

but the first real suggestion, though made without any reference to details, came from two Scotchmen, Andrew Reed and James Matheson, who, in 1835, in a work describing their visit as a deputation to the American churches, first broached the idea that "Niagara does not belong to Canada or America. Such spots should be deemed the property of civilized mankind, and nothing should be allowed to weaken their efficacy on the tastes, the morals, and the enjoyment of men."

Such, in the ordinary acceptance of the word and in the briefest form, is an outline of the history of the Niagara region. Many points and facts of interest have necessarily been left untouched, but brief reference should be made to the old tramway, built from the water's edge, at the very head of navigation on the lower river, up the almost perpendicular bank, 300 feet high, close to Hennepin's "three mountains." It was used in very early days, probably before the American Revolution, for raising and lowering heavy goods between the vessels and the portage wagons, and consisted of a flat car, on broad runners, moving on wooden rails. It was raised and lowered by a windlass, and this latter was operated by Indian labour then accessible only at the Indians' own price. Braves who ordinarily would scorn to work at any manual labour, gladly toiled all day for a plug of tobacco and a pint of whiskey. The tramway was notable as being the first known adaptation of the crude principle of a railroad in the United States.

It may not be amiss to mention also, the reservation of the Tuscarora Indians, east of Lewiston, where the half-breed remnants of the last-embraced tribe of the Six Nations now reside, cultivating their fields, and educating their children under the care of the State. A tribute also is due to Canadian foresight in the building of the Welland Canal which connects Canada's frontage on the Great Lakes with her system of St. Lawrence canals to the seaboard. Mention, finally, should be made of the modern suggestion of a ship railway

around the Falls, touching, at its terminals, about the same points on the upper and lower river as those held in view in the previously-suggested ship canal, and proposing, in the ascent and descent of the Lewiston mountain (which was the old shore of Lake Ontario before it receded to its present level), as remarkable a triumph of engineering skill as was shown in the enormous projected locks and one hundred-acre basin of the ship canal.

Next, glance back to the many Indian villages which, long years ago, dotted the region, the four or more of the Neuter nation, or Kahlkwas, on the eastern side of the river, and a much larger number on the western side; later on, to the gradual occupation of these lands by the Senecas, almost three generations after their ancestors had annihilated the Neuters; then, to the Seneca village, built on the site of the present city of Buffalo, and then to the one built years ago on the site of the village still called Tonawanda, where, of late years, at the "long house," was annually held the council of the remnants of the Six Nations; and then at the docks in that village where once floated the Indian's canoe, and where now is seen the maze of vessels whose cargoes have, in the last two decades, built up the commercial trade of this, the second largest lumber market in America.

Turn, next, to the geological page and recall the ever fresh and still much-discussed question as to the ages that it has taken the Falls to cut their way back from Lewiston to their present location; consider, too, the question regarding the time when a great inland sea covered the whole region, of which proof is, even to-day, found in the shells which underlie the soil on Goat Island and the adjacent country. Consider, further, the query as to when and why the great flood of waters abandoned its old channel which ran westward from the whirlpool to the edge of the bluff at St. Davids, far to the west of the present outlet of the river into Lake Ontario, and how that old channel, still easily traceable, was