



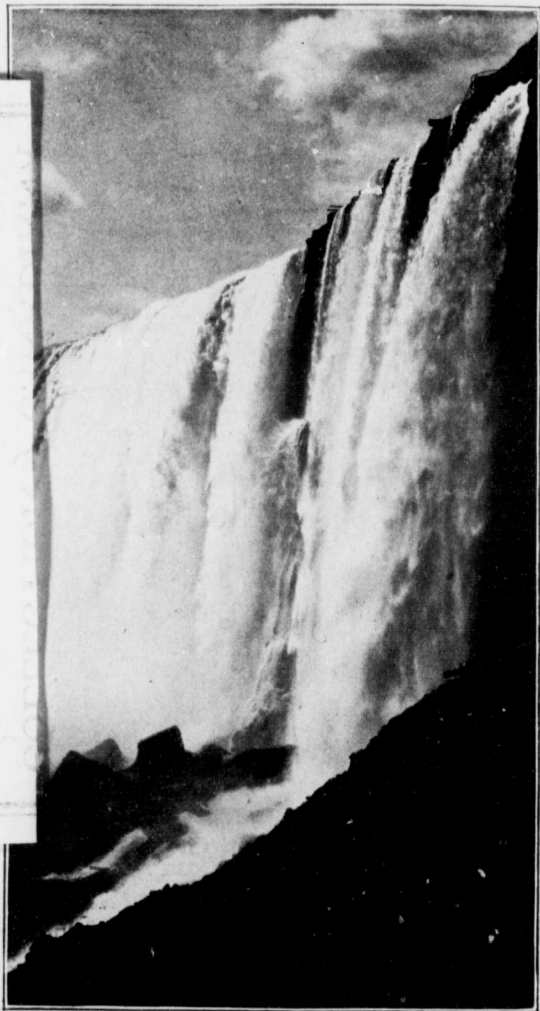
Across

Niagara's

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1901 FIFTH EDITION



CANADIAN FALL, FROM BELOW.

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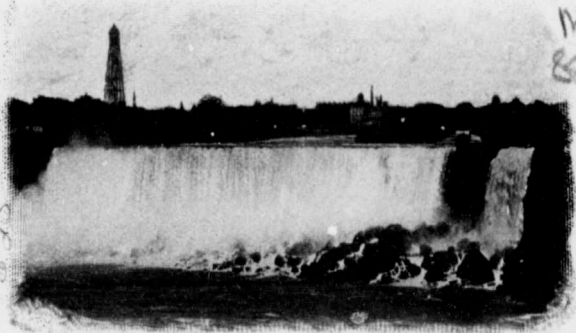
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The countless thousands who visit the Cataract of Niagara pronounce it the greatest natural wonder on the American continent. Next in sublimity and grandeur to the waterfall itself, is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls the stream is comparatively placid, but gathering momentum as its channel narrows, it fills the gorge and rushes over the rocks in foamy rapids; here breaking into spray, and there springing high in the air, as it dashes against some rocky obstruction in its mad race for the calmer reaches of the bed below.

Over this tumultuous stream, reaching from bank to bank in a single graceful span, is the

NEW STEEL ARCH BRIDGE.

Second in wonder and sublimity only to the great cataract itself, it lends an added interest to a visit to Niagara by its beauty and grace as a feature of the landscape, and as a triumph of engineering skill—a worthy companion piece of man's handiwork to be associated with the great works of nature among which it is

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GENERAL VIEW OF FALLS, FROM BRIDGE.

placed. It stands exactly where for more than forty years the world-renowned Suspension Bridge had spanned this gorge, and was so long regarded as the crowning triumph of engineering skill.

Scarcely less wonderful than the bridge itself is the fact that its construction was completed without the interruption of traffic, the old



OLD SUSPENSION BRIDGE.

bridge serving its regular uses until the new bridge was sufficiently advanced to allow of its removal. The engraving on the outside cover page will give a good general idea of the structure, and the principles involved in its construction. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 226 feet above the water. The span between the piers is 550 feet, and a trussed span at each end 115 feet long connects the arch with the bluff. The total length of the bridge with its approaches is over 1,100 feet. It has

two decks or floors, the upper one, thirty feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a



NEW STEEL-ARCH BRIDGE.

broad carriageway in the center, with foot-walks outside of all, making a total width of fifty-seven feet.

The sustaining strength of the structure is

enormous, being six times that of the old bridge. The bridge was fashioned by the Pennsylvania Bridge Co., at Steelton, Pa., and shipped in sections, the main arch ribs weighing twenty-five tons each.

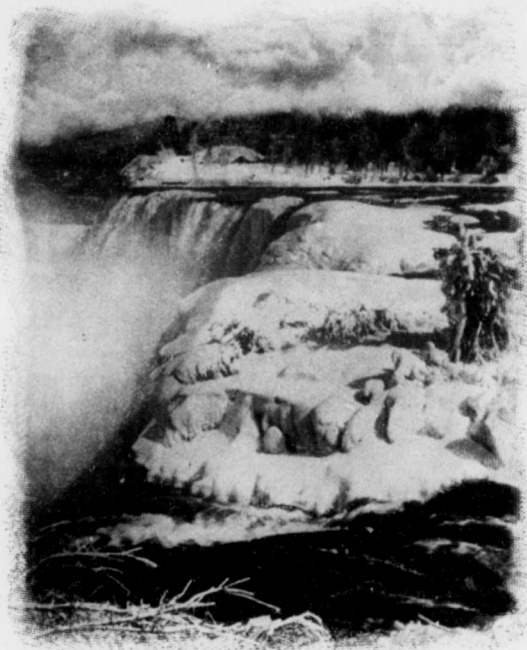


AMERICAN FALL IN SUMMER.

The removal of the old bridge revealed the fact that it was still good for many years of service; but the policy of the Grand Trunk Railway System has ever been that of taking no chances, and this expenditure of a half

million dollars was made to insure absolute safety.

The bridge was formally dedicated to the public service by a three days' carnival, September 23, 24 and 25, 1897, and the event will



AMERICAN FALL IN WINTER.

long be remembered by the thousands who participated in the festivities.

This little work is designed to serve, not only as a souvenir of the STEEL ARCH BRIDGE, but of the Falls as well, and we therefore give



AMERICAN FALL FROM BELOW.

a brief description of the principal attractions, illustrated by halftone engravings from fine photographs; so that whether you tarry at the Falls, or hastily pass them by, this booklet may prove a pleasant reminder of sights enjoyed, or pleasures missed.

The visitors arriving by the trains of the Grand Trunk System, may take a carriage at the Niagara Falls station in Canada, or may cross the river by the Steel Arch Bridge to Suspension Bridge station, and proceed by carriage or electric street car line to Niagara



GENERAL VIEW OF FALLS, PROSPECT PARK.

Falls, N. Y., alighting from the car at the entrance to Prospect Park, or continuing the trip, if by carriage, to the various points of interest.

From Prospect Point, a comprehensive view of the entire falls may be had, with the American Fall in the foreground; the Horseshoe in the distance, and the Canadian Fall and Table Rock diagonally across the Gorge. The upper station of the Inclined Railway is in Prospect Park, and the car takes you to the dock of the steamer, "Maid of the Mist,"



CAVE OF THE WINDS, WINTER.



BRIDGE TO GOAT ISLAND.

which makes frequent trips up the stream, to a point excitingly near the foot of the Falls.

From Prospect Park, the visitor may cross to Goat Island, Luna Island, and the "Three Sisters," all connected by a chain of bridges. Luna Island is reached by a stairway down the bank and a handsome bridge, and here one may stand at the very brink of the Central and American Falls, and gaze, fascinated, at the water as it plunges over the cliffs.

From Goat Island, a visit may be made, in suitable waterproof garments, to the Cave of the winds, a recess under the Central Fall, about one hundred feet long and one hundred feet high, where the strong air currents, dashing the mist and spray, remind one of a Dakota blizzard.

The view from Terrapin Point, also reached from Goat Island, is very comprehensive, as being the nearest point of approach to the

Horseshoe, with all the cataracts visible from one point of observation.

From the Sister Islands, fine views of the rapids are to be had, and the outermost islet



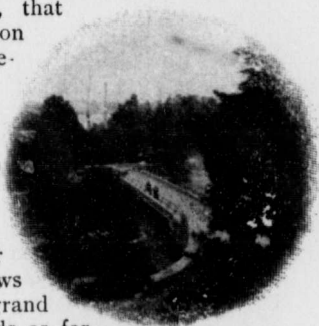
TERRAPIN POINT, WINTER.

presents to the observer the grand sweep of the river, and gives a good idea of the immense volume of water which goes to make up the grand cataracts.

The Canadian side of the river may be reached by the steamer "Maid of the Mist,"

or by the new bridge, which crosses the river at the place formerly spanned by the structure so long known as the "New Suspension Bridge." This bridge, like its elder prototype, has now given place to a new one in a similar style of construction, a steel arch, and the views of the Falls afforded in crossing it are among the best.

From the Canadian shore, the views of the Falls are superb, that from "Inspiration Point" being regarded as the finest, comprising, as it does, the American, Bridal Veil, Central and Horseshoe Falls, in one glance, together with the island views opposite, and the grand sweep of the rapids as far as the eye can reach.



BRIDGE TO LUNA ISLAND.

From here the visitor may descend the bank and go under the Horseshoe Falls, attired in waterproof garments and accompanied by a trusty guide.

Dufferin Islands, with shady walks and drives, with the Burning Spring a little distance beyond, are attractive to the pedestrian, and equally accessible by carriage. From the islands fine views of the Canadian rapids are to be had.

The views of the Gorge below the Falls, for almost its entire length, present a succession of delightful surprises, scarcely less attractive than those of the cataract itself. These are now rendered accessible by two electric lines.



THREE SISTER ISLANDS.

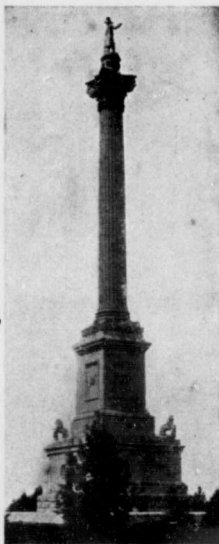
on either bank of the river. The Canadian line extends from a point about one and a half miles above the village of Chippewa, along the bank of the river, passing in full view of the Falls, continuing on past the railroad bridges, by the Whirlpool Rapids, rounding the circular turn of the bank at the Whirlpool itself; thence on the high bank of the river, past Brock's Monument, and down the cliff to Queenston, a quiet village on the river bank, opposite Lewiston on the American shore. Stops by



HORSESHOE FALLS, FROM CANADIAN SHORE.

the way may be made if desired. At Brock's Monument a beautiful view is to be had from the terrace, while from the monument itself, the panorama spreads out in surpassing beauty. The Duke of Argyle pronounced it an ample reward for crossing the Atlantic. At Queens-

ton a tablet marks the spot where the Prince Brock fell. The electric line the "Gorge and Prospect" commences at Niagara Falls, passing through the city; down the river nearly to the water's level, shore in proximity to the Whirlpool, at Lewis-visitor who by one route by the other, better idea



BRCK'S MONUMENT.

of Wales, spot where The other is known as "Route," commences at Park, N. Y., passing a portion of the bank of the river to the close proximity of the rapids, following the curve of the Whirlpool and ending at Lewis-visitor who goes down and returns will have a better idea of the Gorge than can be had by any other method. The Whirlpool will be seen from both sides, and the rapids from above and below. The latter are declared, by many visitors, to be grander and more awe-inspiring than the cataracts. The apparently resistless force of the water, its swift current and never-ceasing roar, together with the gigantic columns of spray shooting high in the air, all combine to fascinate the

onlooker, and hold the gaze as by a magic spell. The illustration opposite, reproduced from an instantaneous photograph, gives a faint idea of what a single glance reveals, and suggests the awful grandeur of the mighty river, here fighting its way through the narrow gorge.



THE WHIRLPOOL.

In taking leave of Niagara's Gorge, and the grand structure by which it is crossed, it may not be amiss to remark that the latter is but one of a series of engineering achievements which have marked the history of the GRAND TRUNK RAILWAY SYSTEM. The famous Victoria Jubilee Bridge across the St. Lawrence at Montreal, the great International Bridge at Buffalo, and the justly famous St.



WHIRLPOOL RAPIDS, FROM GORGE RAILWAY.

Clair Tunnel, connecting Sarnia and Port Huron, are examples of the enterprising spirit that has characterized its management. Connecting, as it does, the Atlantic seaboard with the great lakes, and passing through some of the finest scenery on the American continent, it has readily acquired the distinctive title of the GREAT INTERNATIONAL TOURIST ROUTE.

Full information regarding resorts reached by this System, particulars concerning car service, etc., may be had of any agent of the Company, whose addresses may be found in time table folders, and other publications of the GRAND TRUNK RAILWAY SYSTEM.

PAN-AMERICAN EXPOSITION.

Thousands of people during the summer of 1901 will plan their annual outings to include Buffalo, and the Pan-American which opens on May 1st and continues until November 1st. "The Highlands of Ontario," which comprise the "Muskoka Lakes District," the "Lakes of Bays District," the "Magnetawan River District," the "30,000 Islands of Georgian Bay," and the "Kawartha Lakes District," are within easy reach of Buffalo, and the train service of the Grand Trunk Railway to the several resorts in the Highlands is one of the best, through parlor cars being operated on fast day expresses. Passengers can leave Buffalo in the morning and reach any of the districts mentioned early the same afternoon, and the farthest point on any of the lakes the same evening. This is a trip that should not be missed by anyone, and the time occupied will repay the traveler.

From the West, East and North, the Grand Trunk Railway is the PICTURESQUE PAN-AMERICAN ROUTE TO BUFFALO; and superb trains, fast time, courteous treatment and unrivalled road-bed are assured. Write for the Pan-American publication issued by the Grand Trunk Railway System, which can be had for the asking from any of the Company's agents.

GEO. B. REEVE,
2d Vice-Pres. & Gen'l Manager,
MONTREAL.

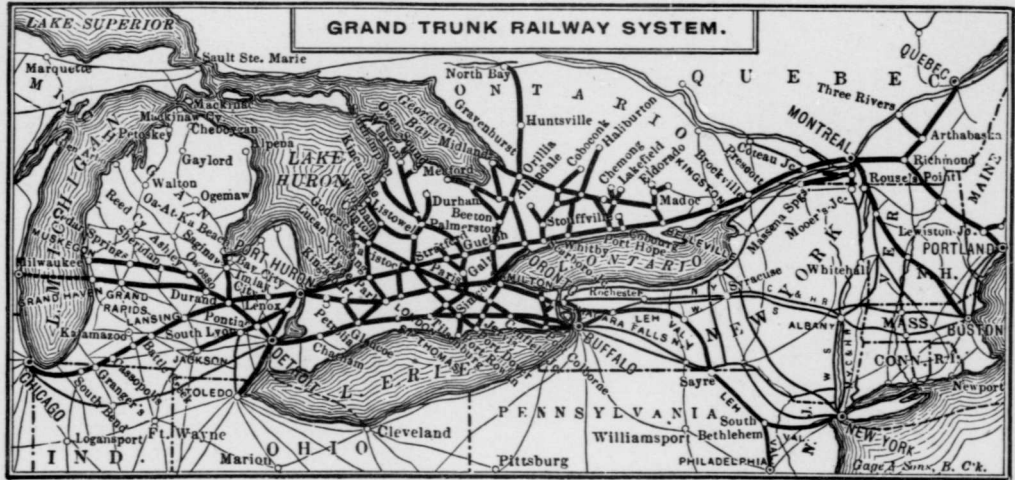
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