

from the cauldron of waters. The roar of the cataract echoes and re-echoes within this chamber, the effect being heightened by the compression of the air.

To reach the Table-land above we pass through the dressing rooms, where we cast off our mariner's suit and are ready for a trip up

THE INCLINED RAILWAY.—A tunnel has been cut from the cliffs to the margin of the river, at an angle of about thirty degrees, and within it is built the railway, by the side of which is a flight of stairs, numbering 290 steps. The cars are raised and lowered by machinery, and are so arranged that one ascends while the other descends.

PROSPECT POINT is on the very verge of the Fall, at the point where its mighty waters descend in one solemn unbroken mass into a gulf of spray rising in clouds from the tortured waves beneath, and driven about by the gusts, till sometimes the whole river and the opposite shores are momentarily concealed. As this misty curtain is withdrawn, the whole scene is disclosed. Immediately in front is the American Fall, its waters almost in reach of the outstretched hand, beyond this Luna Island and the wooded steps of Goat Island, while to the right stretches in wonderful magnificence the sublime curve of the Horse-Shoe Fall; and up the stream the foaming rapids greet the vision.

PROSPECT PARK extends all around us, a remnant of the natural forest. Cool, shady walks run in all directions, the air is full of the fragrance of wild blossoms, rustic seats at intervals furnish delightful resting places and convenient positions to gaze at the scenery. When the shades of night envelop the earth in darkness, electric lights pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints and brilliantly illuminating the rolling waters. An Art Gallery, Concert Hall, Fountains, Bazaar, and other objective points of entertainment, are provided to engage the attention of visitors.

Leaving the Park at its south-eastern corner we find on our right the toll-gate of

GOAT ISLAND BRIDGE.—This structure is remarkable from the fact that it spans one of the most turbulent of any known rapids. It was first built as a frail wooden structure in 1817, by Judge Porter, and was soon carried away. It was replaced by a stronger one, which stood from 1818 to 1856, when it was removed, and the present elegant structure substituted. The foundations are heavy oaken cribs, filled with stone and plated with iron. The bridge itself is of iron, in four arches, each of ninety feet span, making a total length of three hundred and sixty feet. Its width is twenty-seven feet, comprising a double carriage-way, with footway on either side. Here is the finest outlook on

THE AMERICAN RAPIDS ABOVE THE FALLS, which viewed from this point present that same appearance of plunging from the sky which renders the view of the Canadian Rapids from the Canada shore so impressive.

SHIP AND BRIG ISLANDS stem the current a little above the bridge and are two small wooded isles of rare beauty. It needs but little effort of the imagination to fancy them vessels under full press of sail, endeavoring to sheer out of the current that hurries them inevitably down. Ship Island was once accessible by a bridge connecting it with Bath Island. It was swept away and has not been rebuilt.

BATH ISLAND, one of the group of islands which stud the rapids upon the American side, above the cataract; is the first on our way. It contains about two acres, and its former scenes of loveliness have disappeared to make room for the various buildings and sheds of a large paper-mill. Looking down the river are several small islets, the first two of which are named Chapin and Robinson Islands.

CHAPIN ISLAND received its name from that of a workman who fell into the rapids while repairing the Goat Island bridge, was hurled to its shores, and notwithstanding the imminent peril of the undertaking was rescued by Joel R. Robinson.

ROBINSON ISLAND is named after the intrepid navigator of Niagara's troubled waters, whose brave feats of daring in rescuing life and property, should immortalize his name.

Crossing by a bridge of a single span, at the south end of Bath Island, we are