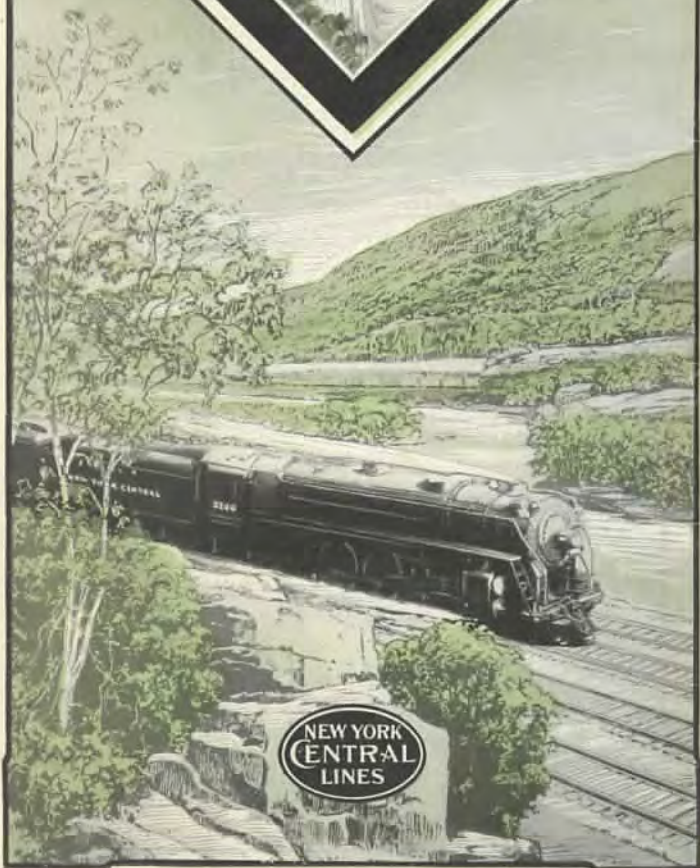
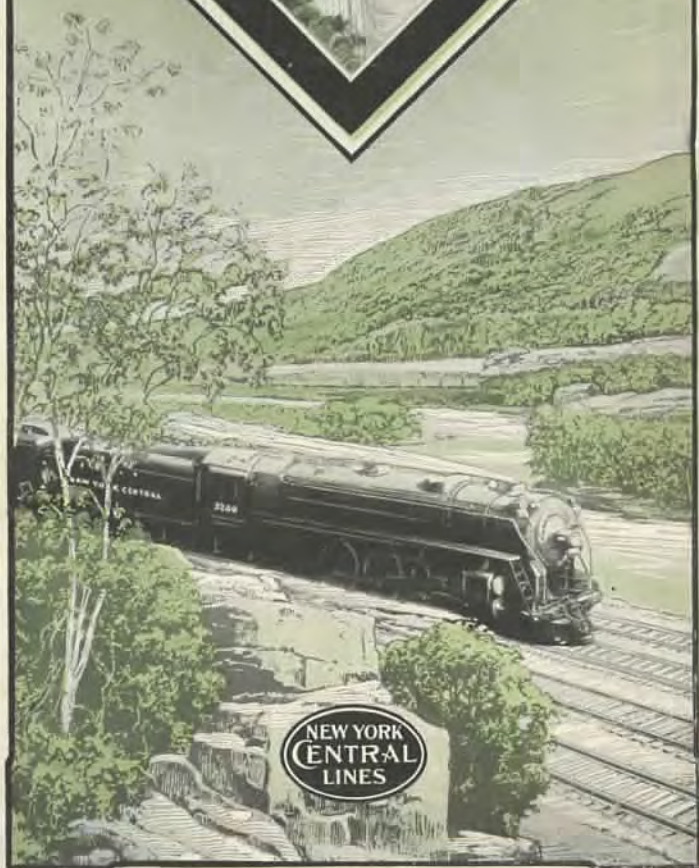


Niagara Falls



Niagara Falls





© A. G. LANDRETH *Niagara Falls! By what mysterious power is it that millions and millions are drawn from all parts of the world to gaze upon Niagara Falls?*



HERE is no mystery about the thing itself. Every effect is just as any intelligent man, knowing the causes, would anticipate without seeing it. If the water moving onward in a great river reaches a point where there is a perpendicular jog of a hundred and sixty feet in descent in the bottom of the river, it is plain the water will have a violent and continuous plunge at that point. It is also plain, the water, thus plunging, will foam and roar, and send a mist continuously, in which last, during sunshine, there will be perpetual rainbows. The mere physical of Niagara Falls is only this. Yet this is really a very small part of the world's wonder. Its power to excite reflection and emotion is its great charm. The geologist will demonstrate that the plunge, or fall, was once at Lake Ontario, and has worn its way back to its present position; he will ascertain how fast it is wearing now, and so get a basis for determining how long it has been wearing back from Lake Ontario. A philosopher of a slightly different turn will say, "Niagara Falls is only the lip of the basin out of which pours all the surplus water

which rains down on two or three hundred thousand square miles of the earth's surface." He will estimate with approximate accuracy that five hundred thousand tons of water fall with their full weight a distance of a hundred feet each minute—thus exerting a force equal to the lifting of the same weight, through the same space, in the same time.

But still there is more. It calls up the indefinite past. When Columbus first sought this continent—when Christ suffered on the Cross—when Moses led Israel through the Red Sea—nay, even when Adam first came from the hand of his Maker; then, as now, Niagara was roaring here. The eyes of that species of extinct giants whose bones fill the mounds of America have gazed on Niagara as ours do now. Contemporary with the first race of men, and older than the first man, Niagara is strong and fresh today as ten thousand years ago. The Mammoth and Mastodon, so long dead that fragments of their monstrous bones alone testify that they ever lived, have gazed on Niagara—in that long, long time, never still for a single moment, never dried never frozen, never slept, never rested.

—A comment by ABRAHAM LINCOLN

Niagara Falls



It so happens that Niagara Falls is more interesting now than ever before. Pleasanter to visit. Better worth while, whether one has a day or a month to give to it. Several things, in recent years, have brought about the improvement. The State of New York, on one side of the river, and the Ontario and Dominion Governments on the Canadian side, have not only transformed the vicinity of the Falls and created the most delightful of parks, but they have protected the beauty spots from desecration. It is worth the journey there to find a place so free from annoyance—where one is not solicited at every turn to ride, or to buy; but at the same time it has become a place where the visitor, while left free to follow his own sweet will, readily finds at hand better facilities for getting from point to point, in comfort and with economy of time and money, than ever existed before.

Most of the region is State or Government-owned, which means that more than ever before it is free to the public.

How To See Niagara

One can see Niagara Falls, fairly well, for nothing. By spending 10 cents, one can cross and recross the "Falls View Bridge," and can walk at pleasure through the Government reserves on both sides of the river. On the American side the outlay of 50 cents gives one the round trip of the Goat Island group, by reservation van or motor-bus, with stop-off privilege at interesting points. The outlay of 10 cents more pays for the use of the Prospect Park elevator, by which the visitor descends to the foot of the Falls, where several pleasant paths await his choice—all free.

He can go on, extending his excursion by the expenditure of modest sums. Niagara's Great Gorge Trip, the most famous of all trips in the vicinity, and one of the finest scenic tours anywhere to be found, should by all means be included in the visitor's plans. The Gorge Trip cars run at frequent intervals during the day. Tickets for this trip are \$1.50. Or, if one wishes to take the Reservation Bus from Prospect Park to Goat Island, Luna Island, Cave-of-the-Winds, Three Sister Islands and return via Prospect Point, he may stop over at any of these points of interest, and on the return take the Gorge Trip of twenty miles. Tickets for the combination Bus and Gorge Trip may be purchased for \$2.00.



Cars for Niagara's Great Gorge Trip may be boarded at the New York Central R. R. station, or at any corner on Falls St. down to the Great Gorge Terminal. The cars then cross to Canada over Falls View Bridge, affording a splendid view of the American and Horseshoe Falls on the left and the deep gorge stretching away to the right. Reaching the Canadian side the cars proceed through beautiful Queen Victoria Park to Table Rock at Horseshoe Falls. Here passengers may stop over if they wish and continue later on a following car. Not only is a splendid view of both cataracts afforded, but the Canadian Rapids are close by and the Maid-of-the-Mist steamers may be seen making their wonderful trips into the very spray of the Falls.

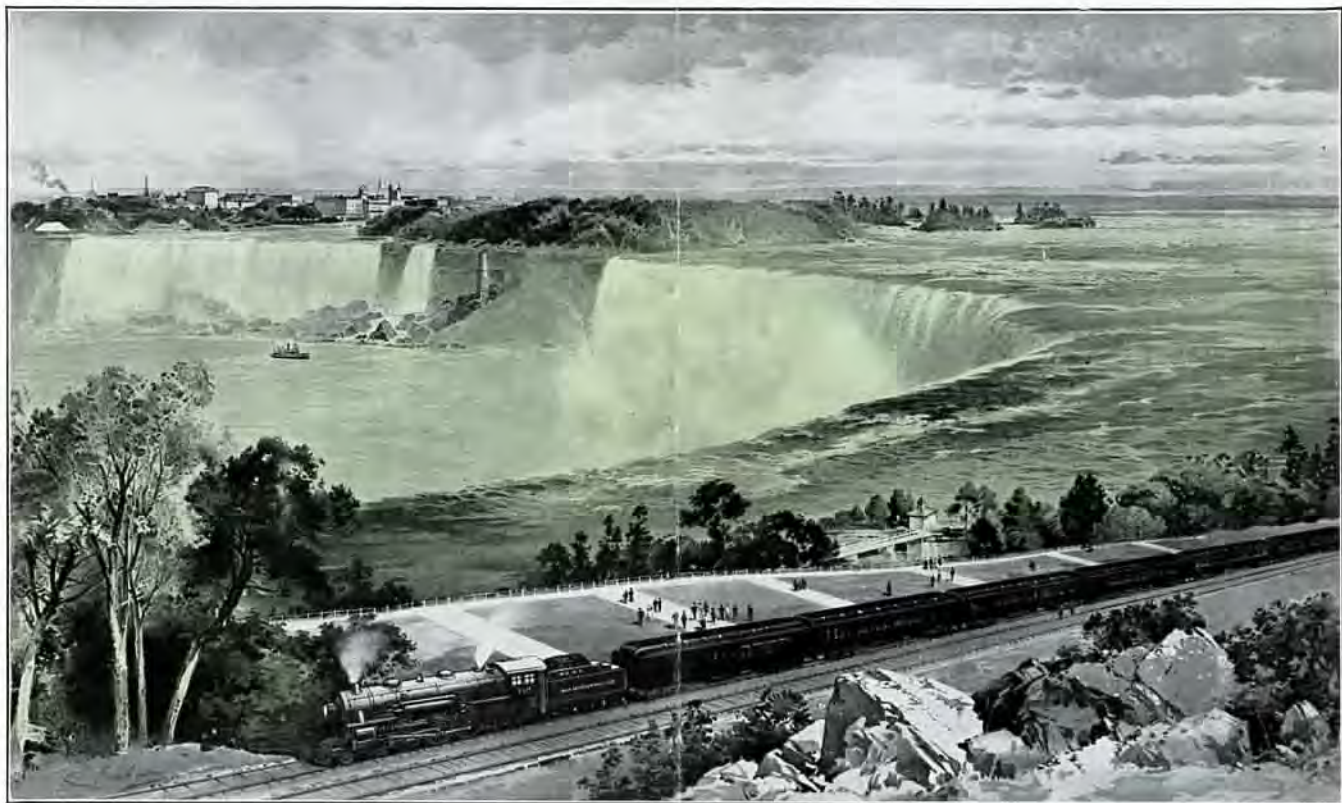
Turning down stream from Table Rock, the cars go right along the very brink of the cliff for a distance of nine miles to Queenston, giving the passengers almost a birdseye view of this great masterpiece of nature. The tracks circle the Whirlpool, pass Niagara Glen, a spot of rare natural beauty, and still at the top of the Gorge, reach Queenston Heights. Here is located a monument two hundred feet high, erected to the memory of the British General, Brock.

As the cars make a gradual descent from Queenston Heights there is an unequalled view of the lower River winding away to Lake Ontario through the fertile and famously productive fruit lands of the lower peninsula. This view is as though one had been lifted above the earth, better to behold its beauties. Passing the village of Queenston, the Suspension Bridge, connecting this village on the Canadian side with Lewiston on the American side, is crossed, and the traveller is once more in the United States. The two villages, aside from their historical interest, are located at the head of navigation on the lower river and are the ports of call for the steamers to Toronto.

Niagara's Great Gorge Trip

A short stop is made in Lewiston, and then the return trip to Niagara Falls is begun over the Great Gorge Route. To attempt to describe this ride is but to admit one's lack of words. The car threads its very safe but wonderful way along the water's edge, at the foot of the rocky cliff, and as the tumbling, tossing waters roll toward us we realize more keenly the enormous force—the overwhelming power—of this river of rivers. From this side we get a closer view of all the wonders. We pass the Devil's Hole, so interesting in history. We almost feel the cruel eddies of the Whirlpool as we ride along so near the edge. And then we come to perhaps the most wonderful part of the Gorge, the Whirlpool Rapids, where the waves dash mountains high and plunge fathoms deep; where





Falls View Station on the Michigan Central Railroad

the turbulent waters seem to be going in every direction; where enormous rocks appear and disappear, and where we see a bit of Nature in all her primitive grandeur. Gradually we begin to ascend, and at each step gain a new viewpoint, a new picture for memory's gallery. Finally we come out upon the top of the cliff on the American side and may leave the car at any desirable point.

You Cannot See Niagara

From One Point Alone

THE intelligent visitor arrives at Niagara Falls, and rides by trolley or motorcar, or walks—say 10 minutes—to Prospect Point. He sees half a million tons of water per minute fall 160 feet and he says, "Well, I've seen Niagara." But that isn't quite true. No one can see Niagara from one point alone. Not till the visitor has gone to the foot of the Falls can he form a just idea of their height or volume. The man who, at the upper level, said, "Is that all? When does the next train leave?" exclaimed, when

gazing up from the deck of the *Maid of the Mist*, "It's the ocean pouring out of the sky," and arranged to stay a week. In the Cave of the Winds he thought he had penetrated to the very abode of tumult; but when he gave a long sunny afternoon to a leisurely drive, with many stops around Goat Island and to the Sister Island, he vowed he had reached the ultimate haven of peace. Being appreciative of engineering achievements, he was greatly interested in the remarkable group of bridges—steel arch, suspension and cantilever—which span the gorge—the finest group of its kind on earth. Being something of a geologist, he found the excursion through the gorge a wonderful revelation. He saw the cliffs, over 300 feet high, showing the successive strata of shales and limestones, and further down the first outcroppings of the Medina sandstone. He saw everywhere one of earth's most tremendous object lessons in erosion, and could reason for himself the time required for the river to cut its way from the edge of escarpment at Lewiston to the present position of the cataracts; and he could learn, by enquiry of official sources, that the apex of the

Horseshoe is receding upstream at the rate of more than five feet a year. What has taken place? One investigator (the late Dr. Julius Pohlman) estimated that the gorge had been cut in 3,500 years. Others extend the time even to 50,000 years. What is going to take place? Nowhere on earth is there a better place to study these tremendous problems. If our intelligent visitor has a taste for botany, he will find a wonderfully rich flora, with several rare species, on the islands and cliffs; especially at Niagara Glen, a beauty spot on the Canadian side, easily reached by the electric line, between the Whirlpool and Queenston Heights. If he is simply a lover of Nature with an eye for fine scenery, he will delight in the outlook from Queenston Heights, the eye sweeping over seven miles of farm and orchard land through which the green river peacefully flows to the blue Ontario. Whatever he is, artist or scientist, man of business or of leisure, student of past or present, he will find much at Niagara to repay him for going there.

The fact that Niagara is better preserved and cared for than ever before, makes it enjoyable for even more visitors, but so ample and diversified are the parks, so many are the places to visit, that, unlike most popular resorts, it is not a place of confusing, and fatiguing crowds. One can always be by himself, or with his own party, whether for a stroll, a siesta, a drive or a picnic lunch.

So successful has the Public Park system proven that it is proposed to extend the New York State Reservation from Niagara Falls along the bank of the river toward Youngstown and Fort Niagara. Certain sections may have to be omitted, or temporarily passed over, as is the case on the Canadian side; but even a narrow strip, with a connecting road, would give to the public a region of great beauty.

The Queen Victoria Niagara Falls Park consists of 196 acres, with some 500 acres more at various places along the river, under Government control and care. The New York State Reserve includes about 412 acres. These parks are visited by about 2,000,000 persons annually.

Niagara In History

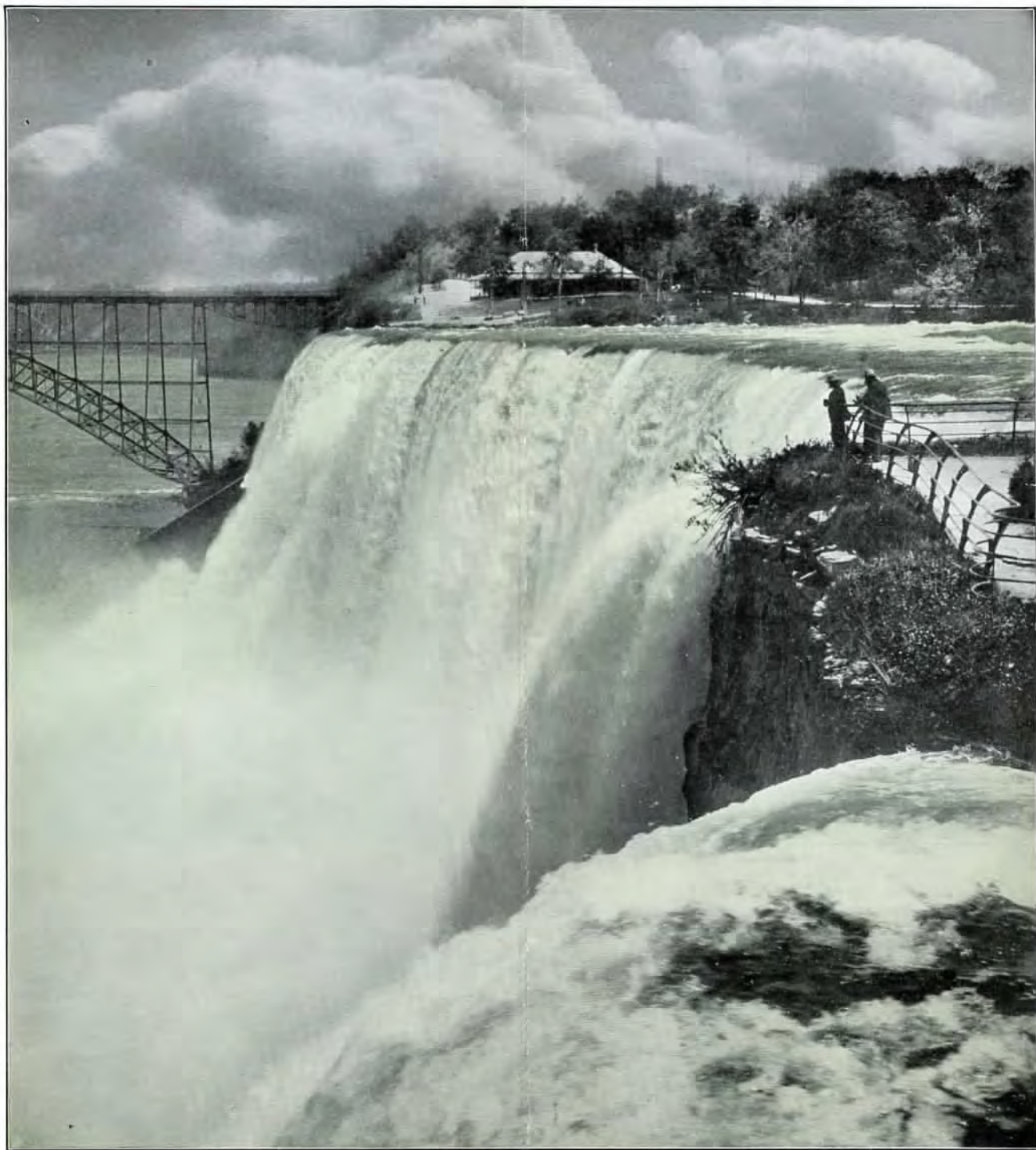
THE visitor at Niagara is sure to become interested in its history. The past speaks to him from every point, yet reminders are detached, fragmentary, and give no consecutive idea of the stirring events which have centered around Niagara for nearly three centuries. If our visitor really cares to learn something of what has happened in the vicinity, let him take an un-

employed hour on the train or a rainy day at his hotel and consult some of the available printed records. He will find them more interesting than the latest story. We give here a few hints of it.

Niagara region history is really a romance in three volumes. The first volume tells of the region from the time that the French first came into it until they lost it to the British. This was in 1759. There is more than a century of Niagara history prior to that date. It includes the wonderful stories of the early French missionary priests, one of whom, Galinée, appears to have been on the river, or near it, as early as 1627. Missionaries of three of the Holy Orders, Jesuits, Franciscans, and Sulpicians, came one after another to preach Christianity to the savages, and some of them met martyrs' deaths.

At Hennespin Point, overlooking the Falls and gorge, a tablet affixed to the rock records the visit to the region of Father Hennespin, the first white man to describe the Falls from his own observation. In the spring and summer of 1679 he passed up and down the river bank many times, and it is not unlikely that he surveyed the scene from the very spot where this tablet is placed. With the missionaries and after them came a long train of explorers, most famous of whom is LaSalle, who, in 1679, near the little town that still bears his name, above the Falls, built the first vessel larger than an Indian's bark canoe, which ever navigated the Upper Lakes. The beginning of lake commerce above the Falls dates from this pioneer ship, the *Griffon*.

Besides the missionaries and the explorers, there were the French traders who sought to profit by the Indian trade, which meant the barter of clothing, guns, ammunition and brandy for furs. The story of the fur trade in the Niagara region for a century and a half deals with many famous men and is full of stirring adventure. So profitable was this traffic that the jealousy of the English was aroused and English expeditions were sent into the region. To protect themselves, the French established a chain of posts on the Niagara and continuing southward through the Upper Ohio valley including what is now known as the Allegheny. Chief of these establishments was Fort Niagara, at the mouth of the river. Built in 1726, it still stands, probably the oldest structure in the northern United States west of the Lower Mohawk. Just above the Falls on the American side, in 1750, another fort was built, to protect the portage. By this Niagara portage route there passed many an expedition, both for trade and for warfare. By 1753 the English had sent so many of their traders into the country south of Lake Erie that the French



Niagara's power to excite reflection and emotion is probably its greatest charm



A view of Niagara from Falls View Bridge

gathered as strong an army as possible and sent it up the Niagara and by the Chautauqua Lake and Presqu' Ile (now Erie, Pa.) routes down into the Ohio valley, to drive them out. This backwoods conflict, which was made possible by the Niagara portage route, brought about the next year the first convention of the English colonies for mutual protection. It was, in fact, the first step which led to the American Revolution. The Niagara region is thus seen to have played a very important part in American history at a very early day.

All of these events, campaigns, and adventures would be included in the first volume of our Niagara

story. The second volume begins with the capture of Fort Niagara by the British, July 25, 1759. The British established new posts on the river and the lakes, and held the Niagara region as a base of operation throughout the American Revolution. They made allies of the Seneca Indians, who, with other tribes, found old Fort Niagara a convenient base for supplies of every kind. Here the British officers in command fitted out many war-parties who took the old trails across New York State, or southeasterly across Pennsylvania, to fall upon and destroy the outposts of Colonial settlements. The greatest massacres of the Revolution were planned at Fort Niagara and carried



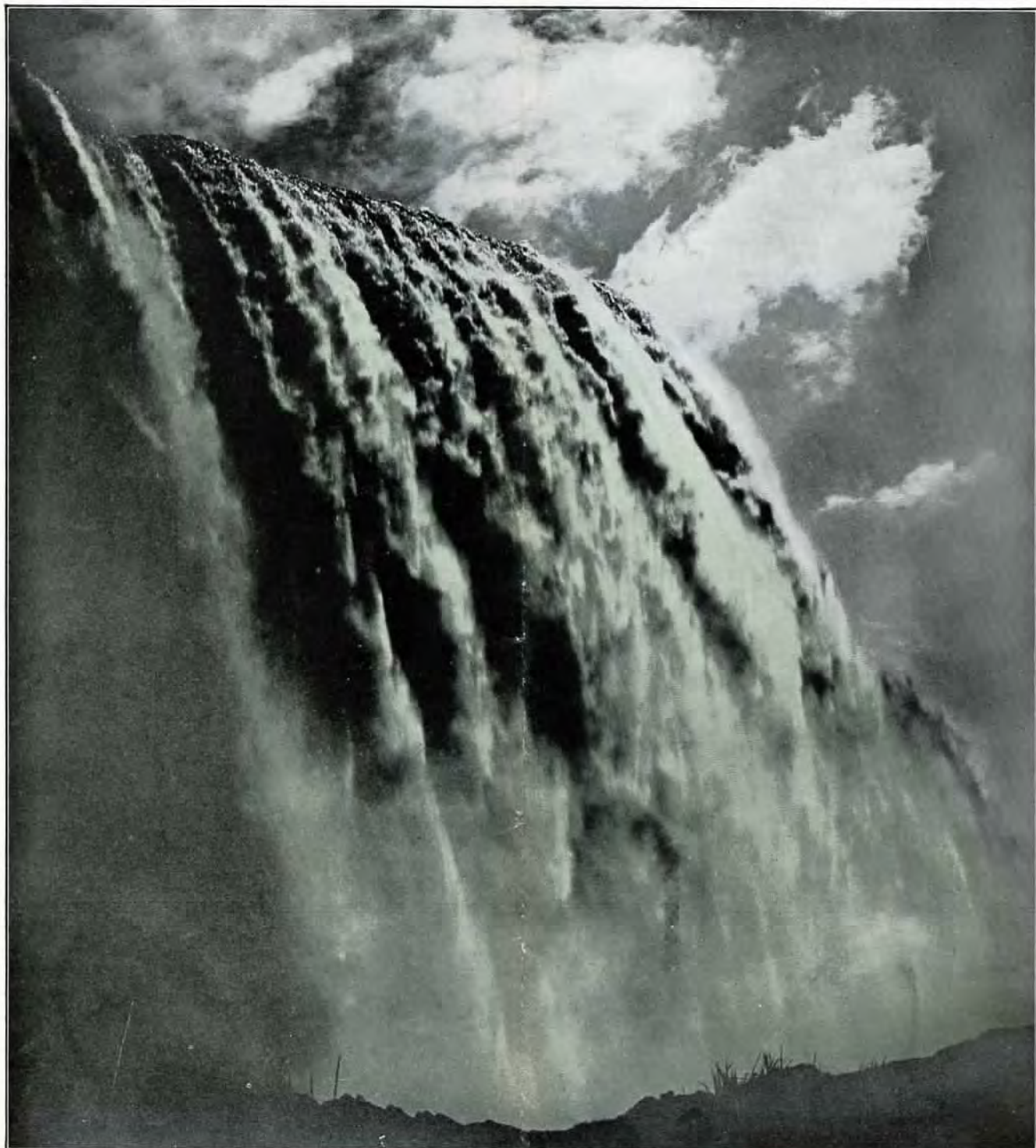
The most wonderful part of Niagara's gorge is the Whirlpool Rapids

out by bands of warriors from that place. British soldiers shared in many of these expeditions. Hundreds of prisoners were taken and brought back over the old trails to Fort Niagara, from which they were usually sent out into service as slaves in the Indian villages of the region, where they were detained as captives, sometimes for years. Thus it appears that the Niagara region during the Revolution had a form of warfare peculiar to itself.

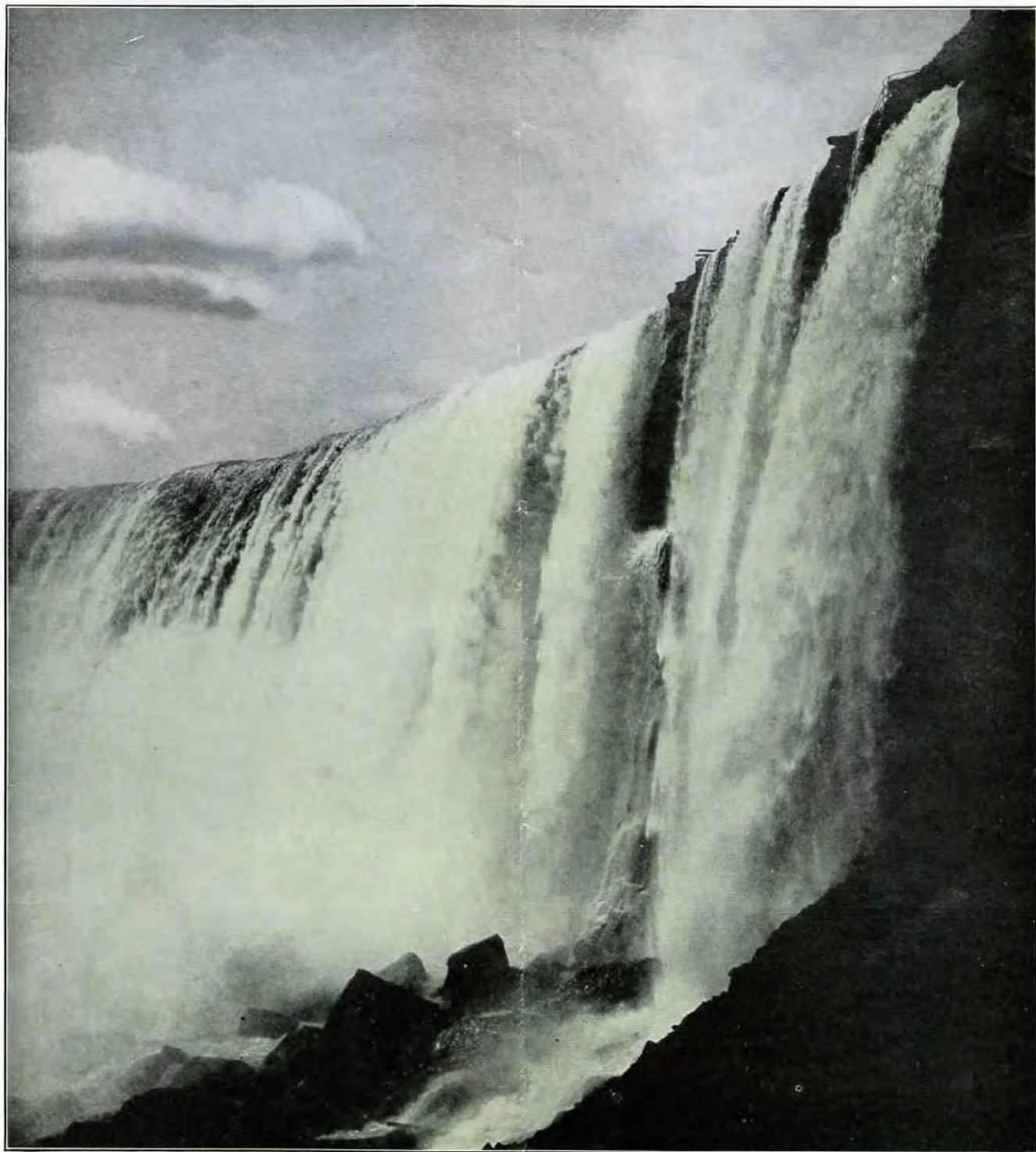
The period of British control of the Niagara which makes up the second volume of our story, comes to an end in 1796. According to the terms of the Treaty of



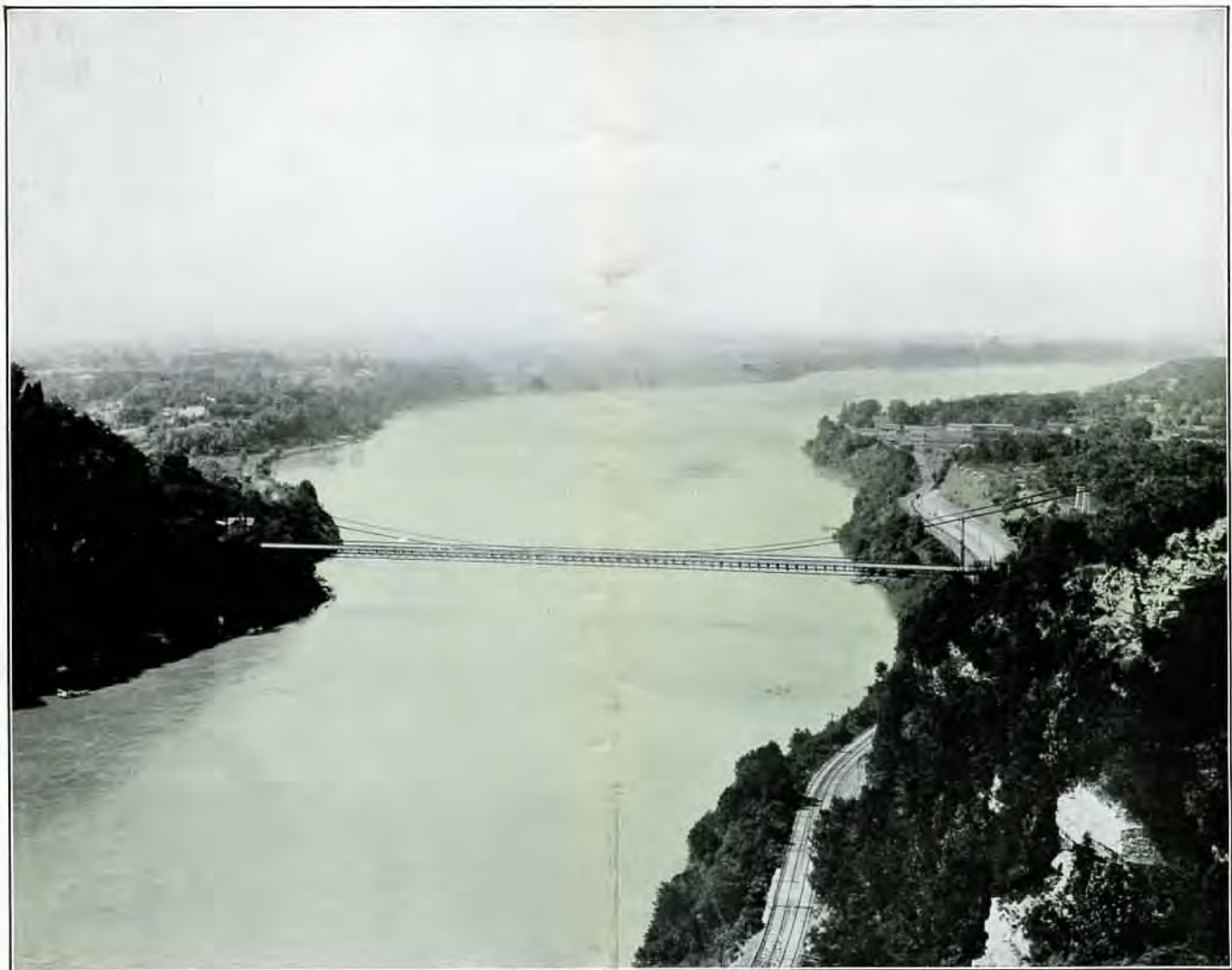
Paris, after the Revolution in 1783, the eastern side of the Niagara river should have been surrendered to the Americans; but the Americans were too feeble to enforce their rights in the region and the British remained in possession of Fort Niagara and many other posts on the Great Lakes for 13 years more. It was not until 1796 that these posts were relinquished and for the first time in history the Stars and Stripes flew over old Fort Niagara and the new Republican Government asserted its authority from Lake Ontario to Lake Erie, throughout what is now Western New York.



© A. G. LANDRETH "Nothing was ever more successfully executed. It is as gentle as the pouring of wine from a flagon—of melody from the lips of a singer. If the Line of Beauty had vanished from the earth elsewhere it would survive on the brow of Niagara."—HENRY JAMES



"The first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace—Niagara was at once stamped upon my heart, an image of Beauty."—CHARLES DICKENS



The Lower Niagara River at Lewiston

The settlement of the Niagara region followed rapidly after this first military occupation. The development of the region was interrupted by the War of 1812. In the first year of that war, on Queenston Heights, the Americans suffered a bitter defeat and the English leader, General Brock, was killed. In the second year of the war, the British captured Fort Niagara and raided the country from lake to lake, destroying Buffalo. In the third year of the war, the Americans had gathered for the first time an adequate force on the Niagara. The heavy fighting was on the Canadian side, and the battles of Fort Erie, Chippewa and Lundy's Lane resulted in

American victories and were the end of hostilities in the region.

The visitor today easily motors over these old battlefields, one of which, Lundy's Lane, lies close to the great cataract. There are monuments and markers and tablets, and some historic buildings. Much of this tour can be made by trolley-car. It combines many places of great historical interest, with some of the finest views in the region.

Lower River

The lower Niagara River from Lewiston, Youngstown, Niagara-on-the-Lake and Fort Niagara should



The American Falls with the City of Niagara in the background

by no means be omitted from the tourist's itinerary. In addition to its historic interest, the fruit orchards and summer homes that line the river bank are well worth seeing. The Niagara Gray Bus Line operates comfortable buses on an hourly schedule from Niagara Falls through Lewiston to Youngstown and historic Fort Niagara. The round trip fare is \$1.00 and stop-over may be made at Fort Niagara by those interested.

Electrical Development

Aside from the scenic beauty of the Falls and Niagara River Gorge, and the historical interest of the surrounding country, the industrial development on both sides of the river will interest and appeal to many visitors.

The development of electrical power has brought with it not only comforts and convenience familiar to all of us, but manufacturing processes that were unknown a century ago. More than a million horsepower is developed at Niagara, both for local use and transmission to cities and towns in New York State and the Province of Ontario within a radius of 200 miles.

The total potentiality of Niagara Falls is estimated at 6,000,000 horsepower. United States Army engineers state it is practical to develop and utilize 60% of this energy. Obviously, water taken from the river above both cataracts, and diverted through the power houses, lessens the amount that goes over the Falls, but the proportion is so small that visitors see no difference. An ice jam or east wind lowers the level of the eastern end of Lake Erie and affects the appearance of the Falls far more than the water diverted for the power houses.

The buildings of the power plants are mostly of native rock and harmonize with the surroundings and scenery. The two largest plants, that of the Ontario Hydro Electric Commission on the Canadian side, and the main plant of the Niagara Falls Power Company on the American side, are open free to visitors and they are well worth inspection.

For the chemist and engineer there are the great Electro-chemical and Metallurgical plants, and for the layman the Shredded Wheat Plant is a point of considerable interest.



"I have seen Niagara Falls in all weathers and at all seasons, but to my mind the winter view is most beautiful."—BAYARD TAYLOR

Niagara in Winter



VERY large number of the pleasure resorts of the country lose their attractiveness with the coming of winter, but this is not so with Niagara. It would seem that Nature had designed that the sublime cataract should ever be an object of interest to humanity, for in winter the Falls of Niagara and locality are just as fascinating as they are in summer. Of course, the beauty is of a different style, but then it is so thoroughly entrancing that many who have viewed Niagara in both seasons find it difficult, indeed, to

give preference to either scene. The fact is that America contains many places that are truly beautiful in summer, while the world does not know another spot where King Winter reigns in such joyous beauty as about the waterfalls of Niagara.

It has been well said that those who have viewed Niagara only in summer have but half seen it. With the coming of the cold days, Niagara prepares for the wonderful transformation. When winter's breath sweeps across the Falls, and down the gorge, it goes laden with tiny spray-drops, which it carries all about. As these drops settle, they are congealed, and the



Niagara is illuminated at night both in winter and in summer

creation of the winter glory begins. Hour after hour, day after day, the process goes on. Now the wind sweeps this way, now that. The entire locality of the Falls receives its winter dress, and far back in the park, and across the island forest, there develops a creation of frost work that is unequalled by any similar spectacle in the world. This transformation is truly marvelous. The deposit of frozen spray becomes so great, so heavy, that the big monarchs of the forest bow their heads and break under the weight. Kissed by the bright sun, this frost work sparkles like millions of diamonds.

The points where the winter scene at Niagara is especially enjoyable are in Prospect Park, on Luna Island, on Goat Island, at Terrapin Point, and along the Goat Island shore up toward the Three Sister Islands. These places are on the New York State Reservation. The Canadian side has its spots of remarkable beauty in delightful Victoria Park.

Niagara Illuminated



IT is difficult to improve on nature; but at Niagara, without spoiling the natural attractions, they have been made pleasanter for man's enjoyment by a variety of devices. One of the most successful is the electric illumination of the cataracts at night. Here is earth's grandest theatre for stage effects.

As daylight fades and the dusk of evening blots out the landscape, the lights on the bridges and on

either shore appear, but leave the great gulf in shadow. Suddenly a shaft of intense light falls athwart the face of the cataract. From another direction comes another and still another. The details of down-pouring flood, of rock and tree and shrub, are revealed, wonderfully vivid against the background of blackness. The great batteries of lights are scientifically placed and skillfully concealed; but the illumination which their reflectors send upon the Falls and sweep up and down the surrounding shores, lights up the scene. It is a fascinating and satisfactory exhibition and adds greatly to the evening enjoyment of the visitor.

Toronto

Beautifully situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of Church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the subtitle of "The City of Churches."

Old Fort Niagara

A treasure house of history of peace and war of two and one-half centuries, Old Fort Niagara still stands, a delight to visitors, at the mouth of the Niagara River, twelve miles north of the Falls. The Fort is an ancient island triangle bounded by the lake and the river, crowding close to a land of modern



Old Fort Niagara

civilization which contrasts deeply with the aged buildings of the old sentinel of the west.

Complete restoration of Old Fort Niagara is the objective of patriotic societies and individuals comprising the Old Fort Niagara Frontier Association. The first step toward achievement of the Association's ultimate goal is the faithful restoration of the age-worn French Castle, pictured in the foreground of the illustration. Five more buildings are to be restored. Work thus far has been made possible by Congress which appropriated one-half of the funds and enabled War Department engineering supervision. The balance is being raised by the Old Fort Niagara Frontier Association.

From the time white man first set foot on Niagara Frontier soil, the site of Old Fort Niagara was for many years the point of vantage which controlled the west and a mighty commerce. LaSalle built Fort Conti on the spot in 1678 in his dreams of vast new trade and empire for France. Fort de Nonville followed, and finally, in 1726, was built Old Fort Niagara which we know today.

The old French Castle was built by the Engineer, Chaussegra de Lery, under Sieur Vaudriol, Governor of New France, in 1726. The Castle figured most prominently in the campaigns for control of the Great Lakes and the Ohio.

The French Castle, the oldest masonry west of the Hudson River, represents some of the finest architecture obtainable with early pioneer facilities. There are unkeyed stone arches which have stood, with no apparent decay, the wear and tear of two centuries, as well as the vibrations from cannon shots.

It was in the old French Castle that Captain Pouchot surrendered to British forces of General Prideaux and Sir William Johnson in 1759. Here also Sir William set up his council chamber and ruled over the vast west. During the Revolution the building was headquarters for Butler's raiders and the Iroquois

warriors who terrorized New York and Pennsylvania. In 1812, too, Fort Niagara was an important point. So, from the time of its building in 1726, until 1815, when, by the Treaty of Ghent, it came permanently under the United States, the old Castle served under three flags, the Tricolor of France, the Union Jack and the Stars and Stripes.



Over the Whirlpool

FOR most visitors the Whirlpool has remained much of a mystery, imperfectly seen. Now its curious currents can be studied from the quietly gliding cars of the "Spanish railway," an aerial tramway whose cables, 1,800 feet long, span the whirlpool basin. In commodious cars, which travel on multiple cables, the visitor is slowly and pleasantly transported across the great gulf. A charge of 50 cents is made for the trip, 75 cents round trip.

Hotels and Boarding Houses

No responsibility is assumed for changes or variations that may be made in rate by Proprietor or Management of Hotels or Boarding Houses listed herein.

TOWN AND HOTEL	PROPRIETOR	Accommodations	Per Day	SEASON
Niagara Falls, N. Y.				
Niagara	United Hotel Co.			
Barbys Hotel	C. E. Hoshal, Mgr.	400	\$3.00 up	All Year
Hotel Beirs	B. L. Barby	50	2.00 up	All Year
Cataract House	Chas. Jones	400	1.50 up	All Year
Clifton	L. J. White	500	1.50 up	June-Sept.
Converse House	Mrs. R. C. Owen, Mgr.	150	2.00 up	All Year
Imperial Hotel	H. R. Converse	225	1.50 up	All Year
Moore-Tower Hotel	Imperial Hotel Co.	200	1.50 up	All Year
N. Y. C. Hotel	H. Reiter	150	1.50 up	All Year
Phelps House	E. D. Nassary	80	1.50 up	All Year
Prospect House	Chas. R. Phelps	75	1.50 up	All Year
Red Coach Inn	I. C. Dagnette	150	2.50 up	All Year
Rose Cottage	H. F. Osborn	75	3.50 up	All Year
Temperance House	Sussman-Gaismar	40	1.50 up	All Year
The Dart House	H. T. Allen	600	2.00 up	All Year
The Edwards	Mrs. H. M. Dart	25	1.00 up	All Year
Grey Gables	Mrs. D. C. Edwards	150	1.50 up	All Year
The Inn	J. F. Geisler	80	1.50 up	All Year
The Oak	H. J. Abbott	80	1.50 up	All Year
Watson House	C. B. Langworthy	100	1.50 up	All Year
362 First St.	Mrs. C. H. Watson	300	1.50 up	All Year
366 First St.	Mrs. F. A. Filby	25	1.00 up	All Year
349 First St.	Mrs. Alfred Gill	20	1.00 up	All Year
252 Third St.	Mary A. Conway	20	1.00 up	All Year
250 Third St.	Mrs. Thos. Lane	18	1.50 up	All Year
467 Fifth St.	Mrs. P. J. McCann	18	1.00 up	All Year
358 Fifth St.	Mrs. G. H. Salt	15	1.00 up	All Year
Casa Maria	Blake Cottage	25	1.50 up	All Year
C. D. A. Institute	Mrs. M. M. MacIntire	40	1.50 up	All Year
	Miss M. Mullaney	50	1.50 up	All Year
Niagara Falls, Ont.				
Clifton Hotel	United Hotel Co.	400	2.50 up	May-Oct.
Lafayette	Harry Williams	75	2.00 up	All Year
The Trennick	C. R. Newman	50	4.00 up	All Year
Savoy Hotel	F. B. Crane	100	4.00 up	All Year
Fox Head Inn	H. Fox	125	2.00 up	All Year
The General Brock	F. B. Mareness	500	3.50 up	All Year
Toronto, Ont.				
King Edward Hotel	United Hotel Co.	1500	3.00 up	All Year
Queens Hotel	Queens Hotel, Ltd.	450	5.00 up	All Year
Royal York			2.00 up	All Year
Prince George	Canadian Pacific	1000	5.00	All Year
Walker House	E. Winnett Thompson	400	3.00 up	All Year
Walker House	Geo. Wright & Co.	400	5.00 up	All Year
Hotel Carls-Rite, Ltd.	Geo. Wright & Co.	400	5.00 up	All Year
Hotel Waverly	E. M. Carroll	400	3.00 up	All Year
Westminster Hotel	E. R. Powell	250	5.50 up	All Year
Iroquois Hotel	T. J. Horrocks	150	2.00 up	All Year
	W. F. Currie	200	3.00 up	All Year

†Rate Per Day American Plan.

‡Rate Per Day European Plan.

PASSENGER TRAFFIC DEPARTMENT.

Albany, N. Y.	J. G. Rasp, Div. Pass. Agt., Union Station
Atlanta, Ga.	O. L. Mitchell, Gen. Agt., 1217 Healey Bldg.
Boston, Mass.	E. Colony, City Pass. Agt., 67 Franklin St.
Buffalo, N. Y.	W. E. Randolph, Asst. G. P. Agt., N. Y. C. R. R., Lafayette Bldg.
Charleston, W. Va.	C. H. Cheever, Asst. Gen. Pass. Agt., M. C. R. R.
Chicago, Ill.	T. J. Minleh, Div. Pass. Agt.
Chicago, Ill.	C. Hartigan, Asst. Gen. Pass. Agt., N. Y. C. R. R.
La Salle St. Sta.	H. C. Carson, Asst. Gen. Pass. Agt., M. C. R. R.
	C. B. Munyan, Asst. Gen. Pass. Agt., Big Four Route, 1037 Utilities Building
Cincinnati, Ohio	F. H. Wipper, Asst. Gen. Pass. Agent
Cleveland, Ohio	L. A. Schroeder, Div. Pass. Agent, Engrs. Bldg.
	J. P. Corcoran, Div. Pass. Agent, Big Four House
Columbus, Ohio	A. W. Manship, Div. Pass. Agent
	George L. Wheeler, Div. Pass. Agt., N. Y. C. R. R.
Corning, N. Y.	J. A. Clapp, Div. Pass. Agent
Dallas, Texas	C. A. Brawner, Gen. Agt., 1008 S. W. Life Bldg.
Dayton, Ohio	E. J. David, Div. Pass. Agent
Denver, Colo.	Erwin Tears, Gen. Agt., 304-5 U.S. Natl. Bk. Bldg.
Detroit, Mich.	R. B. Holmes, Asst. Gen. Pass. Agt., M. C. R. R.
	W. E. Frackleton, Gen. Agt., N. Y. C. R. R., 125 Lafayette Bldg.
Evansville, Ind.	S. D. McLeish, General Agent
Grand Rapids, Mich.	J. C. Ranney, Division Passenger Agent
Houston, Texas	R. S. Spangenberg, Gen. Agt., 1808 Second Natl. Bank Bldg.
Indianapolis, Ind.	J. W. Lemmon, Division Passenger Agent
Jacksonville, Fla.	W. F. Canada, Gen. Agent, Pass. Dept., 309 Barnett National Bank Building
Kansas City, Mo.	A. C. Burrows, Gen. Agt., 411 R'way Ex. Bldg.
Lake Placid, N. Y.	R. V. Golder, City Ticket Agent
Los Angeles, Cal.	J. F. Herrington, Gen. Agt., 424 Van Nuys Bldg.
Louisville, Ky.	G. P. Porter, Division Passenger Agent
Memphis, Tenn.	O. G. Harvey, Trav. Pass. Agt., 1028 Ech. Bldg.
Milwaukee, Wis.	J. R. Hurley, Gen. Agt., 408 Guaranty Bldg.
Minneapolis, Minn.	F. J. Baumbach, Gen. Agt., 805 Met. Life Bldg.
Montreal, Que.	J. C. Owens, C. P. A., 221 Board of Trade Bldg.
Newark, N. J.	W. E. Francis, C. P. A., 9-15 Clinton St.
New Haven, Conn.	J. D. Wright, Dist. Pass. Agt., 152 Temple St.
New Orleans, La.	P. A. Gribben, Gen. Agt., 627 Iberia Bk. Bldg.
New York, N. Y.	A. L. Miller, Asst. General Passenger Agent
Niagara Falls, N. Y.	C. F. McDonald, District Passenger Agent
Oklahoma City, Okla.	E. D. Dlsque, Gen. Agent, 1200 Colored Bldg.
Omaha, Neb.	J. P. Davis, Gen. Agt., 921 City Nat. Bk. Bldg.
Ottawa, Ont.	G. C. Hamilton, Traveling Passenger Agent
Peoria, Ill.	H. R. Daly, Gen. Agt., 230 So. Jefferson Ave.
Pittsburgh, Pa.	C. W. Cook, District Passenger Agent, 506 William Penn Way
Rochester, N. Y.	J. B. Mettlo, Division Passenger Agent
St. Louis, Mo.	J. W. Gardner, Asst. Gen. Pass. Agt., Big Four Route, 320 North Broadway
St. Paul, Minn.	A. M. Nye, General Agent, 402 Pioneer Bldg.
St. Thomas, Ont.	W. K. Parkinson, District Passenger Agent
San Francisco, Cal.	H. F. Postwick, Gen. Agt., 523 Monadnock Bldg.
Seattle, Wash.	T. E. Norlund, Gen. Agt., 517 White Building
Springfield, Mass.	O. J. Petrie, District Passenger Agent
Springfield, O.	P. H. Eisenmenger, City Passenger Agent
Syracuse, N. Y.	R. W. Bratton, Division Passenger Agent
Toledo, Ohio	E. C. Cook, Asst. Gen. Passenger Agent, N. Y. C. J. T. Hays, Div. Pass. Agent, Big Four House
Toronto, Ont.	P. C. Can. Pass. Agt., 408 Royal Bank Bldg.
Tulsa, Okla.	O. M. Green, City Pass. Agt., 524 Kennedy Bldg.
Utica, N. Y.	Lewis Crane, Division Passenger Agent
Watertown, N. Y.	F. L. Wilson, Division Passenger Agent
Worcester, Mass.	Jas. E. Sweeney, District Passenger Agent
Youngstown, Ohio	W. G. Knittle, Division Passenger Agent

CITY TICKET OFFICES

Information with reference to fares, routes and train schedules may be obtained from ticket agents, or at any of the City Ticket Offices, shown below:

BOSTON, MASS.	67 Franklin Street
BROOKLYN, N. Y.	153 Pierpoint Street
BUFFALO, N. Y.	156 Pearl Street
CHICAGO, ILL.	163 West Jackson Blvd.
CINCINNATI, O.	Room 108, Dixie Terr., S. W. cor. 4th & Walnut Sts.
CLEVELAND, OHIO	1104 Chester Avenue
COLUMBUS, OHIO	18 No. Third Street
DAYTON, OHIO	136 N. Ludlow Street
DETROIT, MICH.	125 Lafayette Blvd.
	304 West Grand Boulevard
GRAND RAPIDS, MICH.	151 Ottawa Ave., N. W.
INDIANAPOLIS, IND.	112 Monument Circle
LAKE PLACID, N. Y.	Main Street
LOUISVILLE, KY.	102 Starks Bldg. Arcade
MONTREAL, QUE.	132 St. James St. West
N. Y. CITY	17 John St., 57 Chambers St., 4 W. 33rd St., 114 W. 42d St.
PITTSBURGH, PA.	506 William Penn Way
ROCHESTER, N. Y.	34 Exchange Street
ST. LOUIS, MO.	320 North Broadway
SYRACUSE, N. Y.	355 South Warren Street
TOLEDO, OHIO	211 Superior Street

A. E. BRAINARD, Gen. Pass. Agent, N. Y. C. R. R., New York
 J. S. HALL, Gen. Pass. Agent, N. Y. C. R. R., Cleveland, Ohio
 J. W. BARROWS, Gen. Pass. Agt., Bost. & Alb. R. R., Boston, Mass.
 W. A. SWITZER, Gen. Pass. Agent, Mich. Cent. R. R., Chicago, Ill.
 D. M. BOWMAN, Passenger Traffic Manager, Cincinnati, O.
 H. BERTERMANN, Gen. Pass. Agt., Big Four Route, Cincinnati, Ohio
 E. E. SMITH, Gen. Pass. Agt. Pitts. & L. Erie R. R., Pittsburgh, Pa.
 L. W. LANDMAN, Passenger Traffic Manager, Chicago, Ill.
 L. A. ROBISON, Passenger Traffic Manager, New York
 HARRY PARRY, Assistant Passenger Traffic Manager, New York