feet; and down into these depths the falling sheets are carried solidly by their tremendous impetus and weight, leaving the face of the water almost undisturbed. Moreover, the current is relatively slow, because, in the two miles below the falls, the slant of the river-bed is gentle.

At the end of these two miles the water visibly rages again. In the narrowing, curving gorge it is beaten once more into rapids, much deeper and fiercer than those above the falls, and gaining somberness from the high walls that enframe them. At the end of another mile the channel turns at right angles again. But before its waters can turn with it, they dash themselves against the Canadian cliff, and swirl back and around in a great elbow-like basin, blindly seeking for the exit. This

is the famous Whirlpool, and it shows the Niagara in still another mood. Except around its edges, there is no rioting and splashing as in the rapids, yet there is no exhaustion as near the foot of the falls; instead, a deep, saturnine wrath, more terrible in its massive, leaden gyrations than any loud passion could be. And when the waters which thus dumbly writhe with the pain of their arrested course find the narrow outlet at last, their great surge outward and onward is sullen like their circlings within the pool. Incredibly swift and strong, running at a rate of some forty miles an hour, they



Outlet of the Whirlpool.

pile themselves up in the center of the channel, but are not boisterous with breakers or combs and jets of spray. These soon come again as the channel enlarges a little and the immense pressure is relaxed; and then, three miles below the Whirlpool, the throttling of the river ends. Here, near Lewiston, the gorge itself ends with the limits of the more elevated plain through which the river is gradually cutting its backward way. The gorge ends, and to right and left, eastward and westward, the edge of the high plain stretches off as a bold escarpment, showing what used to be the shore-line of Ontario, when, a larger lake than it is to-day, it covered the lower flat

land. And across this flat land for seven miles, until the present lake shore is reached, the Niagara, half a mile in width, flows smoothly and gently—beautiful still, but now with a beauty like that of many other rivers.

* * * * *

III.

Put magnitude out of your mind when you approach Niagara. Think of beauty instead. Think of the most beautiful things you have ever seen. Expect to see things still



The Horse-shoe from near Falls View.

more beautiful. Unless your senses are benumbed, you shall not be disappointed. Then, gradually, truths of great size will dawn upon you, and coming at their proper time, they will impress you doubly because you will feel them as you ought. You will feel them as factors in greatness of beauty, not as facts primarily important in themselves.

Niagara is not more unusual in magnificence than in design. Nature intends most of her waterfalls to be seen from below. Niagara she exhibits from above. It does not come falling into a valley whither our feet are naturally led. It goes

curving into a chasm in a plain across which we are forced to approach it. Of course it can be seen from below, and there alone it reveals the whole of its size and strength. But nature made this standpoint just possible of access in order that it might complete and emphasize impressions elsewhere gained.



Entrance to Cave of the Winds.

We must look down upon Niagara while we are learning most of its lessons in regard to the beauties of flowing and falling water.

And when, at the last, making our way to its base, we stand there precariously on narrow ledges of rock ; when, almost defying nature's prohibitions, we pass behind the thundering

veil of liquid glass and foam in the Cave of the Winds ; when, after sharing all their phases of feeling before they fell and as they were falling, we meet its waters again just after they have fallen, our little ship challenging them to touch us in so fearless a fashion that again we become their comrades ; when we swing off from the edge of their white caldrons, exhausted



American Falls from Goat Island.

with emotion like the current that bears us back—then, because we have already learned so many other lessons, we are able to appreciate the most tremendous of them all. Then we have really seen Niagara, because we have felt it ; and we have felt it because we have felt with it. Nature made no mistake in designing this cataract. With waters so mighty and so



The Horse-shoe Fall from Goat Island.

varied, the logical plan, the artistic plan, was to lead through lesser toward greater effects. Thus the greatest win the sublimity of the inevitable; and the impression made by their fearful splendors is enhanced by the way in which they are hedged about with obstacles and are briefly, dramatically shown.

* * * * *

VI.

In order that the high charm of mystery may not lack in the sum of its attractions, Niagara keeps a few things inaccessible — the center of the Horse-shoe Fall, for instance, and

some of the smaller islands. But in many places it admits us close to very tremendous sights. At Prospect Point we stand only a couple of feet above the American stream, just where it makes its smooth downward curve. We might touch it with our hand as it bends, solid and glassy, over the long lip of rock. We can lean on the rails and note how soon its polished surface breaks into silvery fragments, powders into glistening dust; and far beneath we can see the frosty mass strike the black boulders and, over and between them, flow off as frosted torrents into the dark-green flood of the gorge.



The Horse-shoe Fall from Canada.

We can also look directly across the descending curtain of water. So, again, we can look from the edge of Luna Island, on the other side of the fall; and here, if we face about, we are close to the narrower stream which divides Luna from Goat Island and forms the roof of the Cave of the Winds. Each change of place, changing the angle of vision, reveals a different effect in the falling waters, all their effects depending, of course, upon the way they receive and reflect and refract the light. Nature could have made no better place than

Luna Island to show us what water does and how it appears when it falls in great volumes and is seen very near at hand; for what its surface does not reveal to us, we learn at the foot of this fall in the Cave of the Winds. Of all the accessible spots in the world this must be the most remarkable, excepting, perhaps, one within the crater of an active volcano.

Such testimonies as these do not need to be repeated. The Canadian Fall offers us new ones. It is not a teacher of beautiful details of fact. The grandest part of Niagara, it is, befittingly, the high priest of beautiful mysteries. It shows the poetic grandeur of vast falling waters that can not be closely approached.



The Great Power House.

Even the ledges to which we descend from Goat Island do not really make the Horseshoe accessible. They cross no part of the main Canadian stream, but merely a wide border of it where its current is shallow. Beyond, its bold sweep prevents us from looking directly across its curtain, and forbids us to see deep into the great recess that varies its curve midway. The brow of this central arc glows with the richest of all Niagara's varied colors. Here the falling sheet is exceptionally deep. Therefore, as it curves, it shows a stretch of palpitant, vivid green which is repeated at no other point, and it preserves its smoothness far below the verge where shallower currents almost immediately break. No one could wish that this great royal jewel, this immense and living emerald, might be approached and analyzed. It is rightly set



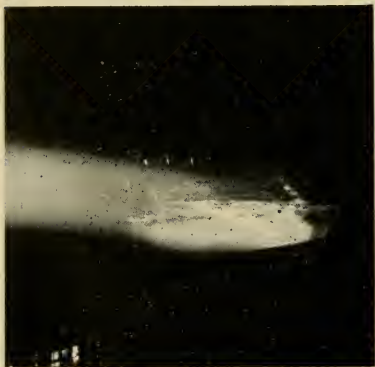
The Horse-shoe from Goat Island.

in the way that the great Artifex has chosen — ardent, immutable, and forever aloof, as on the crest of the walls of heaven.

Cross now to the Canadian shore. The spot where Table Rock broke off (about fifty years ago) puts us more nearly in front of the Horseshoe. Here, unless the vapors blow too thickly around us, we get the most astounding impression that Niagara gives, excepting those that will come at the bottom of the gorge; and even more than any of these it satisfies the sense of beauty. Here we can almost see into the central arcanum of the irregular curve. We could see into it, and we imagine that we could see through it into something unimaginable beyond it, if only the clouds that it generates would cease their billowing. But, blazing white and iris-spanned if the sun shines, pearly white when the sky is gray, they never do cease, rolling upward and outward, lower or higher, rhythmical, mutable, but immortal. No rocky fangs show at the foot of this great middle current. Below are only breakers of foam,

flowing off in a river of foam, as above are cumuli of snow and then of mist, and, still higher, streamers of smoke, of steam, of gossamer. Behind these is a cliff of diamonds; in front is an aura of rainbows; and dominating the whole there gleams through the white translucencies the mobile adamant of the emerald brink.

Try as we will, wait as we may, even here we can not see into the heart of Niagara. But here we can see it beat, and the organ peal of its beating fills our ears. We are wrapped in soft splendors, soft thunders, until the senses blend their testimonies. Sight and sound, things motionless and moving, can not be separated, and our own being is lost in their illimitable rapture. No other sensation wholly physical in its origin can be at once as overpowering and as enchanting as this one. And although we know that its origin is physical, is terrestrial, we can not grasp the fact; the beauty that we are feeling is too different from any that we have ever felt before. It is a transfiguring of the familiar things of earth into the imagined things of heaven. To the eye it is a revelation of the divine possibilities of light and color, form, movement, and sound; and to the mind it is an allegory of power and purity in their supreme and perfect essence. If there are walls to the city celestial, built of opal, emerald, and some vast auroral whiteness for which we have no mortal term, and bridged for



the feet of angels with arches of the seven pure colors, the gateway through them must look like the heart of Niagara. It can not be more immense, more mystical, more sacredly resplendent. It can not be more aërial or more everlasting.

* * * * *

VIII.

At Niagara the existence of the Great Lakes benefits the eye as well as the imagination. If the falls were fed by rivers, their volume, which now varies very little, would conspicuously wax and wane with the changing seasons. Again, new-born river-waters would be thickened and discolored with sediment and sand. Niagara's are strained to an exquisite purity by their sojourn in the Western reservoirs, and to this purity they owe their exquisite variety of color.

To find their blues we must look, of course, above Goat Island, where the sky is reflected in smooth if quickly flowing



The Horse-shoe from Inspiration Point.

currents. But every other tint and tone that water can take is visible in or near the falls themselves. In the quieter parts of the gorge we find a very dark, strong green, while in its rapids all shades of green and gray and white are blended. The shallower rapids above the falls are less strongly colored, a beautiful light green predominating between the pale-gray swirls and the snowy crests of foam—semi-opaque, like the

stone called aqua-marine, because infused with countless air-bubbles, yet deliciously fresh and bright. The tense, smooth slant of water at the margin of the American Fall is not deep enough to be green. In the sunshine it is a clear amber, and when shadowed, a brown that is darker, yet just as pure. But wherever the Canadian Fall is visible its green crest is conspicuous. Far down-stream, nearly two miles away, where the railroad bridge crosses the gorge, it shows like a little emerald strung on a narrow band of pearl. Its color is not quite like that of an emerald, although the term must be used because no other is more accurate. It is a purer color, and cooler, with less of yellow in it—more pure, more cool, and at the same time more brilliant than any color that sea-water takes even in a breaking wave, or that man has produced in any substance whatsoever. At this place, we are told, the current must be twenty feet deep, and its color is so intense and so clear because, while the light is reflected from its curving surface, it also filters through so great a mass of absolutely limpid water. It always quivers, this bright-green stretch, yet somehow it always seems as solid as stone, smoothly polished for the most part, but, when a low sun strikes across it, a little roughened, fretted. That this is water, and that the thinnest smoke above it is water also, who can believe? In other places at Niagara we ask the same question again.

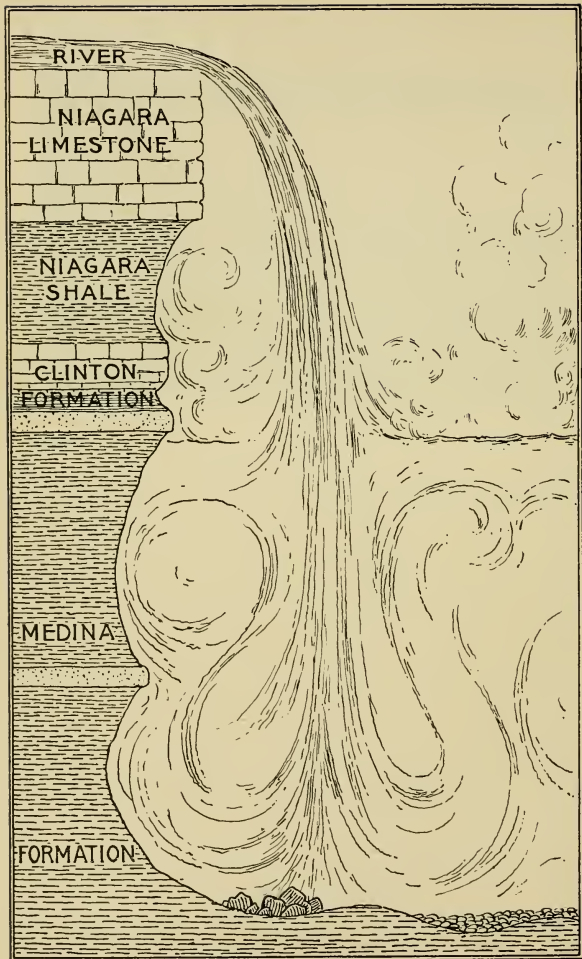
From a distance the American Fall looks quite straight. When we stand beside it we see that its line curves inward and outward, throwing the falling sheet into bastion-like sweeps. As we gaze down upon these, every change in the angle of vision and in the strength and direction of the light gives a new effect. The one thing that we never seem to see, below the smooth brink, is water. Very often the whole swift precipice shows as a myriad million inch-thick cubes of clearest glass or ice or solidified light, falling in an envelop of starry spangles. Again, it seems all diamond-like or pearl-like, or like a flood of flaked silver, shivered crystal, or faceted ingots of palest amber. It is never to be exhausted in its variations. It is never to be described. Only, one can always say, it is protean, it is most lovely, and it is not water.



The American Fall from Canada.

Then, as we look across the precipice, it may be milky in places, or transparent, or translucent. But where its mass falls thickly it is all soft and white — softer than anything else in the world. It does not resemble a flood of fleece or of down, although it suggests such a flood. It is more like a crumbling avalanche, immense and gently blown, of smallest snowflakes; but, again, it is not quite like this. Now we see that, even apart from its main curves, no portion of the swiftly moving wall is flat. It is all delicately fissured and furrowed, by the broken edges of the rock over which it falls, into the suggestion of fluted buttresses, half-columns, pilasters. And the whiteness of these is not quite white. Nor is it consistently iridescent or opalescent. Very faintly, elusively, it is tinged with tremulous stripes and strands of pearly gray, of vaguest straw, shell-pink, lavender, and green — inconceivably ethereal hues, shy ghosts of earthly colors, abashed and deflowered, we feel, by definite naming with earthly names. They seem hardly to tinge the whiteness; rather, to float over it as a misty bloom. We are loath to turn our eyes from them, fearing they may never show again. Yet they are as real as the keen emerald of the Horseshoe.

—*Mrs. Schuyler Van Rensselaer in The Century.*



Geological Section of Niagara Falls.

THE RECORD OF THE ROCKS.

When one has recovered from the first emotional effects of the grand spectacle of Niagara Falls, and has realized somewhat of its unique combination of beauty, majesty, and power, the spirit of inquiry is aroused and excited the more one sees the region in detail. One appreciates that Niagara is more than a spectacle; that it is a wonderful illustration of the evolution and operation of forces that have been working since the world's day-dawn; that the precipitous cliffs of the deep cañon show the edges of the leaves of the great stone-book of nature that, unfolded and rightly interpreted, reveal the history of millions of years of the past, before man appeared upon the earth. One invariably asks why and how came this great cataract, the greatest natural wonder of the world? What is the history of this great river or strait? What the story of this deep and narrow gorge it has carved out of the rocks? It should be more interesting than any tale of unreal personages, and of imagined events; but here the barest outline must suffice of a history of æons that requires a volume for adequate elucidation.

The facts and the forces of nature are nicely balanced. Our standards are two-fold—absolute and relative. Man is proud, above all things, of his own existence and powers. He stands at the foot of Niagara or of Mt. Everest and feels his puny six feet dwarfed into utter insignificance; yet on a six-foot globe a grain of sand will represent the mountain, and this paper is thicker in comparison than the height of the great cataract. So level is the watershed of the great lakes that it would take but little tilting of the saucer to spill the contents in any direction.

Niagara is geologically young. It had no existence in the early days when Lakes Michigan, Superior, and Huron, smaller than they now are, poured their waters out to the north or eastward. Lake Erie was not, and there was little, if anything, of what is now Lake Ontario. Then came the glacial period, when the great ice sheet of the north, thousands of feet thick, came down even as far as the Ohio River, carving new channels and plowing out Superior,

Huron, and Michigan to greater depths and extent. But the south winds rallied and drove back the bold invader, slowly but surely, never since to return from its Greenland fastnesses. These three great lakes were filled again as the ice field melted and receded to the northeast, still covering and blocking the valleys of the Ottawa and St. Lawrence. They found



American Fall from below Goat Island.

their outlet by the valley of the Trent into Lake Ontario (Iroquois, the geologists term the glacial lake), and thence to the sea through the Mohawk and Hudson. It was but a feeble stream that ran from the little lake at the eastern end

of Erie down to Iroquois, tumbling over the escarpment or beach near St. David's, west of Queenston.

Some thousands of years later the St. Lawrence ran unhindered to the sea, and lowered the level of Ontario until its waters no longer sought the Mohawk. The slow and gradual tilting of the strata, still going on, closed the outlet of the Trent, and turned the waters of the great lakes southward, extending Lake Huron and opening a new channel through Lake St. Clair and Detroit River into Lake Erie. The emerald flood of gem-like purity, leaving its sediment in the lake basins, poured over the escarpment of the old Ontario shore, perhaps a greater Niagara than we look upon to-day. Not, however, at St. David's, as before the glacial period, but by the new course it had cut out, and through which it now flows. You can go down to the Whirlpool to-day and see at its northern side where the old channel was cut through the rocky walls, and is now filled with detritus.

How long has Niagara been carving out the gorge to the present falls; how rapidly is the recession going on, and what and when will the end be, are questions that spring involuntarily to the minds and the lips of observers. Scientists have closely studied these questions, from Prof. James Hall and Sir Charles Lyell to Prof. G. K. Gilbert, the greatest living authority upon the glacial period, resulting in deeper knowledge and greater accuracy. We can not, however, speak of geologic as of historic years, but it is believed that ten thousand years may cover the period of the excavation of the present gorge, while before the long ages of the ice drift there was probably a pre-glacial Niagara. The careful measurements made for sixty years past show a retrocession of about five hundred feet in a century.

To understand the processes and methods by which the rocky cliff has been worn away, one should visit the Cave of the Winds, feel the buffetings of wind and water, so vividly described by Professor Tyndall, observe how they have hollowed out this cave from the inferior strata, followed by the fall of the massive limestone above, fragments of which are strewn along the talus of the cliffs. It is only after

a personal experience of this kind and visits to the different parts of the falls, and to the Whirlpool Rapids, that one begins to realize the weight and the power of the fifteen million cubic feet that pass over the falls every minute.

The accompanying diagram gives an excellent idea of the geological structure of Niagara, and shows how the superior strata of hard limestone, spared by the falls themselves, in large degree, is undermined until it falls as Table Rock on the Canada side fell.* It also shows how the fragments of rock at the bottom of the water are used to grind out the massive rock as we can see in the "pot holes" of smaller and more familiar streams. Professor Shaler aptly compares the process to "a great auger boring away upon some soft material, the tool while turning being drawn slowly across the surface. In the similitude, the whirling waters at the base of the cascade, with their armament of stones, represent the auger, and the wide field of strata which have been carved, the material which is bored by the moving tool."

At the present rate of recession the falls will have moved southward about a mile in the next thousand years, and as the dip of the strata is also southward, the height of the cataract will then be considerably diminished and the descent of the rapids above increased to the same extent. As, however, we have now learned to put some of this tremendous power in harness, and transmit it electrically to a distance, it is quite possible that this and other artificial means may be used to ultimately preserve it and avoid its draining of Lake Erie.

*In the picture on page 30 the large rock called the "Rock of Ages" is a fragment of the massive Niagara limestone fallen from above. In the picture of the gorge, on page 14, the Niagara limestone may be followed at the top and the bed of Medina sandstone along the upper edge of the talus.



NIAGARA.

Proud swaying pendant of a crystal chain,
On fair Columbia's rich and bounteous breast.
With beaded lakes that necklace-like retain
Heaven's stainless blue with golden sunlight blest!
What other land can boast a gem so bright!
With colors born of sun and driven spray—
A brooch of glory, amulet of might,
Where all the irised beauties softly stray.
Ay, more—God's living voice, Niagara thou!
Proclaiming wide the anthem of the free;
The starry sky the crown upon thy brow,
Thy ceaseless chant a song of Liberty.
But this thy birthright, this thy sweetest dower,
Yon arching rainbow—Love still spanning Power.

—Wallace Bruce.

NIAGARA.

Majestic torrent, God hath set His seal
Of beauty, might, and grandeur on thy brow,
For signs of these to see, and hear, and feel,—
Beneath His shining sky, transcendent thou!

—*Wm. C. Richards.*

The thoughts are strange that crowd into my brain
While I look upward to thee. It would seem
As if God power'd thee from His "hollow hand"
And hung His bow upon thine awful front,
And spoke in that loud voice which seem'd to Him
Who dwelt in Patmos for his Saviour's sake
The sound of many waters, and had bade
Thy flood to chronicle the ages back
And notch His cent'ries in the eternal rocks.

—*J. G. C. Brainard.*

I dreamt not I should wander here
In musing awe; should tread the wondrous world,
See all its store of inland waters hurled
In one vast volume down Niagara's steep,
Or calm behold them, in transparent sleep
Where the blue hills of old Toronto shed
Their evening shadow o'er Ontario's bed.

—*Moore.*

The walk about Goat Island at Niagara Falls is probably unsurpassed in the world for wonder and beauty.

—*Charles Dudley Warner.*

To paint the glories that come and go upon the falling, rushing waters, the artist must dip his brush in the rainbow, and when he has done his best he will not be believed by those who have not seen his subject with their own eyes.

—*Art Journal.*

Days should be spent here in deep and happy seclusion, protected from the burning heat of the sun and regaled by lovely scenes of Nature, and the music of the sweetest waters, and in fellowship, at will, with the mighty Falls. Long, long I stayed, but all time was too short. I went, and I returned, and knew not how to go!

—*Rev. Andrew Reed.*



The pure beauty of elegance and grace is the grand characteristic of the Falls. It is supremely artistic, a harmony, a masterpiece. The lower half of the watery wall is shrouded in the steam of the boiling gulf—a veil never rent or lifted. At its core this eternal cloud seems fixed and still with excess of motion—still and intensely white.

—*Henry James, Jr., in Portraits of Places.*

These distinctive qualities—the great variety of the indigenous perennials and annuals, the rare beauty of the old woods,

and the exceeding loveliness of the rock foliage — I believe to be the direct effect of the Falls, and as much a part of its majesty as the mist-cloud and the rainbow.

—*Frederick Law Olmstead.*



I think, with tenderness, of all the lives that opened so fairly there, the hopes that reign in the glad young hearts, the measureless tide of joy that ebbs and flows with the arriving and departing trains. Elsewhere there are carking cares of business and of fashions, there are age and sorrow and heart-break, but here only youth, faith, rapture.

—*W. D. Howells in Their Wedding Journey.*

When the real energies of Niagara have been recognized and the relation between those energies and the might of terrestrial gravity is understood, the mind must be awed by the stupendous significance of Niagara.

—*Richard A. Proctor.*

The sylvan perfume, the gayety of the sunshine, the mildness of the breeze that stirred the leaves overhead, and the bird-singing that made itself felt amid the roar of the rapids, and the solemn, incessant plunge of the cataract, moved their hearts and made them children with the boy and the girl who stood beside them — who stood for a moment and then broke into joyful wonder.

—*W. D. Howells in Niagara Revisited.*

MY LAST DAY AT NIAGARA.

I sat upon Table Rock, and felt as if suspended in the open air. Never before had my mind been in such perfect unison with the scene. There were intervals, when I was conscious of nothing but the great river, rolling calmly into the abyss, rather descending than precipitating itself, and acquiring tenfold majesty from its unhurried motion. It came like the march of Destiny. It was not taken by surprise, but seemed to have anticipated, in all its course through the broad lakes, that it must pour their collected waters down this height. The perfect foam of the river, after its descent, and the ever-varying shapes of mist, rising up, to become clouds in the sky, would be the very picture of confusion, were it merely transient, like the rage of a tempest. But when the beholder has stood awhile, and perceived no lull in the storm, and considers that the vapor and the foam are as everlasting as the rocks which produce them, all this turmoil assumes a sort of calmness. It soothes, while it awes the mind.

—*Nathaniel Hawthorne.*

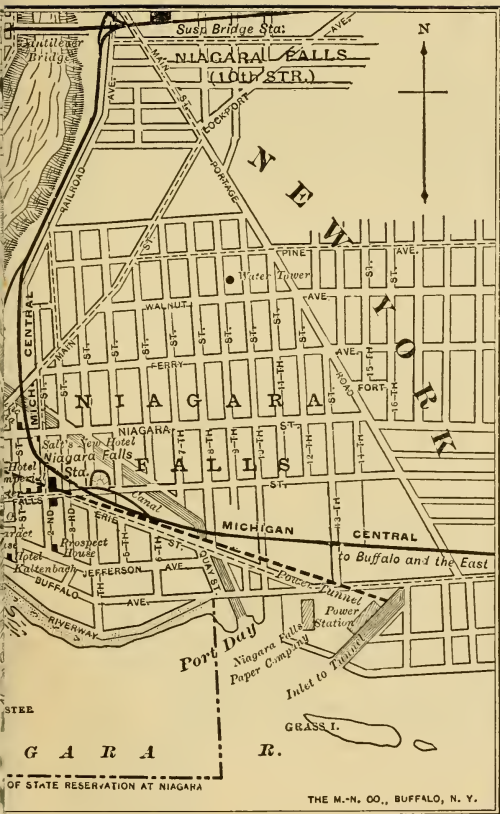
MAP OF
NIAGARA FALLS

AND VICINITY
SHOWING ROUTE OF THE

MICHIGAN CENTRAL

"The Niagara Falls Route."





Susp Bridge Sta:

NIAGARA FALLS
(10th STR.)

N

N
I
A
G
A
R
A
F
A
L
L
S

Water Tower

NIAGARA

FALLS

MICHIGAN

CENTRAL

to Buffalo and the East

Port Day

Niagara Falls
Paper Company

Inlet to Tunnel

Power Tunnel
Power Station

GRASS I.

G
A
R
A

R.

OF STATE RESERVATION AT NIAGARA

THE M.-N. CO., BUFFALO, N. Y.



MAP OF HISTORIC NIAGARA

SHOWING THE PRINCIPAL POINTS OF INTEREST
IN CONNECTION WITH
THE HISTORY OF THE NIAGARA RIVER
AND VICINITY

GEN. PRICEAUX'S LANDING 1759

FT. NIAGARA
A GARRISONED U.S. FT.
A TRADING POST BY LA SALLE, 1678-A FT. BY
DE NONVILLE. 1687- ABANDONED, 1688-REBUILT. 1725
CAPTURED BY THE BRITISH, DEC, 19, 1813
YOUNGSTOWN
BURNT BY THE BRITISH 1813

FT. MISSISSAUGA
VILLAGE OF NEWARK
BURNT DEC. 10, 1813
FORT GEORGE
DESTROYED 1812

VROOMAN'S BATTERY
NAMED AFTER
QUEENSTOWN
WHERE BROCK WAS WOUNDED
OCT. 13, 1813

BATTERY 1813
LEWISTON
COMMENCEMENT OF PORTAGE -
LA SALLE'S LANDING BURNT BY THE BRITISH 1813
GEN. VAN RENNSLAER'S -
ONTARIO CAMP, 1812

TUSCARORA RESERVATION
1240 ACRES GIVEN BY HOLLAND LAND CO.
4329 " " " " " " " " " " " "

Old Shore Line of
BROCK'S MONUMENT
FT. DRUMMOND

WILLAGE BURNT BY THE BRITISH 1813
TRAMWAY UP THE BANK
DEVIL'S HOLE RAPIDS

WHIRLPOOL
WHIRLPOOL RAPIDS
DRUMMONDSVILLE
NAMED AFTER
GEN. DRUMMOND

DEVIL'S HOLE MASSACRE 1763
BLOODY RUN
BLOCK H.
PORTAGE R.

BATTLE OF LUNDY'S LAKE OR BRIDGEWATER
JULY 25, 1814
FALLS OF NIAGARA
NATIONAL BOUNDARY LINE
TREATY OF GHENT, 1815

CHIMNEY STILL STANDING
1759-REBUILT 1761
BURNT BY LA SALLE
FRENCH LITTLE SCHLOSSER BURNT DEC. 27, 1837
PORTER'S STOREHOUSE
STEAMER CAROLINE
LA SALLE
GRIFFON BUILT BY LA SALLE 1679

BATTLE OF CHIPPEWA* JULY 9, 1814
Chippewa Ck.

BIFFORN IS. BURNT SHIP BAY
THE FRENCH BURNED THEIR VESSELS HERE 1759
NAVY ISLAND WAS THE HEADQUARTERS OF THE PATRIOTS, 1837

GRAND ISL.
17,384. ACRES

THE SITE OF M. M. NOAH'S SCHEME FOR THE COLONIZATION OF THE WHOLE JEWISH RACE, 1825

Street's Ck.

TONNEWANTA Ck.
TONNEWANTA VILLAGE

Frenchman's Ck.

ERIE COUNTY
ERECTED FROM NIAGARA COUNTY 1816

Frenchman's Ck.

Scalaguada Ck.

BATTLE OF RIDGEWAY
1866

FORT ERIE
CAPTURED BY THE AMERICANS JULY 3, 1814
AMERICANS WERE BEIEGED HERE AUG 4, 1814
AMERICANS MADE A SUCCESSFUL SORTIE, SEP. 17, 1814

SAILOR'S BATTERY
SWIFT'S BATTERY
MORTAR BATTERY
FORT TOMPKINS 1812
BLACK ROCK END OF FERRY
VILLAGE OF BLACK ROCK
GEN. ALEX. SMYTH COLLECTED AN ARMY HERE TO INVADE CANADA, 1812
FT. PORTER
NEW AMSTERDAM AFTERWARDS BUFFALO
BURNT BY THE BRITISH 1813

LAKE ERIE



INTERNATIONAL HOTEL.

This is one of the largest as well as one of the oldest and best-known hotels at Niagara Falls, located on the corner of Main and Falls streets, with a frontage and tennis court on the State Reservation. It accommodates 500 guests. Rates, per day, \$4 up; per week, \$17.50 and upwards; American plan. S A. Greenwood, Manager.



CATARACT HOUSE

Located corner of Main and Bridge streets, adjoining the State Reservation along the American Rapids, opposite Goat Island. Rooms en suite, with bath. Accommodates 500 guests. Rates, \$3.50, \$4.50, and \$5.50 per day on the American plan; \$2 and upwards. European plan. Special weekly and monthly rates. R. R. Simpson, Manager.



PROSPECT HOUSE

Is pleasantly located on high ground at the junction of Jefferson Avenue and Second Street, near the State Reservation.

Accommodates 150 guests. Rates, \$3 to \$5.50 per day on the American plan. Rooms single or en suite. Separate dining-room table for each room. D. Isaacs, Proprietor.

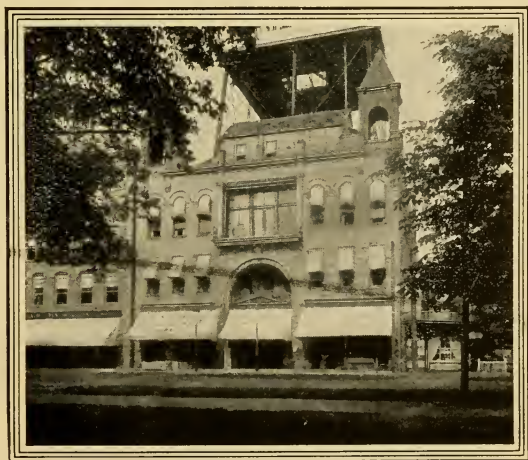


HOTEL IMPERIAL

On Falls Street, corner of Second, between the railroad station and the Falls. Elegant apartments en suite, with bath. Accommodates 400 guests. Rates, \$2.50 per day; \$14 per week and upwards. C. N. Owen, Proprietor.



THE KALTENBACH—Is a quiet, home-like hotel, noted for its cuisine and cellar. It is located at 24 Buffalo Street, between Main and Second streets, fronting upon the State Reservation. It accommodates fifty guests. Rates, \$3 per day, American plan. A. Kaltenbach, Proprietor.

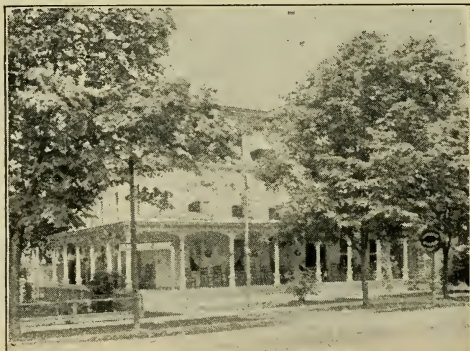


THE TOWER HOTEL—Is on River Way, fronting on the State Reservation. The tower affords a magnificent outlook over the falls and rapids. Accommodates 150 guests. Rates, \$2 to \$3, American. L. A. Boore, Proprietor.



COLUMBIA HOTEL,

Located corner Niagara and First streets. Entirely new, built of brick, with all modern improvements. Electric lighted and call bells, steam heated and other conveniences. Accommodates 150. Rates \$2.50 per day and upwards. Weekly rates upon application. Wm. G. White, Manager.



THE TEMPERANCE HOUSE,

Quiet and pleasantly located, opposite Michigan Central Station, Second Street. Rates, \$1.50 and \$2 per day. Livery connection with house. H. Hubbs, Proprietor.

Location.	Capacity.	Rates per Day.
NIAGARA FALLS HOUSE, 338 Main St.—Robt. Furglson ..	75	\$2.00
NIAGARA HOUSE, 412 Main Street	75	2.00
HARVEY HOUSE, 327 Third Street—J. Maloney.....	83	2.00 to 3.00
SALT'S NEW HOTEL, 355 Second Street—S. J. Tobey.....	75	1.50 to 2.50
MALEY HOUSE, 723 Third Street—V. Neidhardt.....	40	1.50
UNITED STATES HOTEL, Falls Street—A. Rickert.....	50	2.00
COSMOPOLITAN, 223 Niagara—W. J. Callahan.....	65	2.00
ATLANTIQUE, Main and Niagara—S. K. Deitrick.....	75	2.00 to 2.50
COLONADE HOTEL, 221 Niagara—Cannavan & Donnelly....	50	1.50 to 2.00
EUROPEAN HOTEL, 349 River Way—P. F. Nassoly.....	50	2.00 to 2.50
FALLS HOTEL, 312 Main Street—Mrs. C. R. Whiting.....	40	2.00
HOTEL SCHWARTZ, 16 Falls Street—D. W. Schwartz.....	30	(e) 2.00
STATE PARK HOTEL, Falls Street—Jas. W. Canavan.....	55	3.00
WALKER HOUSE, Third Street.....	45	1.50 to 2.00
HOTEL NASSAU, Falls Street—H. C. Fuchs.....	50	3.00
NEW YORK HOTEL, River Way—L. Sussman.....	25	1.50
THE OAK, Falls Street—L. M. Gillis.....	85	{ (e) 1.00 to 2.50
THE WAYNE, Second Street, opposite N. Y. C.—J. Roland..	25	1.50
BOARDING HOUSE, First Street—Miss M. Conway.....	20	-----
BOARDING HOUSE, Mrs. A. Murray.....	20	-----
CENTRAL, 335 Third Street—J. Riley.....	40	1.50
COTTAGE, Second Street—Mrs. Morse.....	30	1.25



RIVER VIEW,

Niagara Falls Centre P. O., Victoria Park Station. Delightful location, overlooking falls and river. Convenient to steam and electric roads. \$1 to \$2, European plan; meals 50 cents. J. Norman Lewis, Manager.

NIAGARA FALLS, ONTARIO.

Name.	Proprietor.	Rooms.	Rates per Day,	Rates Weekly.
HOTEL SAVOY.....	James Dickinson..	40	\$2.50 to 3.50	\$14.00
ROSLI HOTEL.....	William Klaus.....	25	2.00 up	No Quotation
WINDSOR HOTEL....	James Keating....	50	2.00 to 3.50	"
AMERICAN HOTEL...	William Ward.....	35	1.50 to 2.50	"
COLUMBIA HOTEL...	Charles Crozier....	20	1.50 to 2.00	"
IMPERIAL HOTEL....	James Herendeen..	25	1.50 up	"
ARLINGTON HOTEL.	Rich. McCarr.....	51	2.00 up	"

NIAGARA FALLS CENTRE, ONTARIO. (Victoria Park Station.)



HOTEL LAFAYETTE

Is at the Canada end of the new steel arch bridge and commands a view of both falls. All modern improvements, newly added verandas, and roof garden. Accommodates 70. Rates, \$3, American plan. Michigan Central Station, Victoria Park. H. Williams, Proprietor.

		Capacity.	Rates per Day.	Rates per Week.
VICTORIA HALL.....	G. H. Young.....	55	\$2.00-3.00	\$7-10
PARK SIDE INN.....	James O'Rourke..	22	2.00
QUEEN'S PARK HOTEL.....	Thomas King.....	15	1.50-2.00

NIAGARA-ON-THE-LAKE, ONTARIO.



THE QUEEN'S ROYAL.

A quiet, delightful summer resort (300 guests), fronting on Lake Ontario at the mouth of the Niagara River, in the midst of picturesque and historic scenes and with excellent facilities for boating, bathing, fishing, riding and driving, golf, tennis, it is but fourteen miles from Niagara Falls and thirty-five from Buffalo, by the Michigan Central's Niagara Division, and thirty miles from Toronto across the lake by steamer. The hotel is commodious and elegant, with a number of charming cottages near by, with all modern conveniences and with service unexcelled. Rates, \$3 per day, \$17.50 per week and upwards. McGaw & Winnett, Proprietors.

		Capacity.	Rates per Day.	Rates per Week.
THE OBAN.....	W. A. Milloy	60	\$2.00-3.00	\$10.50 up.
DOYLE'S.....	James Doyle	50	1.00	7.00
AMERICAN	Jas. MacMillan..	40	1.00	5.00
LONG'S.....	Wm. Long	20	1.50	7.00
LAKE VIEW.....		20	1.50	7.00



STOP-OVER

AT

Niagara Falls

will be granted to **Eastbound** passengers and original purchasers of first-class limited, second-class, tourist, and round-trip tickets, and to holders of party tickets for the transportation of other than theatrical and amusement companies, issued **from** points west of and including St. Thomas and Hamilton, Ontario, and reading

Via New York Central & Hudson River and West Shore Railroads to Rochester and East thereof ;

Via Delaware, Lackawanna & Western and Erie Railroads to Elmira and points East ;

Via Lehigh Valley to Geneva and points East ; and

Via Pennsylvania Railroad to Emporium Junction and points East.

Such tickets must be deposited with the ticket agent at the station, Niagara Falls, New York, immediately upon arrival there, for which he will receipt. They will be surrendered upon application within thirty minutes of schedule time of train upon which the holder is to depart.

The maximum limit of such stop-over is ten days from time of deposit of tickets.

Stop-over will also be allowed at Niagara Falls on Pan-American excursion tickets to Buffalo, on either going or returning journey, within limit of ticket, but in no case exceeding ten days.

Baggage may be checked to Niagara Falls, New York, on presentation of through limited tickets to points beyond upon which stop-over may be granted under the above rules.

CHICAGO, July 10, 1901.

FOR INFORMATION

In regard to any special point desired, relative to Rates or Routes, or for Time Tables, Folders or any of the special publications of the Michigan Central, address any of the following officers or agents:

Passenger Department.

O. W. RUGGLES, General Passenger and Ticket Agent	Chicago
GEO. E. KING, Assistant General Passenger and Ticket Agent	Chicago
WM. H. UNDERWOOD, Gen'l Eastern Pass'r Agent, 299 Main St.	Buffalo
C. A. CARSCADIN, Traveling Passenger Agent, 299 Main Street	Buffalo
S. H. PALMER, Canadian Passenger Agent	St. Thomas
JOSEPH S. HALL, District Passenger Agent, Central Station	Detroit
CHAS. W. MERCER, Trav. Passenger Agent, Central Station	Detroit
L. D. HEUSNER, Gen'l Western Passenger Agent, 119 Adams St.	Chicago
WM. J. SEINWERTH, Western Passenger Agent, 119 Adams St.	Chicago
W. L. WYAND, Northwestern Passenger Agent, 135 E. Sixth St.	St. Paul
H. H. MARLEY, Southwestern Passenger Agent, Union Depot, Kansas City	
CARLTON C. CRANE, Pacific Coast Agent, 637 Market St.	San Francisco
F. W. BLANCH, Passenger Agent, 637 Market Street	San Francisco
W. C. SEACHREST, Passenger Agent, Sherlock Building	Portland
AMOS BURR, Passenger Agent, Stinson Block	Los Angeles

Principal City Ticket Agencies.

WARREN KEELER, 119 Adams Street, opposite Post Office	Chicago
W. G. MATHER, Central Depot, foot of Twelfth St. and Park Row, Chicago	
FRANK E. SCOTT, Auditorium Hotel	Chicago
H. J. PHELPS, Twenty-second Street Station	Chicago
H. M. GROVES, Thirty-ninth Street Station	Chicago
IRA A. MANLEY, Hyde Park Station (53d Street)	Chicago
J. C. FUNK, Sixty-third Street Station	Chicago
ALFRED P. BLOSIER, City Pass'r and Tkt. Agt., 229 Main Street, Buffalo	
E. N. BLOOD, Exchange Street Depot	Buffalo
B. B. DENISON, Dist. Pass'r Agt., N. Y. C., 2 Falls St.	Niagara Falls, N. Y.
JOHN W. ELLIOTT, No. 2 Falls Street	Niagara Falls, N. Y.
JAMES B. MARTIN, N. Y. Cent. and Mich. Cent. Sta., Niagara Falls, N. Y.	
GEORGE MORTIMER	Niagara Falls, Ont.
JAMES RHINES, Opera House Block	Detroit
G. W. F. CHAMBERLIN, Central Station	Detroit
WILLIAM GATES, Boody House	Toledo
J. S. HAWKINS, Union Depot	Grand Rapids
JOHN A. RUSSELL	Jackson
JOSEPH WHITING, Station foot of Jackson Street	Bay City
FRANK R. MOSIER, Genesee Avenue Station	Saginaw, West Side
BABY & DALE	St. Clair Springs
R. N. R. WHEELER	Battle Creek
F. C. NOBLE	Kalamazoo
S. H. PALMER, Canadian Pass'r Agt. (in charge of tkt. office) ..	St. Thomas
JOHN PAUL, 395 Richmond Street	London



BUFFALO
ILLUSTRATED



General Passenger Department

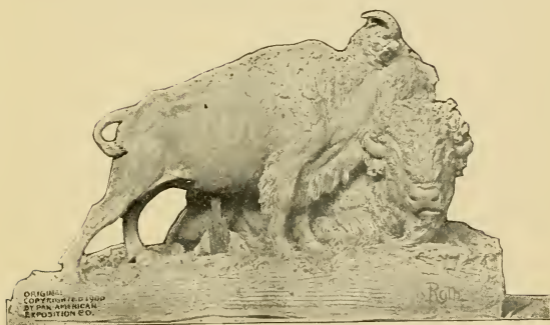
MICHIGAN CENTRAL

The Niagara Falls Route

CHICAGO, 1901

BUFFALO

THE CITY OF THE
PAN-AMERICAN
EXPOSITION



GENERAL PASSENGER DEPARTMENT

MICHIGAN CENTRAL

The Niagara Falls Route

CHICAGO, 1901

RAND, McNALLY & COMPANY
PRINTERS AND ENGRAVERS
CHICAGO



Lafayette Square.

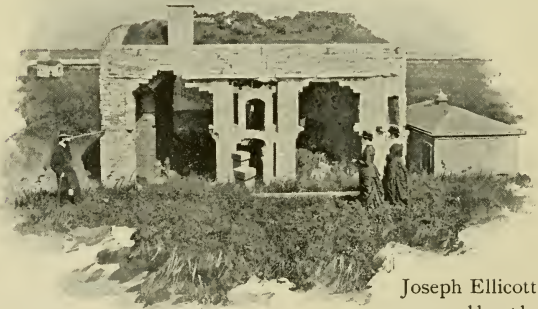
BUFFALO

A GLANCE AND A RETROSPECT.

In comparison with the simple conditions of the olden time the modern American city is not only many-sided but kaleidoscopic in its aspects, being as complex in its character as the civilization it represents. Standing on the grass-grown ramparts of old Fort Erie the city of Buffalo, with its towering modern buildings, its tall church spires, huge masses of elevators, factory chimneys, and a forest of masts along its lake front, is a busy hive of industry, modern, and up to date. On the land side of the city are hundreds of acres of railroad tracks bearing the burden of a nation's commerce, and along its clean, broad, shaded avenues and lovely parks are homes of comfort and of luxury.

Buffalo is modern, for as late as 1789, when the ill-fated Irish patriot, Lord Edward Fitzgerald, passed along the Niagara frontier, with Brant, on his way to the Mississippi, there does not appear to have been a white settler there, although some of the white captives taken to Fort Niagara, after the bloody Indian raids on Cherry Valley and Wyoming, had tilled the corn fields along Buffalo Creek, and William Johnson, the first white resident, does not appear to have

settled there for a year or two later, yet Buffalo has a history of remarkable interest, if not brilliancy. It first appears as a proposed site for the fortification marked Fort Suppose on the map drawn for the French government by Baron LaHontan. He ascended the rapids of Niagara in a birch canoe in the summer of 1687. It was a commanding frontier outpost in the early days, and frequent councils took place there between the Indians and the whites, in one of which, in 1793, General Benjamin Lincoln and Colonel Timothy Pickering, afterward Secretary of War, represented the Government. Robert Morris owned this land at one time, and it passed from him in 1792-3 to the Holland Land Company, whose first agent,



Old Fort Porter.

Joseph Ellicott, was really the founder of the great city. He it was who laid out the city a little less than a century ago on a similar plan to that of Washington, that of a radial system of broad avenues combined with a number of distinct rectangular systems.

The first gun of the war of 1812 is said to have been fired August 13th from the river battery at Black Rock, just below Buffalo and now a part of the city, and in October Lieutenant Elliott of the navy began his distinguished career by cutting out from under the guns of Fort Erie two vessels, one of which the British had taken at the surrender of Detroit. This

resulted in the capture of fifty-eight men and the liberation of twenty-seven American prisoners. One of these vessels afterward served under Perry in the battle of Lake Erie. The Niagara frontier played a very important part in the war of 1812, though the gallant Americans were not always gloriously successful. In July, 1813, the British Colonel Bisshopp was killed in an unsuccessful attempt to capture Buffalo, and was buried down at Lundy's Lane, near Niagara Falls, where a hot battle was fought afterward. It may be noted here that the Buffalonians were always on friendly terms with the Indians, and that in the defense of the city General Porter was effectively assisted by our Seneca allies. There are still three Iroquois reservations within fifty miles of Buffalo, and one of the chief monuments of the city is a statue of the great chief Red Jacket in Forest Lawn Cemetery.

Buffalo was finally captured by the British in 1813 and the village burned; but it was rapidly rebuilt, and the next July the Americans crossed the river, captured Fort Erie, marched down the river, and won the battle of Chippewa, and fought the desperate engagement of Lundy's Lane, where the victory was



Fort Porter.



Red Jacket Monument.

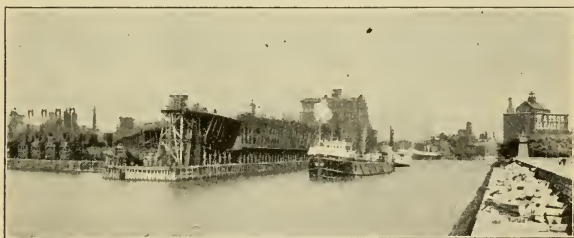
claimed by both sides. The British besieged Fort Erie, but their attacks were repulsed and the siege finally raised. It was blown up when the Americans abandoned it, and its shattered walls to-day form the most interesting historical relic near the city.

The Erie Canal was completed in 1825, when the population of Buffalo numbered 2,600. With this and the rapid development of the West began the tide of prosperity that has marked the city's subsequent history. The first railroad came in 1842, and for many years after the Michigan Central Railroad purchased and completed its line from Detroit through the State of Michigan, connection was made with it by steamers from Buffalo, as well as by stagecoaches from Canada, the time being reduced in 1848 to two days and a half, when, as the advertisements enthusiastically claimed, "in eight days passengers can go the whole distance from Chicago to New York." The population of Buffalo had grown to 30,000 in 1845, while that of Chicago was but 12,088. At the close of the century Buffalo had reached the eighth place in the list of the American cities, with a population of 352,387, and by the great Pan-American Exposition is to-day the cynosure of the eyes of the world.

Space permits but a rapid glance at her great natural advantages and the results she has reached by making wise use of them. At the terminus of deep-water navigation on the lakes, Buffalo quickly transfers the cargoes of the grain-

laden steamer to the huge bins of her elevators, and, perhaps, while transferring it to canal boat or railroad cars the vessel is reloading with anthracite for her return voyage. She is the railroad center of more millions of people than any other city on the continent. Her grain receipts last year by lake were 215,000,000 bushels.

Trollope was greatly interested in the incessant stream of the moving grain, and gigantic elevators are conspicuous in any view of the city. Joseph Dart built the first one in 1842, when it was predicted that "Irishmen's backs were, after all, the cheapest elevators." Joseph Dart's elevator, with a capacity of fifty-five thousand bushels and the power of raising a thousand bushels an hour, has been succeeded by



Buffalo Harbor.

more than one of a capacity of over a million bushels. elevating twenty thousand bushels an hour.

Yet great as is Buffalo as the outlet of the lakes and the terminus of the Erie Canal, her chief greatness and power to-day comes from the tribute of the railroad systems. As Miss Welch wrote: "To win the heart of this queen city to-day you must court her in the role of a railway king." "No city, save one, owes so much to railroads as does Buffalo. Her terminal facilities are unequaled, and her transfer yards at East Buffalo are the largest in the world, with the outlying country encompassed for miles about by a network of tracks, approaching closer and closer as they near the city, and extending around the harbor side to pour their freight of coal, salt, and petroleum into the lake vessels in return for a cargo



Erie County Savings Bank.

of grain, flour, lumber, iron, and copper ore. Commercial Buffalo is like a portly and self-satisfied spider, supreme in the center of her web."

Without the duplication of a rod some ten thousand miles of travel are possible on the lines centering at Buffalo alone, as the starting point or terminus of twenty different railway lines. Chief among these is, of course, the great four-track New York Central, "America's Greatest Railroad," away to the east to Albany, New York, and Boston, with branches to the St. Lawrence, through the Adirondack Mountains, and to many other rich and picturesque regions north and south of and beyond the main line. Westward runs the Michigan Central, "The Niagara Falls Route," whose magnificently equipped and admirably operated trains cross the great gorge of Niagara on the famous steel cantilever bridge, passing directly by and in full view of the great cataract, stopping its trains five minutes at Falls View, that greatest of all view points, and then speeding away westward over the level stretches of Ontario to Detroit, and through fertile and prosperous

Michigan to Chicago, where it connects with all the great western, northwestern, and southwestern lines. You may go east or west, but there is not a point of any importance on the surface of the round earth to which you can not buy a through ticket over the Central Lines from Buffalo. Within the corporate limits of the city itself a Buffalonian can enjoy a railroad journey greater in length than a trip to New York.

Miss Welch in her graphic sketch justly says that "were Buffalo not a railway center, she would be known as a coal depot. Take away both these interests, and she would be reputed one of the leading live-stock markets of the country. Without even this, she would yet be famed on both sides of the Atlantic Ocean for the greatest engineering feat of modern times—the cantilever bridge of the Michigan Central Railroad which spans the gorge of the Niagara, built in 1883 at the Central Bridge Works, now the Union Bridge Company, of Buffalo. Aside from these larger and wider-known establishments, there are over two thousand manufactories, numbering among the more important car wheels, stoves and engines, boots and shoes, oil refineries, malt-houses, breweries and distilleries, flouring mills, chemical works, ship yards, agricultural implements, and minor industries without number. The mail of one large



Bank of Buffalo.



Chippewa Market.

establishment last year was greater in amount than the entire receipts of the post office in 1872.

“While no one would dare to advance a claim for Buffalo in the months of March and April, she has a thousand charms as a summer home. With a turn of the faucet one may drink of or plunge in the cool waters of the upper lakes. The fruit and vegetables on the breakfast table come fresh and crisp each morning from the market gardens about the city. The fish were caught before daylight from the depths of Niagara, and the beefsteak selected from the herds waiting transportation at the East Buffalo stock yards, where larger moneyed transactions on a cash basis take place daily than in any other part of the city. The roses and the lilies which brighten the morning meal were plucked in the door yard. If the resident be a man of some leisure and a lover of horseflesh, he takes an early morning turn behind his flyer around the Park.

“The old resident, who has somewhat thrown off the cares of active business, visits his office summer mornings to read his letters and give directions to his clerks, then steps aboard his steam yacht with a party of friends. After a good haul of

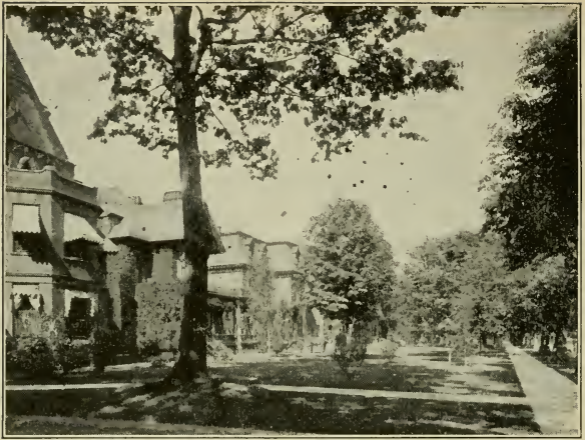
black bass on the river, he drops anchor at Falconwood to join his neighbors and their wives, or, perhaps, members of his own family, whom the club boat has brought down earlier in the day, at a six o'clock dinner. The yachts are headed up stream just at the twilight hour, when the outlines of the Canada shore, across which tall poplar trees throw their long shadows, are fading into indistinctness, and make their dock at the famous Fort Erie Ferry, where coaches are waiting to take summer idlers home by way of the park boulevards.

"This sketch of summer life would be incomplete without the suggestion that Lake Erie's zephyrs have so tempered the midsummer atmosphere that a blanket tends to promote the luxurious slumbers which follow the evening hours spent in the piazza with one's neighbors. The popularity of this form of pleasuring was voiced by the Buffalonian who said 'When I build, I shall build a veranda, with possibly a house attached.'

"Buffalo now ranks among the gayest and most hospitable cities in America. Her commercial growth has been traced. It would be no less interesting to note how this has reacted on private habits. Since her earliest years she has been a community of great friendliness and hospitality, of comparative simplicity in social forms, and of a singularly democratic spirit."



Boat House in the Park.



The people of Buffalo have prepared in the most ample way to entertain millions of guests during the Pan-American Exposition this season. They point to their abundant facilities for the accommodation of great crowds with no little pride. The electric car service has been extended in every necessary way, hundreds of new buildings have been



The Circle and First Presbyterian Church.

erected for the special purpose of accommodating visitors, some fine hotels have been erected having large capacity, apartment houses have, for the time being, been transformed into hotels, restaurants are everywhere in abundance, and reasonable rates are advertised by nearly everyone who has entered into the business of caring for the Exposition traffic. In response to a call from Mayor Diehl, the householders throughout the city have prepared to receive into their homes the visitors from other States and cities.

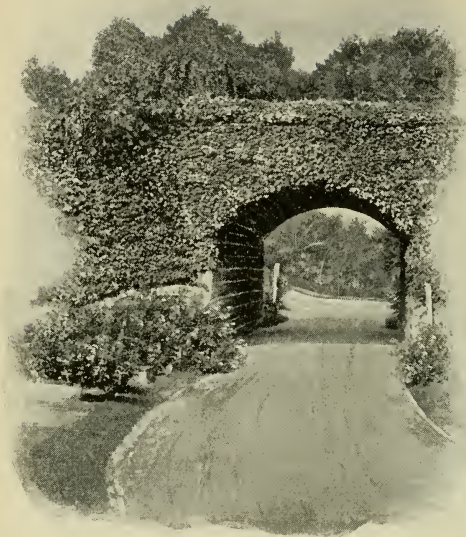
Within a few years the general appearance of the city has been vastly improved. Owing to the betterment of the system



Delaware Avenue.

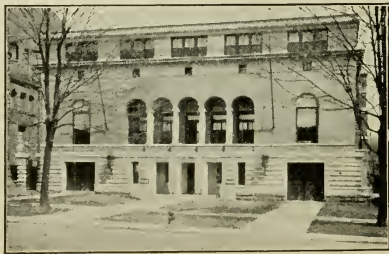
of transportation, and the extension of lines in many directions, the suburbs have grown rapidly. The new homes are built according to advanced ideas and equipped with the latest of modern conveniences. Many new churches have been erected, until now the city has nearly two hundred houses of worship to show the healthful condition of her religious life.

The park system has also been considerably enlarged, until now the city is almost encircled, from the lake shore on the north to the lake shore on the south, with a system of beautiful parks and drives. With more than two hundred and



Bridge in Delaware Park.

just outside of her southern boundary, and throughout the city manufactories of various degrees of importance have come into existence. The industrial activity of Buffalo has been greatly stimulated by the development of power at Niagara Falls. This is transmitted to Buffalo by means of costly electric cable lines, and distributed throughout the city. The entire street railway system of Buffalo and the electric lighting system are operated by power from Niagara, while large motors driven by the same force operate many of the manufacturing institutions of the city.



Twentieth Century Club.

twenty - five miles of asphalt pavement the city is especially attractive to wheelmen and automobilists.

Within recent years Buffalo has added very materially to her industrial importance. A great steel industry is springing up



The Grosvenor Library.

FACTS IN BRIEF ABOUT BUFFALO.

Population (census 1900), 352,387.

Area of city, 42.89 square miles.

Acreage of city, 25,343½.

Local tax rate, \$18.2186 on valuation of \$1,000.

Death rate, 12.25 per thousand.

Railroads, 28, with 250 passenger trains daily, nearly 700 miles of trackage within the city limits.

Street railways, 192 miles, more under construction.

Public schools, 64, over 100 other schools, colleges (including University of Buffalo), etc.

Parks, 1,065 acres, forming 7 parks, 19 miles of park drive-ways, and numerous minor squares, circles, etc.

Paved streets, 340 miles, of which 229 miles is of asphalt, giving Buffalo more miles of asphalt than any city in the world.

Churches, 187.

Hospitals and Infirmaries, 26.

Banks, 24.

Public Library, 150,000 books.

Grosvenor (reference) Library, 50,000 books.

Library of Buffalo Historical Society has 25,000 volumes.

Water Works, daily pumping capacity, 187,000,000 gallons, unlimited pure water supply.

Natural Gas, piped from Canada and Northern Pennsylvania.

Police Department, 783 men.

Fire Department, 490 men.

Customs receipts, \$678,684,98 in 1900.

Elevators, 41, with capacity for 22,995,000 bushels.

Grain receipts, by lake, in 1900, were 214,971,364 bushels.

Coal Trestle, largest in the world, the Lackawanna, nearly one mile long.

Coal receipts, by rail, during 1899, 3,055,952 tons.

Coal shipments, by lake, 1900, 1,826,091 tons.

Lumber Trade, Buffalo, with the adjacent Tonawanda, forms the second largest lumber market in the world.

Live Stock, of horses, cattle, sheep, and hogs, about 9,000,000 are handled yearly.

Manufactories, 3,500, with 100,000 operatives.

Breakwater, longest in the world. It will be four miles long when completed.

Vessels arrived in 1900, 4,945; tonnage, 5,341,128.

Vessels cleared during 1900, 5,028; tonnage, 5,360,094.

Electric Power, generated at Niagara Falls, transmitted to Buffalo in practically unlimited quantities.

Newspapers and periodicals, 80, of which 11 are daily newspapers.



Lafayette Square.



New York State Hospital.

PRINCIPAL POINTS OF INTEREST.

DELAWARE PARK—362 acres, of which 133 acres are incorporated in Pan-American Exposition site; Elmwood Avenue Cars.

ZOOLOGICAL GARDENS, DELAWARE PARK—Zoo Cars, Main Street Line.

FORT PORTER AND THE FRONT—Niagara Street Cars to Porter Avenue.

SOUTH PARK—155 acres, fine botanical display; Bailey Avenue Cars.

CAZENOVIA PARK—76 acres; Seneca Street Cars.

HUMBOLDT PARK—56 acres; Best Street Cars.

FOREST LAWN CEMETERY—Red Jacket Monument; Forest Avenue Cars.

CRYSTAL BEACH—North Shore Lake Erie, ten miles from Buffalo; frequent daily trips by steamer.

WOODLAWN BEACH—South Shore of Lake Erie, six miles from Buffalo; reached by steamboat and trolley line.

INSTITUTIONS AND BUILDINGS, ETC.

CITY AND COUNTY HALL—Corner Franklin and W. Eagle streets.

BUFFALO LIBRARY, ART GALLERY, AND HISTORICAL SOCIETY—Washington Street and Broadway.

GROSVENOR LIBRARY—Corner Edward and Franklin streets.

ARMORY, 74th Regiment—Covers entire square, cost \$500,000 exclusive of site; Niagara Street Cars.

MASONIC TEMPLE—41 Niagara Street.

NEW POST OFFICE—Covers entire square, bounded by Elicott, Swan, Oak, and North Division streets. Estimated cost of site and building, \$2,000,000.

ELICOTT SQUARE—Office building, covers entire square, fronting on Main Street; cost, site and building, \$3,500,000.

SOLDIERS' AND SAILORS' MONUMENT—Lafayette Square, Main Street.

WOMAN'S EDUCATIONAL AND INDUSTRIAL UNION—Niagara Square.

UNIVERSITY OF BUFFALO—High Street, near Main; Main Street Cars.

BUFFALO STATE HOSPITAL—Forest Avenue; Elmwood Avenue Cars.

BOARD OF TRADE (Merchants' Exchange)—Corner Seneca and Pearl streets.

THEATRES.

THE STAR—Mohawk and Pearl streets.

THE TECK—Main and Edward streets.

THE LYCEUM—Washington Street, near Broadway.

SHEA'S GARDEN THEATRE—Pearl, near Niagara Street.

COURT STREET THEATRE—Court Street, near Pearl.

WONDERLAND—Main, near Seneca Street.



United States Government Building.

HOTELS OF BUFFALO.



IROQUOIS HOTEL,

Main Street, corner of Eagle. Café and restaurant. Thoroughly first class in every particular. Recently enlarged and refurnished in best manner. Accommodates 700 guests. Rates on application, European plan. Woolley & Gerrans, Proprietors.



NIAGARA HOTEL,

Located in a beautiful part of the residential district near river, and with wooded parks about. Has 225 rooms, many with baths and beautiful views. European plan, \$2 and upwards. Wm. F. Ingold, Manager.



HOTEL BROEZEL,

Corner Seneca and Wells streets. One of the most comfortable hotels in Buffalo, and very convenient to railroad station

and electric cars; thoroughly up to date. 150 rooms. Rates, \$3 to \$5 per day; \$21 per week. John E. Boldt, Proprietor.



HOTEL COLUMBIA,
On Seneca Street, near Wells, two blocks from Central Station, and in business center of city. It has about 300 rooms, with every provision for safety and convenience, restaurant, café, baths, etc., including a convention hall. Rates, \$1 to \$2.50, European plan. M. C. Smedley, Manager.



THE GENESEE HOTEL,

Corner of Main and West Genesee streets. Has 150 rooms, and can accommodate 400 guests. Rates, \$1.50 and upwards, European; \$3 and upwards, American. J. E. Murphy, Proprietor.



THE TIFFT HOUSE,

No. 465 Main Street, attracts patronage of the best class, commercial travelers, and tourists. Accommodates 400. Rates, \$2.50 and upwards. European plan. John Hood & Co., Proprietors.



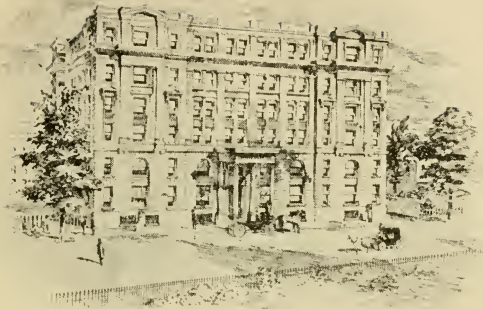
THE BUCKINGHAM,

Formerly one of the handsomest apartment houses, is now the principal building in the F. B. Robins Pan-American Exposition Hotel System. This system, which will be handled from the offices at 54 and 55 Erie County Bank Building, embraces The Buckingham, The Marlborough, The Lincoln, and thirty Elmwood Avenue district residences. Total accommodations, 640 rooms. Rates from \$2 a day up, European. F. B. Robins, Manager.



STATLER'S PAN-AMERICAN HOTEL

Is on Elmwood Avenue, one block from main entrance to Exposition, covered with staff, and containing 2,100 rooms, all well lighted and ventilated. Rates, \$2 to \$5 per day, American plan, but not including luncheon. E. M. Statler, Proprietor.



THE BERKELEY,

On Johnson Park, in resident portion of city. Fireproof. Adjacent to shopping district and theaters. All rooms with bath. Rates, \$2 and upwards. J. S. Bliss, Manager.



THE KENILWORTH,

Elmwood Avenue, corner of Anderson Place. Has 150 rooms, Palm Roof Garden, with extensive view, twenty baths, and all modern conveniences. Accommodates 400. Electric cars fifteen minutes from station, five minutes from Exposition. \$2 and upwards, European plan. Address, The Kenilworth.



THE CASTLE INN,
(Formerly Hotel Fillmore)

On Niagara Square and Delaware Avenue, charming in its

architecture and appointments, and with spacious verandas. Tally-ho will leave daily at 10 A. M. for the Exposition, via Delaware Avenue and the Front. Rooms *en suite* and with bath. Capacity, 250 guests. Exposition rates, \$3 to \$5. American plan only. Special rates for families, conventions, etc. C. N. Burtis, Proprietor.



HOTEL DETROIT,

Corner of Niagara and Pearl streets, within ten minutes' walk of all stations. Excellent cuisine. All modern conveniences. Accommodates 400. \$1.50 (with bath, \$2) and upwards. European plan. J. C. Griffin, Proprietor.

THE LENOX.



One of the most exclusive and sumptuous hotels in the Pan-American city. It is located in the heart of the aristocratic residence section in North Street, near Delaware Avenue. Has 250 rooms, a magnificent roof garden, and unsurpassed cuisine. Rates, exclusively

on the European plan, from \$2 upwards. George Duchscherer, Proprietor.



PARK HOTEL,

Delaware Avenue, corner of Amhurst Street. A new building opposite entrance to the Exposition Grounds, claimed to be fireproof and with all modern conveniences. Automobiles will connect with principal trains. Convention hall, dining rooms, and restaurant attached. Rates, \$1 and upwards, European plan. F. E. Schenck, Manager.



HOTEL GIBBS,

1005-21 Elmwood Avenue, five minutes' walk from main entrance to the Exposition. A first-class family hotel, with all modern improvements. Café on ground floor. Accommodates 1,000. \$1 and upwards, European. John W. Gibbs, Proprietor.

ADDITIONAL HOTELS.

Location.	Capacity.	Rates per Day.
MANSION HOUSE, Main & Exchange Sts.—C. R. Eldridge.	350	(a) \$2.50
THE TRUBEE, 414 Delaware Avenue.....	} Harry Phillips. 120	(a) 3.00 up
THE TRUBEE ANNEX, 357 Delaware Av. }		(a) 2.50 "
THE JOHNSON, 284 Delaware Avenue—J. W. Wagner.....	250	(e) 1.50 "
THE VICTORIA HOTEL, Niagara & Eagle Sts.—E. J. Smith	500	(e) 1.00 "
THE DETROIT, 41 Niagara Street—J. C. Griffin.....	---	(a) 2.50 up
WOMAN'S CHRISTIAN ASSOCIATION LODGE, 266-270 Grote Street (near Exposition).....	---	(e) 1 to 1.50
CHAPIN PLACE HOUSE, cor. Delaware Av. & Chapin Pl.— Dr. B. F. Rogers.....	75	(e) 1.00 up
THE RALEIGH, 352 Franklin Street—B. H. Phillips.....	250	(e) 1.50 "
HOTEL ZENOBIA, 16-18 Prospect Avenue—D. F. Boechat.	100	(e) 1.00 "
THE ROANOKE, 156 W. Chippewa Street	} The Roanoke Hotel Company, Jno. S. Rowe, Manager, 156 West Chippewa Street.	(e) 2.00 "
THE ABERDEEN, cor. Jersey & W. Avs.		(a) 2.50 "
THE ALBEMARLE, cor. Jersey & W. Avs.		(a) 2.00 "
THE WINONA, 344 West Avenue.....		(e) 2.50 "
THE PIERMONT, 59 Whitney Place.....		(e) 2.00 "
THE PIERMONT, 59 Whitney Place.....		(a) 1.50 "
THE PIERMONT, 59 Whitney Place.....		(a) 2.50 "
ASHLAND COLONIAL, 109 Ashland Ave.)		(e) 2.00 "
ASHLAND COLONIAL, 109 Ashland Ave.)		(a) 2.50 "
STAFFORD HOUSE, Wash'gton & Carroll Sts.—J. Warner.		250
ARLINGTON HOTEL, opposite M. C. Depot—Jas. McKay..	150	(a) 2.00
THE CHELTENHAM, Franklin St., near Chippewa—C. J. Spaulding.....	200	(a) 3.00 up
NEW CONTINENTAL, Exch. & Mich. Sts.—M. A. Cadwell.	200	(a) 2.00
NEW GRUENER, Washington & Huron—Chas. H. Johnson.	150	(a) 2.00
NEW GRUENER, Washington & Huron—Chas. H. Johnson.		(e) 1.00
VENDOME, Court St. near Pearl—M. J. McGraw.....	150	(a) 2.50
TREMONT HOUSE, Seneca & Wash'gton Sts.—H. J. Tucker.	125	(a) 1.25

Location.	Capacity.	Rates per Day.
NEW NATIONAL HOTEL, Exchange & Ellicott Streets— W. J. Swallow	200	(a) 2.00
ORLEANS, Main and Chippewa—E. H. Sanford.....	100	(a) 2.00 up
RIENZI HOTEL, Main Street, near Niagara—F. J. Garvin..	200	(e) .50 up
CITY HOTEL, Exchange & Michigan Sts.—Jno. Leyden...	150	(a) 2.00
FILLMORE HOUSE, Michigan & Carroll Sts.—Sully Bros..	100	(a) 1.25
CARLTON HOTEL, Exch. & Wash'gton Sts.—J. A. Cairns.	100	(a) 1.50
RUSSELL HOUSE, Swan St., near Washington—J. M. Klein.	100	(a) 1.50
ROBINSON HOUSE, Eagle and Washington—H. Asmus....	100	(a) 1.25
BARNES HOTEL, Pearl St., near Mohawk—E. B. Barnes...	50	(a) 1.25
McLEOD'S HOTEL, opposite M. C. Depot—D. McLeod....	50	(e) 1.00
McKAY'S HOTEL, Eagle St., nr. Wash'gton—Jas. McKay..	40	(e) .75 up
SOUTHERN HOTEL, Seneca & Mich. Sts.—F. M. Gregg...	75	(a) 1.25
CRANDALL HOUSE, William Street—A. B. Crandall.....	75	(a) 1.50
MOELLER HOUSE, Main and Perry Sts.—Robt. Moeller...	100	(a) 1.25
IRVINGTON HOTEL, 351 Wash'gton St.—Massey & Hcopes	100	{ (a) 1.50 " (e) 1.00 "
THE FORNES, Pearl and Court Sts.—W. L. Thompson....	200	(e) 1.50 "
THE NORTHLAND, 383-387 Ellicott St.—H. Kirchner & Co.	300	(e) 1.50 "
THE ALLEN, 225-227 Allen St.—J. N. Bame.....	150	(e) 1.50 "
EPWORTH COTTAGE, 322 Dearborn St.....		(e) 1.00 up



A View in Forest Lawn.



Ellicott.



Central Station, Exchange Street.

SUGGESTIONS TO PAN-AMERICAN VISITORS.

BUFFALO is a very considerable city with a population of 352,387, and it has a considerably larger hotel accommodation in proportion to population than most cities. It is, in all respects, a very hospitable city. Visitors, however, should recollect that forty millions of people live within a radius of five hundred miles of Buffalo, and while Buffalo expects to comfortably and satisfactorily take care of the crowds that will visit the Pan-American Exposition, a prudent man will make his arrangements and engage his accommodations in advance.

To aid the Pan-American visitor we have prepared the following list of hotels, not only in Buffalo but at Niagara Falls, only twenty-two miles distant, giving briefly as full information as practicable. In addition to this, however, both Buffalo and Niagara Falls will open to the visitor large numbers of boarding-houses and of private houses, for the hospitality of the citizens will be unstinted, to sustain the reputation and good fame of their cities. These boarding-houses and private

residences are not yet listed, and the lists will probably not be completed much before the opening of the Exposition.

All this information will be in the possession of the Bureau of Information of the Pan-American Exposition, officers of which will spare no pains for the accommodation of visitors and to prevent any fraud and imposition. If, therefore, you do not write direct to any of the hotels mentioned in the following list, write to *Mr. W. D. Thayer, Superintendent Bureau of Information, 213 Ellicott Square, Buffalo, N. Y.*,



Ellicott Square.

stating clearly just what you want and what limitations that you wish to put upon price, and the matter will receive prompt attention.

Or you can send such communication to Mr. W. H. Underwood, General Eastern Passenger Agent of the Michigan Central, No. 299 Main Street, Buffalo, and he will take the matter up promptly with the proper parties.

Having received and made arrangements for your temporary residence at Buffalo or Niagara Falls during the Exposition, and purchased your ticket over the MICHIGAN CENTRAL, "The Niagara Falls Route," and having checked your baggage through to Buffalo or Niagara Falls, you will avoid possible delay and annoyance by taking, on your arrival, one of the

transfer carriages of the C. W. Miller Company, whose agents will meet you on the train before arrival, and to whom you can deliver your checks for the transportation of your baggage at reasonable and duly authorized rates.



All baggage should be plainly marked with the name of the owner, to which it is well to add the address. During the Columbian Exposition at Chicago the arrivals of baggage were so stupendous in number and quantity that the large trained baggage force of the railroads was able only with great difficulty and untiring work to prevent serious delays and losses of baggage. Although every facility will be afforded by the transportation com-

panies at Buffalo, the mass of baggage will be so great that passengers should themselves use these simple precautions in their own behalf and reduce their baggage to as small an amount as practicable.

While in Buffalo any necessary information upon almost every subject connected with the Exposition and the transportation lines can be obtained freely upon inquiry of the Bureaus



Park Bridge and Waterway.

of Information established by the Exposition Company and the transportation companies upon the Exposition grounds and at No. 213 Ellicott Square in the business center of the city.

The Michigan Central ticket office at No. 299 Main Street (Ellicott Square) will also be a Bureau of Information where all possible information will be cheerfully given and the passengers aided in every practicable way.

Special and detailed information in regard to the Pan-American Exposition and in regard to Buffalo and Niagara Falls can be obtained from any ticket agent of the Michigan Central and connecting lines, and from any of the following agents of the Passenger Department :

WM. H. UNDERWOOD, General Eastern Passenger Agent, 299 Main St....	BUFFALO
C. A. CARSCADIN, Traveling Passenger Agent, 299 Main Street	BUFFALO
S. H. PALMER, Canadian Passenger Agent	ST. THOMAS
JOSEPH S. HALL, District Passenger Agent, Central Station	DETROIT
CHAS. W. MERCER, Traveling Passenger Agent, Central Station	DETROIT
L. D. HEUSNER, General Western Passenger Agent, 119 Adams Street.....	CHICAGO
WM. J. SEINWERTH, Western Passenger Agent, 119 Adams Street	CHICAGO
W. L. WYAND, Northwestern Passenger Agent, 135 E. Sixth Street..	ST. PAUL, MINN.
H. H. MARLEY, Southwestern Passenger Agent, Union Depot ...	KANSAS CITY, MO.
CARLTON C. CRANE, Pacific Coast Agent, 637 Market Street..	SAN FRANCISCO, CAL.
W. C. SEACHREST, Passenger Agent, Sherlock Building	PORTLAND, ORE.
AMOS BURR, Passenger Agent, Stimson Block.....	LOS ANGELES, CAL.

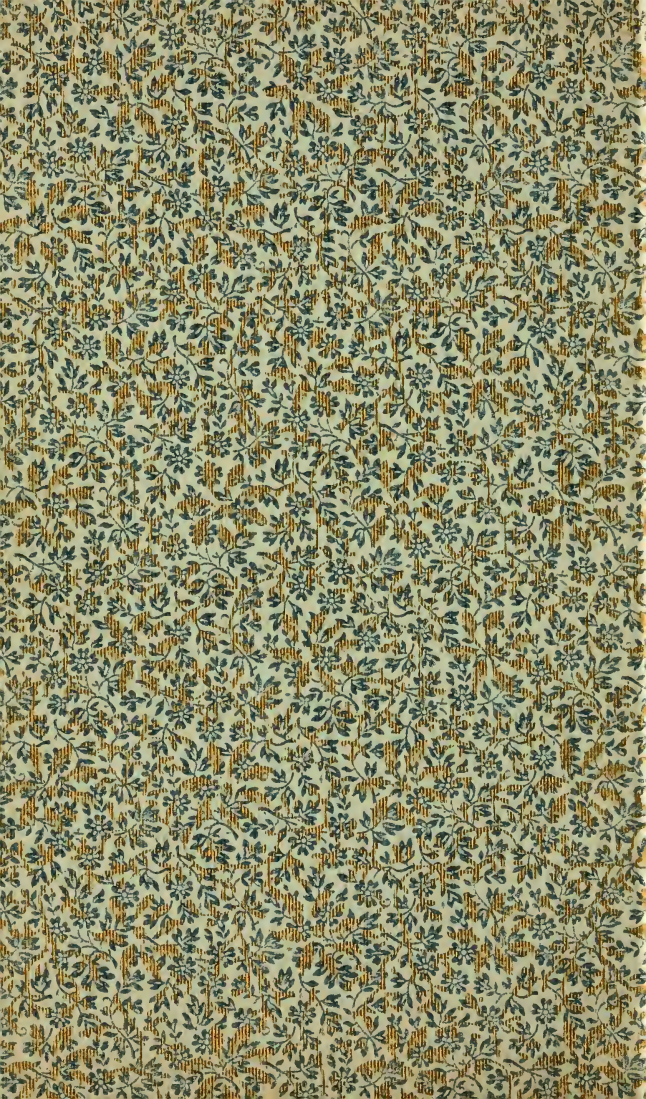
For illustrated Souvenir containing much valuable and necessary information, beautifully illustrated, address, with four cents postage, Mr. O. W. Ruggles, General Passenger and Ticket Agent Michigan Central Railroad, Chicago.





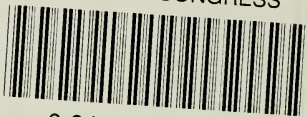


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