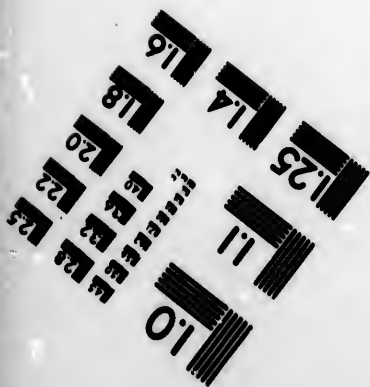
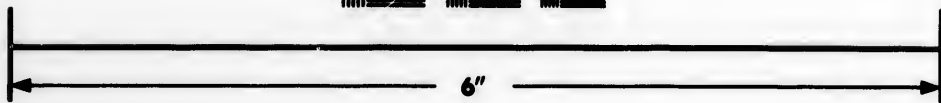
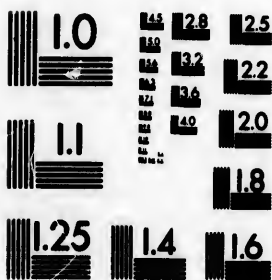


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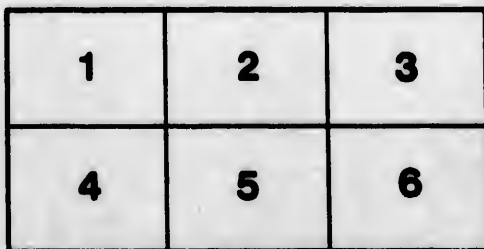
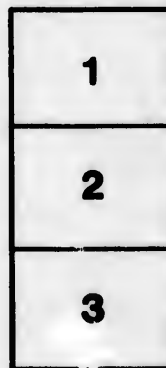
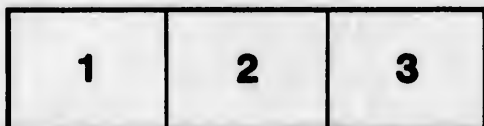
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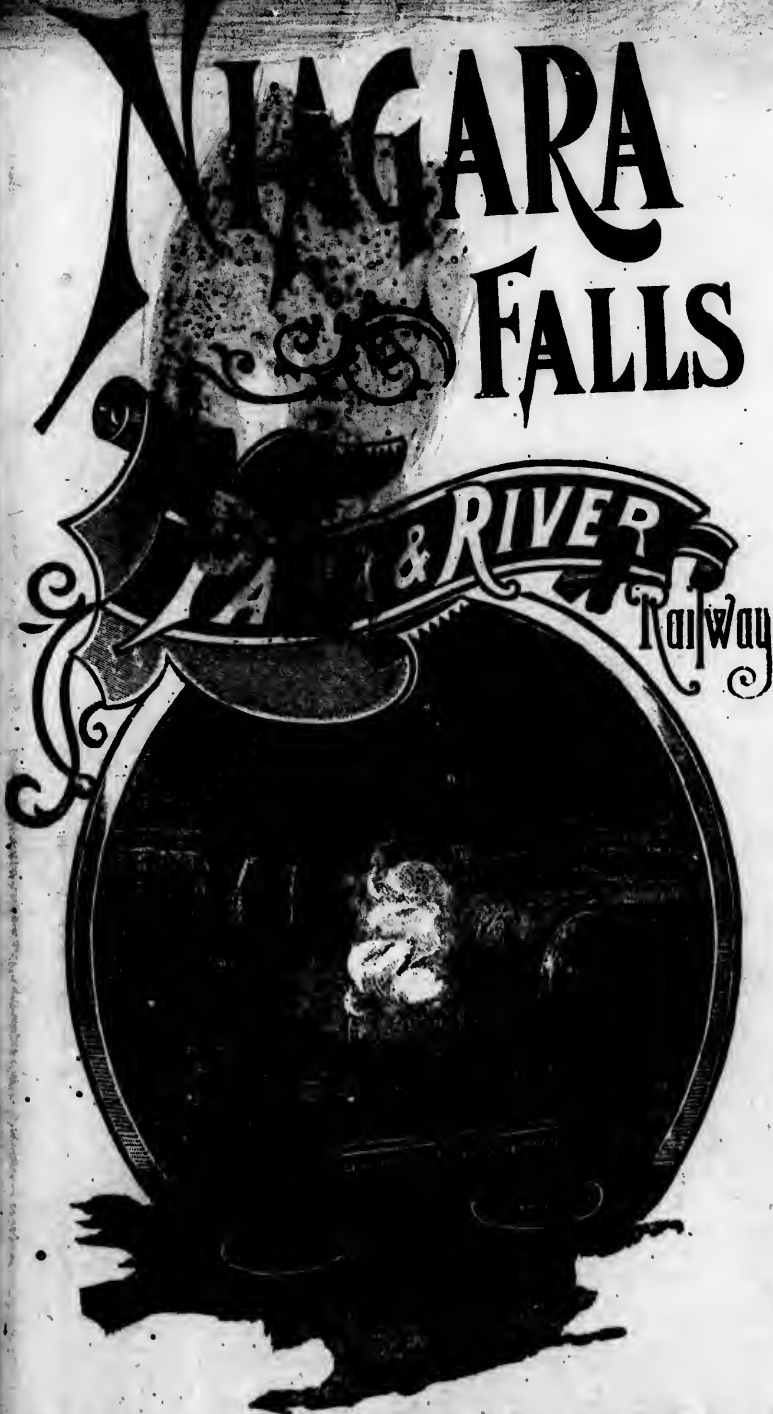
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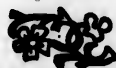
With all its points of interest, thoroughly, cheaply, and quickly, and that is from the

Electric Cars of the Niagara Falls Park and River Railway

which skirts the edge of the Canadian bank from Queenston to Chippawa, a distance of thirteen and a half miles following the route taken by Father Hennepin in 1678.

This road affords the only means of access to every point of interest on the river.

In its construction nothing was left undone that could in any way add to its safety or its convenience; it is double tracked; the ballast is of broken stone; the ties are large; the rails are heavy and of the very best steel; the bridges are of steel, resting on abutments and pedestals of the finest masonry; all curves are thoroughly protected with guard rails and rail braces; in short, everything has been done to make it a model road. The cars are unusually strong and convenient; the trucks have solid steel wheels thirty-three inches in diameter, and extra large steel axles. Specially-designed observation cars are used, with three tiers of seats running longitudinally, from which passengers can view the scenery without rising from their seats, while for parties desiring a private car, the Company will provide one upon application being made in advance.



DESCRIPTION OF THE ROUTE

ON leaving the steamboat wharf at Queenston, we are carried along the edge of the river a short distance until we arrive opposite the Company's Queenston Power House, which was built to supply the electricity necessary for operating the long grade up the mountain. This grade is nearly a mile and a half long, and rises five feet in a hundred, the total height of the mountain being about three hundred and fifty feet.

NIAGARA FALLS PARK RIVER

We then turn away from the river and pass through the picturesque and historic village of

QUEENSTON

in which many an interesting tale of deeds done in days gone by can be gathered from the older residents. There are only about three hundred inhabitants now, although at one time it was a busy and prosperous town, being one end of the old Portage from Chippawa to Queenston. But the building of the Erie and Welland canals took most of its trade away.

Leaving the village, the road passes within a few feet of where General Brock was killed in the war of 1812; a stone, erected by the Prince of Wales in 1860, marks the exact spot.

We are now passing over the famous battlefield of Queenston Heights.

As the car ascends the mountain side, a superb view is caught of the country below; seven miles away is Lake Ontario; on either side as far as the eye can reach lies the

Fruit Garden of Canada

while old Niagara, no longer a mad, seething torrent, slowly and majestically, as though wearied with its struggle for liberty, winds its way to the lake.

To the right of the track, as we ascend, on top of the heights, stands **BROCK'S MONUMENT**

This was first erected in 1826, but destroyed by explosion in 1840. The present structure, built in 1853, is one hundred and eighty-five feet high, standing on a base forty feet square. The top is reached by a spiral stairway of two hundred and fifty steps. From here one has a splendid view of the surrounding country to all points of the compass, and on a clear day the City of Toronto is plainly distinguishable in the distance. Surrounding the Monument is a beautiful Park, in which are the ruins of two old Forts used in 1812, one of them being in an almost perfect state of preservation.

From here the railway keeps close to the gorge, and from the cars splendid views of the river and lower rapids can be had.

Then comes the world-renowned

WHIRLPOOL

Here the river, taking an abrupt turn, makes almost a right angle, and the tremendous force of the water dashing against the opposite shore has worn a huge basin, the banks of which rise perpendicularly to a height of two hundred and fifty ft.; around and

NIAGARA FALLS PARK &

around this basin the current flows in great stumps and trees have been known to remain days, vainly seeking an outlet.

Leaving the water's edge, we find ourselves on the Viaduct over the Whirlpool Ravine, which we have a good view of the

Whirlpool Rapids

with the Suspension and Cantilever bridges. Niagara Falls in the distance. This Viaduct is 500 feet long and 135 feet high.

A few minutes more and we are back at the top, crossing across to where we were before, apparently a throw, but, in reality, half a mile away.

From there to the Company's Inclined Plane the Whirlpool Rapids are in view all the way. It is the opportunity of a trip down to the water's edge

INCLINED RAIL

as the view from the top, although very fine, is in comparison with its impressive grandeur when seen from the channel here, being very narrow, causes the water to fall into a boiling, leaping mass of foam, in its mass

Next comes the

Railway Suspension

This was first built of wood, with stone towers, afterwards torn down and a steel structure built. Its total span is 825 feet, and the height from rail to top of tower is 100 feet. It is suspended from four wire cables, each ten inches in diameter.

A stone's throw from the Suspension Bridge is

CANTILEVER BRIDGE

owned by the Michigan Central Railway. It is an engineering standpoint, as being one of the most beautiful descriptions ever erected. Work was commenced in 1883, and the whole structure was completed in 1885. The total length of the bridge is nine hundred and fifty feet, and height of rail above water two hundred and fifty feet.

The car now stops for a few moments at the

Niagara Falls

where there is good hotel accommodation for those who wish to spend a few days in the neighborhood.

FALLS PARK & RIVER

The current flows in great swirling eddies, and have been known to remain in the "Pool" for an outlet.

Water's edge, we find ourselves, in a few minutes, over the Whirlpool Ravine, from the centre of good view of the

Whirlpool Rapids

on and Cantilever bridges, and the town of the distance. This Viaduct, built of steel, is 135 feet high.

more and we are back at the Whirlpool, look-are we were before, apparently only a stone's throw, half a mile away.

the Company's Inclined Railway, the famous are in view all the way. No one should miss a trip down to the water's edge by the

INCLINED RAILWAY

he top, although very fine, is nothing in compressive grandeur when seen from below. The very narrow, causes the water to churn itself up in a mass of foam, in its mad rush to escape.

Woolley Suspension Bridge

of wood, with stone towers, in 1852, but was torn down and a steel structure built in its place. The height, and the height from rail to water is 258 feet. It is supported by four wire cables, each ten and a quarter inches

View from the Suspension Bridge is the CANTILEVER BRIDGE

Michigan Central Railway. It is interesting from this standpoint, as being one of the first bridges of this kind constructed. Work was commenced on it April 15th, and the structure was completed the December following. The height of the bridge is nine hundred and ten feet above water two hundred and forty-five feet.

Views for a few moments at the Town of Niagara Falls

Good hotel accommodation for those wishing to visit the neighborhood.

NIAGARA FALLS PARK & RIVER

From these bridges to the Falls proper, the water is smooth and unbroken, and of a beautiful emerald green.

Just before arriving at the Falls we pass

THE NEW FOOT AND CARRIAGE SUSPENSION BRIDGE

This was first built, in 1869, of wood, but was rebuilt in 1889, entirely of steel; the span is twelve hundred and sixty-eight feet from centre to centre of towers.

Leaving the New Suspension Bridge, the car glides past the Clifton House, the best hotel on the Canadian side, and enters the

Queen Victoria Niagara Falls Park

which was established in accordance with an act passed by the Legislature of Ontario, in 1885, in commemoration of Her Majesty's Jubilee. The commissioners appointed to carry out the work were Col. Sir Casimir S. Gzowski, A.D.C., and Messrs. J. W. Langmuir, J. Grant Macdonald, and J. A. Orchard, and through their efforts the Park has become what it is to-day.

THE VERY EMBODIMENT OF LOVELINESS

From it the tourist can view to the best possible advantage both the American and Canadian or Horseshoe Falls.

The American Fall

is exactly opposite, is 1000 feet wide, with a fall of approximately 160 feet.

The Horseshoe Fall

was so named on account of its shape at the time of christening, but since then its crest line has changed considerably; the contour is 2,600 feet in length, and its height is 158 feet. Within the confines of the Park an

INCLINED RAILWAY

descends the bank to the landing of the Steamer
"MAID OF THE MIST"

and from its deck the most comprehensive view of both Falls may be had.

Directly opposite the Falls, in the Old Museum Building, Mr. S. Barnett, of the Board of Trade Restaurant, Toronto, and House of Commons Restaurant, Ottawa, has established a

RESTAURANT

named the "Dufferin Cafe" which will be found to be first-class in every respect and the charge moderate. Special rates to excursion parties can be arranged by applying in advance to Mr. Barnett.

TORONTO



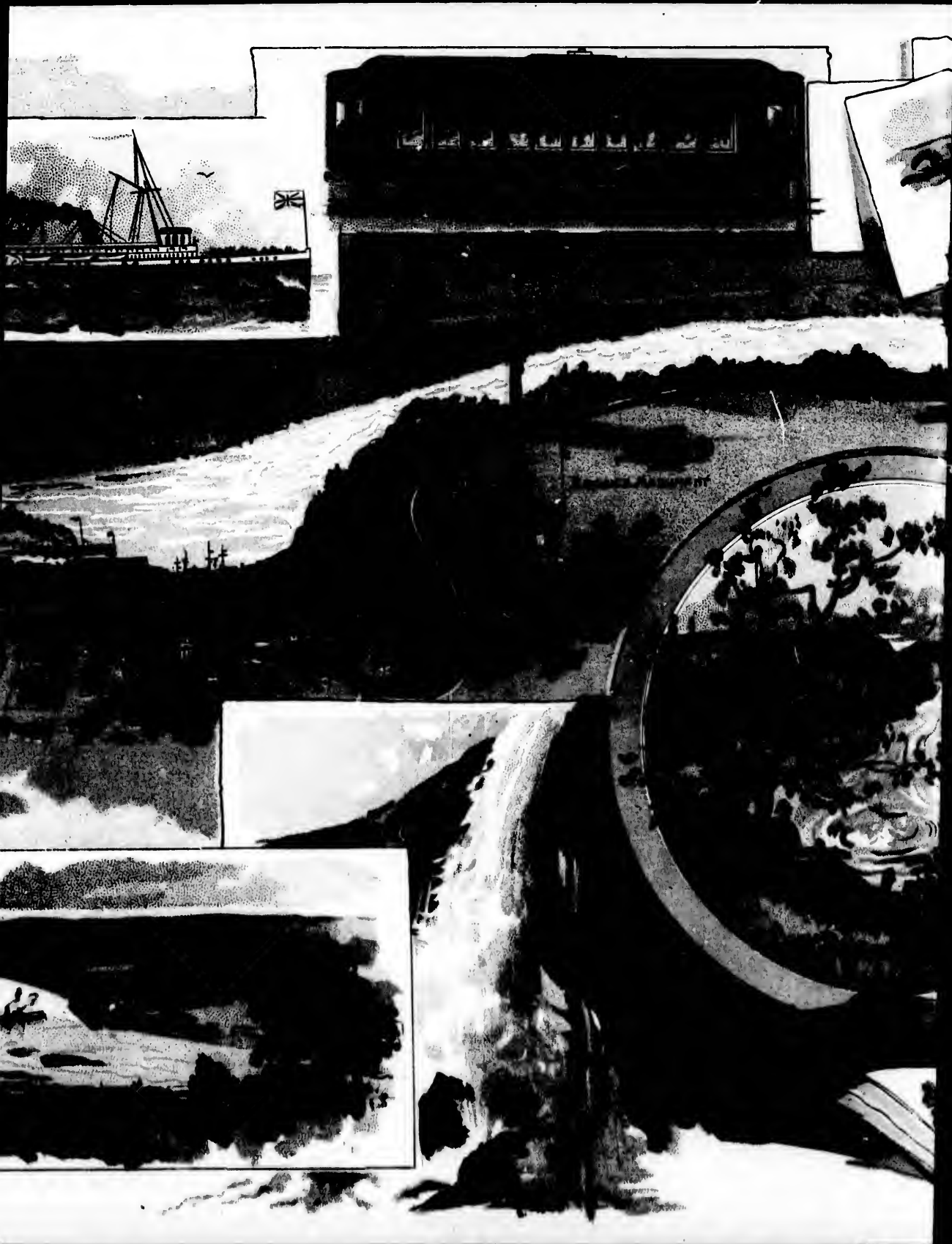
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NIAGARA RIVER



THE RIVER



NIAGARA FALLS



THE GOOSE



SUNSET ON LAKE ONTARIO.

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ALONG THE LINE
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IN THE PARK



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BRIDGE

BRIDGE

CARRIAGE BRIDGE

INCLINE PLANE TO ST. PAUL

ILLS

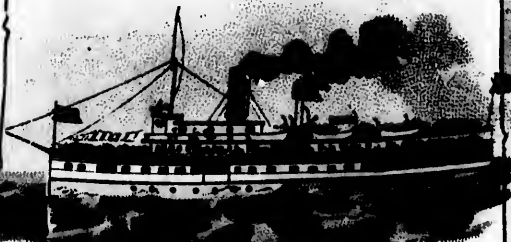
THE LINE OF THE
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RAPIDS ABOVE THE FALLS

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