

CANADIAN SCENIC ROUTE

NIAGARA FALLS



DOUBLE TRACK

The Finest Electric Railway in the World

NIAGARA FALLS PARK & RIVER RY.

There is but
One way of seeing
the Niagara River

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

Electric Cars of the Niagara Falls Park and River Railway

skirts the edge of the Canadian bank from Chippawa
Queenston, a distance of 17 1/2 miles, following the route
used 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 convenience. It is double
track, the track is of broken stone, the ties are steel,
the rails are heavy, and of the very best steel; the bridges
are resting on abutments and pedestals of the finest
granite; all curves are thoroughly protected with guard-
rails, and all bridges are in short, everything has been done to
make it a model road. The cars are unusually strong and
comfortable. The trucks have solid steel wheels, 35 inches in
diameter and extra large steel axles. Specially designed
observation cars are used, with three tiers of seats running
the full length of the car, with a passenger can view the scenery
without getting from their seats, while for parties desiring a
private car, the company will provide one upon application
being made in advance.

Description of Route.

Passengers from Buffalo should embark at the Ferry
Street Wharf, by the Excursion Steamer plying between
Buffalo and Stair's Point, one and a half miles at
Chippawa. The trip by water down the Canadian side of the
Niagara River, is a beautiful and change of scenery, un-
paralleled. Arriving at the wharf, the cars of the railway
company are waiting.

On leaving the steamboat dock, the tourist is carried along
the edge of the Niagara and Welland rivers to the historic
village of Chippawa, an ideal spot as a summer resort, boat
riding and fishing being first-class. Crossing over the

NIAGARA FALLS PARK & RIVER RY.

Famous Battlefield of Chippawa Creek,

the car now passes on to the Dufferin Islands. These islands,
which are connected by heavy steel bridges, abound in
shady pathways and quiet corners, with such romantic names
as "Lover's Retreat," "Rambler's Rest," "Lover's Walk"
etc.

Lundy's Lane

This battlefield, the scene of one of the most decisive en-
gagements of the war of 1812, is within easy reach of the
railway, being about a mile west of the Falls. The battle-
ground is to be seen, with its long trenches and a few head-
stones to mark as many names of the slain. An Historical
Society has erected a monument worthy of the occasion.

From the Islands to the Falls, we skirt the edge of those
beautiful rapids above, of which Naihanal Parker Willis has
said: "No one who has not seen this spectacle of turbulent
grandeur can conceive with what force the swift and over-
whelming waters are flung upwards. The rocks, whose
summits show above the surface, seem tormented with
supernatural agony, and fling off the wild and hurled waters
as with the force of a giant's arm. Nearer the plunge of the
fall the rapids become still more agitated, and it is impossible
for the spectator to rid himself of the idea that they are
conscious of the abyss to which they are hurrying, and struggle
back in the very extremity of horror."

Close to the edge of the Falls stands the Company's Power
House, which has a capacity of 3,000 horse-power. In its
construction many difficulties were met with, but all happily
overcome. The water is taken from the rapids, just above
the Falls, by a flume 200 feet long, to the gates, here it
plunges a depth of 62 feet on to the turbines below, and is
then carried away by a tunnel 650 feet long, discharging
underneath the Falls. The power is conveyed by the proper
shafting and belting to the dynamos in such a manner that
any required number of these machines may be used as
necessity demands.

At Table Rock House

either by, you may procure a rubber suit and go underneath
the Falls by the elevator and tunnel constructed for that pur-
pose. Here alone, at the foot of the

Great Cataract

can you begin to realize the stupendous volume and force of
the water as it dashes itself into foam at your feet. Standing
for a few moments, with that awful roar penetrating your
whole being, and the angry gust causing you to cling to the
handrail for support, you begin to feel infinitely small and
powerless in comparison with this great work of Nature.

NIAGARA FALLS PARK & RIVER RY.

We have now been passing through for some miles

Queen Victoria Niagara Falls Park

which was established in accordance with an act passed by
the Legislature of Ontario in 1865, in commemoration of Her
Majesty's Jubilee. The commissioners appointed to carry
out the work were Col. Sir Casimir S. Czowski, A. D. C. and
Messrs. J. W. Langmuir, J. Grant Macdonald, and J. A. Or-
chard 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 FALLS

exactly opposite, are 1,000 feet wide, with a fall of approx-
imately 160 feet.

THE HORSESHOE FALLS

were so named on account of their shape at the time of
christening, but since then their crest line has changed con-
siderably. The contour is 2,600 feet in length, and the 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.

In the old Museum Building, Mr. S. Barnett, of the
House of Commons, Restaurant, Ottawa, and the Board of
Trade Restaurant, Toronto, has opened a

RESTAURANT

where the accommodation will be found to be first-class in
every respect, and the charges moderate. Special rates for
excursion parties can be obtained by correspondence with
Mr. Barnett, or with the Manager of the Railway.

Just after leaving the Falls, we pass

UPPER STEEL ARCH BRIDGE

This was first built as a Suspension Bridge in 1869 of wood,
was rebuilt in 1889 entirely of steel, and is now the longest steel
arch in the world. The arch span being 840 feet, total length
of bridge 1240 feet, with 46 feet and height of floor above the
water 192 feet.

NIAGARA FALLS PARK & RIVER RY.

Still continuing along the edge of the bank, in full view
of the river, which here is of smooth and unbroken water, of
a beautiful emerald green we reach

THE CANTILEVER BRIDGE

owned by the Michigan Central Railway. It is interesting
from an engineering standpoint, as being one of the first
bridges of this description ever erected. Work was com-
menced on it April 15th, 1883, and the whole structure was
completed the December following. The total length of the
bridge is nine hundred and ten feet, and height of rail above
water two hundred and forty-five feet.

A stone's throw from the Cantilever Bridge is the new

STEEL ARCH BRIDGE

of the Grand Trunk Railway. The building of this structure
is said to be the greatest engineering feat of the kind in
America, and was done by the Pennsylvania Steel Co., at the
works in Steelton, Pa., in 1897. The arch has a span of 550
feet, between the end piers, and a truss span, at each end 115
feet long, to connect the arch with the bluff. The total length
of the bridge and its approaches is 1100 feet, and the center
of the arch is 226 feet above the water. This bridge replaces
the old Suspension Bridge, built in 1852.

The car now stops for a few minutes at the town of

NIAGARA FALLS

where there is good hotel accommodation for those wishing
to spend a few days in the neighborhood. Next comes the
company's

INCLINED RAILWAY

The view from the top, although very fine, is nothing in
comparison with its impressive grandeur when seen from
below. The channel here, being very narrow, causes the
water to churn itself up into a boiling, leaping mass of foam
in its mad rush to escape. Alight leaving this point the famous

Whirlpool Rapids

are in view all the way to 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 feet
around and around in this basin the current flows in great
swirling eddies, and stumps and trees have been known to
remain in the "Pool" for days, vainly seeking an outlet.

Leaving the water's edge, we find ourselves in a few
minutes on the viaduct over the Whirlpool Rapids, from the
centre of which we have a good view of the Whirlpool
Rapids, with the Arch and Cantilever Bridges, and the
town of Niagara Falls in the distance. This viaduct is 500
feet long and 135 feet high and is built of steel.

NIAGARA FALLS PARK & RIVER RY.

A few minutes more and we are back at the Whirlpool,
looking across to where we were before, apparently only a
stone's throw, but, in reality, half a mile away.

From here the railroad keeps close to the gorge, and
from the cars splendid views of the river and lower rapids
can be had. We are now passing over the famous battle-
field of Queenston Heights.

As the car descends 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 left of the track as we descend, on the top of the
heights, stands

Brock's Monument

This was first erected in 1826, but destroyed by an explosion
in 1840. The present structure, built in 1853, is one hun-
dred 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 distinguish-
able in the distance. Surrounding the Monument is a beauti-
ful Park, in which are the ruins of two old Forts, used in
1812, one of them being in an almost perfect state of preser-
vation.

At the foot of the heights 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 ex-
act spot.

We now pass through the picturesque and historic vil-
lage 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 this bit of
of the Erie and Welland Canals took most of its road
away.

Here is located the Company's Queenston Power House,
which was built to supply the electricity necessary to oper-
ate the long grade up the heights. The 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.

Now the terminus of the line is reached. From the
deck at Queenston the Steamers "Chicora" "Corona" and
"Chippawa" of the Niagara Navigation Company's line
ply regularly between that point and Toronto.

NIAGARA FALLS PARK & RIVER RY.

ALL OF THE FOLLOWING

Points of Interest

can be seen from the cars of the Niagara Falls and River
Railway without any charge other than railway fare:

- American Falls - Iron view.
- Horseshoe Falls - Iron and alga slides.
- The Rapids above the Falls.
- The Queen Victoria Niagara Falls Park.
- Cedar Island.
- The Dufferin Islands.
- The Town and Battlefield of Chippawa.
- The Suspension, Cantilever and Steel Arch Bridges.
- The Whirlpool Rapids.
- The Whirlpool.
- The Rapids below the Whirlpool.
- The Gorge.
- The view from the top of Queenston Heights of the River from
Queenston to Lake Ontario.
- Brock's Monument.
- The Battlefield of Queenston Heights.
- The stone erected by the Prince of Wales, marking the spot where
General Brock fell.

Points of Interest

along the route where a small charge is made

- Brock's Monument, to ascend stairs, 25 cents.
- Whirlpool Incline Railway, 25 cents.
- Steel Arch Bridge, return fare, 10 cents.
- New Suspension Bridge, return fare, 15 cents.
- Clifton Incline Railway, return fare, 10 cents.
- Sir "Wald of the Mist", 50 cents.

NOTE: At the Whirlpool Rapids, in the cars, the
usual charge is 10 cents, at the Company's Power House
taken at the above reduced rate. The Company's agents or
agents of the Union

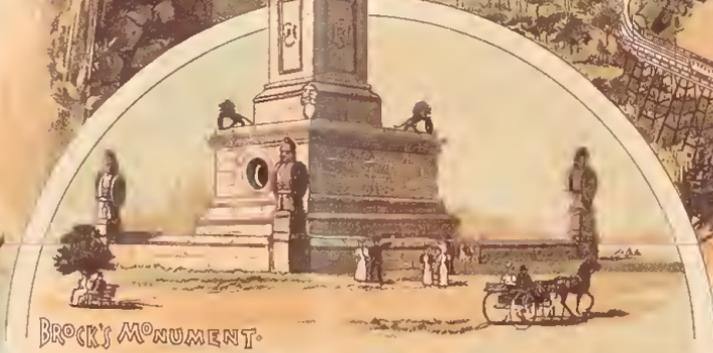
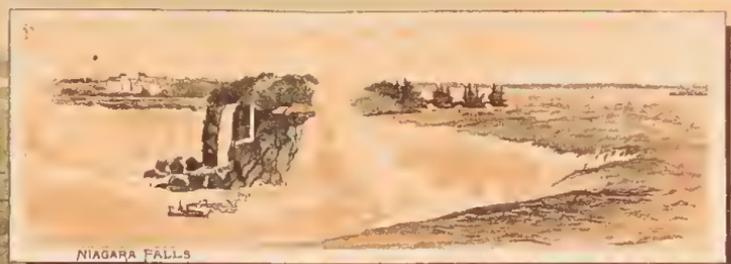
Points of Connection

with other railways as follows: At the
AT QUEENSTON—Niagara Navigation Company's
boat line, and the Toronto and
with Grand Trunk Railway and
Pacific Railway for Ottawa, Montreal
and points in Eastern Canada and the
land States.

NIAGARA FALLS, ONT. Grand Trunk, Erie and
Michigan Central Railways.
CHIPPAWA—Michigan Central Railway.
Excursion Steamer to and from
Buffalo.
NOTE—Passengers will be met by the
walk across the river to Queenston, in
the Company's cars.

TORONTO

BUFFALO, N.Y.



ALONG THE LINE OF THE
NIAGARA FALLS PARK & RIVER RY.



NIAGARA FALLS PARK & RIVER RY.

Don't Fail

TO TAKE A TRIP OVER

THE Canadian Route

The **BEST EQUIPPED** Electric Line
on the Continent

Double Track

Rock Ballast

No Dust . . .

No Smoke . . .



No Cinders .

THIS LINE affords the only satisfactory means of seeing every point of interest on the Canadian side, thoroughly, cheaply, and quickly, as it skirts the bank of the Niagara river, the entire distance from Chippawa to Queenston, and stops at every point of interest on the way.

FOR RATES OR OTHER INFORMATION
apply to

W. PHILLIPS,

Manager.

NIAGARA FALLS, CANADA.