

NIAGARA FALLS AND VICINAGE.

HISTORICAL, STATISTICAL AND INDUSTRIAL.

THE HOLLAND LAND PURCHASE.

Of the lands comprising the western portion of the State of New York, as it exists to-day, it is essential to include a few facts relative to their original conditions previous to their being settled as they are now, and it is possible there is no other territory whose jurisdiction is more complicated in its legal aspect than that of which we write. In the first place, after the close of the internecine strife which resulted in the freedom of the United States, it was found that the lines dividing the various territories had not been accurately drawn, and for a time there was considerable dispute as to whether Western New York should properly belong to the Empire State or to Massachusetts. Finally commissioners were appointed on the part of each State by whom it was arranged that this land should become the property of the latter but be subject to the jurisdiction of the former State. The eastern dividing line between these two anomalous divisions of the State is a line west of Seneca Lake, from the north boundary of Pennsylvania to Lake Ontario. From the facts in our possession as to the settlements established under the auspices of the Holland Company it would appear this region was first sold to Phelps & Gorham. As these partially failed to fulfill their obligations with respect to the purchase it was afterwards acquired by Hon. Robert Morris, well known as the distinguished financial agent of the government during the revolutionary war, the western portion of which he sold to Holland Land Company, consisting of Dutch financiers in Holland.

Amongst the most notable of the earlier settlers in this part of the state, whose purchases of land have resulted, with the natural development of the resources of the country, in the founding of valuable estates for their successors, are the names of Judge and General Porter.

Judge Augustus Porter was born in 1769, the eighteenth of January, at Salisbury, Conn., and was the son of Joshua Porter. He died in 1849. He took up his residence at Niagara Falls in 1806. General Porter, his brother, has been elsewhere noticed particularly. These two conjointly attempted in 1811 to purchase from the government the "Goat Island" property, but did not succeed till 1814. In 1816 they received their regular paper, or patent, from the administration, which is signed by Daniel D. Tompkins, Governor of the State; Archibald Campbell, Deputy Secretary of the State; and Martin Van Buren, as Attorney General; and is duly attested in regular form of law. The plan was drawn by Parkhurst Whitney, and is attached to the deed, and defines exactly the limits of the property. In the article devoted to the Island a more detailed account of this property will be found, as well as other interesting data respecting them, but omitted here.

HISTORICAL.

As one of the old landmarks in the history of the State of New York, the Village of Niagara Falls calls for more space than is usually accorded in an industrial volume to its history, which must, however, be here recorded in brief. It is, however, assumed that for all the practical purposes of general commercial readers, the facts which have been collated, and are hereunder presented will be found of use for reference in a general way, while the dates appended to or incorporated with the individual sketches herein contained will furnish more detailed local information for the use of those who may desire it. In 1535, Jacques Cartier was commissioned by King Francis I., of France, to make explorations in this vicinity, and the record of this, his second voyage of the same nature, by M. Lescarbot, contains the first historical notice of the great cataract, which, however, he never saw. In 1678, the intrepid La Salle had already located at Fort Niagara, which was the nucleus of what in 1687 became a regular fortification with palisades and ditches. This Fort was erected by De Nonville, but was abandoned by its garrison during the following year, and partly destroyed by those who evacuated it: but, in 1726, it was rebuilt in stone by the consent of the Iroquois, and stands to-day as one of the most noteworthy landmarks in the early history of this locality.

The first authentic instance history gives us of the settlement of white men at Niagara Falls, is in the year 1678, when a portion of La Salle's exploring expeditions, some five miles above the Falls, built

their huts on the spot where is now the village which bears his name. Father Hennepin, a priest who accompanied the party, and who acted in capacity of historian to the expedition, thus quaintly describes the great cataract as it then impressed him:

"Betwixt the lakes Ontario and Erie there is a vast and prodigious cadence of water which falls down after a surprising and astounding manner, insomuch that the universe does not afford its parallel. 'Tis true, Italy and Switzerland boast of some such things, but we may well say they are sorry patterns when compared with this of which we now speak. At the foot of this horrible precipice we meet with the river Niagara, which is not above a quarter of a league broad, but is wonderfully deep in some places. It is so rapid above the descent, that it violently hurries down the wild beasts while endeavoring to pass it to feed on the other side, and not being able to withstand the force of its current, which inevitably casts them headlong above six hundred feet high. The wonderful downfall is compounded of two great cross streams of water, and two falls, an isle sloping along the middle of it. The waters which fall from the horrible precipice do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder; for when the wind blows out of the south, their dismal roaring may be heard more than fifteen leagues off. The river Niagara, having thrown itself down this incredible precipice, continues its impetuous course for two leagues together, with an inexpressible rapidity. * * * From the great fall unto this rock [at Queenston] which is to the west of the river, the banks of it are so prodigious high that it would make one tremble to look steadily over the water, rolling along with a rapidity not to be imagined."

So wrote this enthusiastic Frenchman more than two hundred years ago, as he contemplated with awe and wonder the sublime spectacle as he saw it in all the wild grandeur of its natural beauty, surrounded by the dense growth of the primeval forests, which formed a fitting amphitheatre for this most stupendous exhibition.

The first vessel of European design to float on these waters was that named the "*Griffin*," which was built in 1678-9, by Robert Chevalier de la Salle, at a point three miles above Fort Schlosser, on Cayuga Creek. She was manned by Fur-traders of the Canadian Colonies, and carried the venerable Louis Hennepin, whose name will ever be connected with this locality, as that of the first missionary who traversed these regions. This vessel sailed as far west as Green Bay; but, on her return journey, foundered with all hands, on Lake Huron,

yet her building was the inception of the immense inland commerce by water, which now forms so large an item in the country's industries, and as such deserves to be recorded here.

A strong stockade work constructed by the French, in 1750, and called Fort du Portage was burnt by Chabert Joncaire, in 1759. It was rebuilt in 1761, by Captain J. Schlosser, but has since succumbed to the ravages of time, and at present little remains of that fort excepting the above accounts of it, and one solitary chimney. The *Devil's Hole*, hereinafter fully described, is notable as the scene of conflict between the English and the Seneca Indians, in 1763. On the 14th of September, in that year, the latter surprised and defeated the escort and relief force of a supply train journeying from Fort Niagara to Fort Schlosser, by means of ambuscade, in this narrow pass, only eight men of the train returning to tell the tale of massacre. In the war of 1812, the Niagara frontier was the theatre of great activity in matters of military strategy in a contest which may be said to have ended triumphantly for both belligerents, since England yielded nothing of what was demanded, while the United States won many remarkable victories both on the sea and on the land.

To come down to more local history it is necessary to mention the names of two early settlers whose work in this locality has affected beneficially the entire community, and the results of which are visible even at this time in many of the most important concerns of this village and its surroundings.

These are Judge and General Porter, the former of whom came to the Falls in 1806, and resided here nearly half a century thereafter while the latter located here in 1838.

In 1806 these two brothers became interested with other men in the acquisition by purchase of four lots in the mile-strip, lying above and below the Falls, and subsequently bought out their partners, adding to the land, thus secured other territory along the strip indicated.

And in 1814, they bought of Mr. S. Sherwood, a *float* (State paper authorizing its holder to locate 200 acres of any lands not otherwise disposed of as property by the State), and chose the Island now known as "*Goat Island*," and other islands adjacent thereto, immediately above and "adjoining the Great Falls," as it reads in the original document. The name "*Goat Island*" is somewhat peculiar, and is one of those inappropriate cognomens which frequently result from a combination of local circumstances calculated to mar the reputation of the places to which they become affixed. It appears, from report,

that a Mr. Stedman, in 1779, placed on the Island a few small animals, a goat amongst others, and, carelessly leaving them there till the cold weather set in, the goat which was a favorite with the villagers, was frozen to death. From this occurrence the island which more properly should be called "*Iris Island*," as was proposed by General Porter, acting as commissioner for the United States in the matter, the property has been generally known by the common noun usually adapted to the species of the deceased "*Billy*."

By the terms of the Treaty of Ghent, 1815, the boundary line between Great Britain and the United States on the Niagara Frontier, was to run through the deepest water along the river courses and through the center of the great lakes. As the deepest water, at this point, is in the center of the Horseshoe Fall, the islands in the river fell to the Americans.

In 1827, the depth of water, on the edge of the Cliffs, over which pours the "*Horseshoe Fall*," was proved to be more than twenty feet by the purchase of an unseaworthy vessel named the *Michigan*, drawing (light) 18 feet of water; she settled down by leakage to "*water on deck*," and went over, without striking bottom, in that condition.

Lundy's Lane battle-field is about $1\frac{1}{4}$ miles due west from Table Rock. Two pagodas erected on the crown of the hill, where the fight was hottest, stand as monuments to the event, and are worthy of a visit from any who interest themselves in the historical associations of this portion of our State.

Speaking as a cosmopolitan, the writer ventures into no effort to gratify the votaries of the "*Cross of St. George*" or the champions of the "*Star Spangled Banner*" in this connection, it appearing that the honors of that fight were about equally divided between the two. The works of industry exemplified in the columns which remain being our sole consideration, it will suffice if it be recorded here, that they are constructed in perfect taste, and according to the most rigid rules of building such mementos of events of the past.

As a nautical item of the history of Niagara, the arrival of the steamboat *Cygnat*, on July 4th, 1857, should be noted here. Before that date steamboats had ventured down stream as far as Chippewa and Schlosser, 2 miles above the Falls, but it was considered to be fruitless to attempt a safe landing at this point. The principal stockholders in the hydraulic canal project made the first invasion of the limits of the village by water in the vessel named, although their route is now commonly used during the season of navigation, by tugs and their tows of canal-boats, rafts and barges, inwards and outwards.

As yet, however, no passenger boat has been operated over the course.

In 1858, the epoch of *Blondin on the tight-rope* over Niagara River, we have perhaps the most remarkable record of man's daring and presumption. Blondin's exploits in this locality are household words in every civilized country. He chose the wildest and most terrifying chasm to be found in nature's domains as the amphitheatre of his gambols on a rope stretched across it, and has certainly achieved, by his mockery of the power of the fates, a reputation not likely to be duplicated much less surpassed. It is assumed that his clever skill in his chosen avocation remunerated him largely; yet the most noticeable feature of his performances here was the arrival of His Royal Highness the Prince of Wales, in 1860, to witness his evolutions.

In this year, 1860, H. R. H. Albert Edward, Prince of Wales, saw for the first time the weird and wizard beauty of illuminating by means of artificial light, on a cloudy and moonless night, the Niagara Falls. At that time the illuminations used to bring out the effects of such a scene (which were suggested by the scientific friends of the Prince, traveling with him), could only be represented by calcium lights, and others in that category, which have since been surpassed and superceded by the excellent Brush Electric Light now used even on ordinary occasions, for the edification of visitors of all nationalities.

Reverting to more remote history, it is proper to note the "*Patriot War*" (mentioned in the article relating to the Cataract House in connection with the name of Mr. Whitney. Of this affray, the records show that the scene of action was "*Navy Island*," and that it occurred in 1837. Canada made the insurrection against the powers then in authority, the old Radical party being to blame. William Lyon McKenzie and others of his clan rebelled against English rule. General Sutherland sided with McKenzie, with a quarter of a hundred other official men, and at Mr. Chapin's suggestion declared independence on Navy Island, in petty imitation of the Grand Chart defining the position of the United States at that time with regard to the mother country. Mr. Allen's Guide Book tells the story so well that we are persuaded to include it entire. It says:

"Matters were going on pleasantly—the 'Patriots' being daily edified by accessions to their strength, though greatly demoralized by a barrel of whiskey that found its way to their panting hearts—when the difficulty of 'transporting volunteers and supplies to their place of destination,' and 'the number of persons, from motives of business or curiosity, constantly desirous of passing and repassing from

the main land to the patriot camp, suggested to Mr. Wells, the owner of the steamboat *Caroline*, the idea of running his vessel as a ferry boat between the American shore and the islands, for his own pecuniary emolument.' Friday, December 29, the *Caroline* left Buffalo for Schlosser; and was moored to the wharf at Schlosser Landing during the night.

"Colonel Allan McNab, then commanding at Chippewa a detachment of Her Majesty's forces, having received information of the enterprise of the *Caroline*, resolved upon a deed which relieves the farcical story of the rebellion by a dash of genuine daring. It is asserted that Sir Allan was informed that the *Caroline* was in the interest of the Patriots, chartered for their use, and intended to act offensively against the Canadian authorities. Whether this be true or not, he planned her destruction that very night. For this purpose a chosen band was detailed, and placed under the command of Captain Drew, a retired-on-half-pay officer of the royal navy.

"At midnight the captain received his parting orders from Sir Allan, and the chivalrous band departed in eight boats for the scene. The *Caroline*, meanwhile, lay peacefully at her moorings, beneath the stars and stripes of her country's banner. As the tavern at Schlosser—the only building near by—could accommodate but a limited number of persons, several had sought a night's lodging within the sides of the boat. Dreaming of no danger, they had retired to rest unprovided with arms. Thus was the night wearing on, when so stealthily came the hostile band that the faint splash of muffled oars was the first intimation that the sentry had of their approach. In reply to his question, 'Who goes there?' came, first, '*Friends!*' then a heavy plashing in the water; then leaping of armed men to the deck. The bewildered sleepers started from their dreams and made for the shore. 'Cut them down!' said the heroic Drew, as he thrilled with the memory of Aboukir and Nile. 'Cut them down; give no quarter.' More or less injured, they escaped to the shore with life—all but one, Durfee, the last man to leave, who was brought to the earth by a pistol shot.

"A few minutes after, and the *Caroline* moved from the shore in flames! Down the wild current she sped, faster and faster, flinging flames in her track, till striking the Canada waters, she spurned the contact, leaped like a mad fury, and in a moment more was as dark as the night around her. The common account of this affair takes it for granted that the boat went over the Canada Fall aflame. You will read of the fated vessel lifting her fairy form to the verge of the preci-

pice, lighting up the dark amphitheatre of cataracts, etc., to the end of endurance. The case was far otherwise. The physician who was called to the wounded at Schlosser was riding up the river's bank while the *Caroline* was descending the rapids. The gentleman testifies that the boat, a perfect mass of illumination, her timbers all aflame, and her pipes red hot, instantly expired when she struck the cascade below the head of Goat Island."

With this event we close our brief history of the most notable occurrences in the past at this village and its surroundings. In the historical sketches of business houses and firms, and the biographical notes of pioneers and self-made men, which follow, will be found many *data* both chronological and historical, which will supply the gaps necessarily intervening. And to these sketches we must refer our readers for more particular knowledge of the antecedents of this village.

MANUFACTORIES AND WATER-POWER.

Niagara's unlimited water-power, now available for manufacturing purposes, promises ere long to divide with the Falls themselves the honors of the place. In referring to this subject, we quote, by permission, some portions of an article on this subject presented to the American Bankers' Association, August 12, 1881, by F. R. Delano, of this village. He said:

"The first great step in the concentration of force was a resort to water power. And the first contrivances used for this purpose were the three primitive and simple forms of the water-wheel: the under and over-shot wheel and the breast wheel. These were a great advance upon the muscle-power of large numbers of men, and for centuries were the great industrial motors of civilization. They were finally superseded by the simple form of the Turbine, invented and used in France by Fourneyron. This improvement, though decided, was still inconsiderable when compared with the more perfect turbines of the present day. Nevertheless, it satisfied the industrial demands of Europe for many years. But the power of the steam engine, as developed by Watt and Fulton, threatened, for a time, to prove that the power of water was of little value, except as it was converted into steam for driving the new motors. But this illusion, in the end, was dispelled by the peculiar necessities of the people of the United States, and the peculiar condition of their new and undeveloped country. The new comers found their new land covered with a dense forest, which must be removed before they could raise the supplies necessary to support life. Hence, it came to pass that the United States became the paradise of water powers, and the simple Turbine of Fourneyron, that utilized forty or fifty per cent. of the water used, grew into the more perfect designs of Swain, Boyden and others, which utilized from eighty

to eighty-five per cent. of it. Hence it is that we see in the Niagara Falls Hydraulic Power Company's establishment a development of this peculiar power at Niagara, which will stand unrivaled among motors of its class in the world. There will be three Turbines, four feet in diameter, with 80 feet of head, fed by a tube 7 feet in diameter, each turbine giving 1,000 horse-power, with the whole power of the great lakes and the Niagara River to reinforce them. The experiment of using so great a head in Turbines of such unusual dimensions, will be watched by mechanical engineers with much interest. As may be inferred from what has already been said, the extraordinary development of water power for economic purposes is an American idea. In no other country has it been so extensively and so successfully utilized. This will be apparent by considering some of the rivers which have been dammed for the benefit of mankind, and the force which they furnish reduced to the standard of horse-power. The Passaic, at Paterson, N. J., 1,000 horse-power; the Merrimac, at Lowell, 10,000; the Mohawk, at Cohoes, 14,000; the Connecticut, at Hadley, 17,000; the Androscoggin, at Lewiston, 11,000; the Housatonic, at Canaan Falls, 3,000; the Mississippi, at the Falls of St. Anthony, 15,000; the Oswego, at Oswego, 4,000. The sum total of these is 75,000 horse-power, as estimated at a given point on each river. But this is used over again on an average not less than three times. This would show a larger total of 225,000 horse-power. There are also very many smaller streams in all the hill sections of the country which are utilized, and may furnish an aggregate, used and unused, equal to the last named total of 225,000—thus giving a grand total of nearly 500,000 horse-power, distributed over a wide extent of country, and supplying in their way the wants of 50,000,000 of people.

"But these are only the minor powers, so to speak, of the hills and valleys. The grand dominating power that could absorb them all, and still have room to give hospitable refuge to four times as many, remains to be noticed. It is the Niagara River. From data furnished by the United States Lake Survey Bureau in 1875, it appears that the average flow of the river above the Falls is 10,000,000 cubic feet per minute. Converting this into horse-power under a head of 200 feet, we have a grand aggregate of three million horse-power; a mighty force that would supply the economic wants of two hundred million of people.

"The first 'buzzing wheels' turned by these waters were those of a saw-mill, built by the French, just above the present grist-mill, about the year 1670. Machinery for other purposes was also put up, but before the country was conquered by the English, near the close of the 17th century, it had fallen into disuse, apparently. The next binding of the stream was about the year 1807, when the late Judge Porter built a saw-mill just above the present Cataract House. A year or two after a grist-mill was erected on the site of the present mill. A fulling mill, hat factory, paper-mill and other manufactories followed from time to time. Judge Porter gave the name of Manchester to the place after he settled here in 1806. He had an abiding faith that it would, some day, become one of the most prosperous manufacturing

cities in the country. As an earnest of this faith, he offered, many years ago, liberal grants of land and water. In 1853, this offer was first accepted, and work was commenced on the present canal, which was to have been 100 feet wide and 8 feet deep. But after various vicissitudes, changes and concessions, it was finally completed, 60 feet wide and 7 feet deep, by Messrs. Horace H. Day and Alexander Hay, who were greatly aided by the enterprise and energy of Mr. Stephen M. Allen, of Boston. From this time forward it lay something worse than idle, an eyesore and an expensive annoyance to the village, until the year 1874, when, after some effort and patient engineering, it came under the control of Mr. A. M. Chesbrough, of La Salle. By his aid and active enterprise the first improvement was made on it by the erection of the "New Grist Mill," as it was called, by Mr. C. B. Gaskill. From that time forward its success and prosperity may be said to have been secured. After a time Mr. Chesbrough sold his interest to Mr. J. F. Schoellkopf, of Buffalo, under whose liberal management and wise forecast new life has been imparted to the enterprise, and it has become one of the most active business and manufacturing centres in the State; and there is every reason to believe that its progress is to be onward and upward until the faith and prognostications of Judge Porter shall be fully vindicated, and Niagara Falls will, indeed, equal or surpass in wealth and population the thriving English city after which he proposed to name it.

"In this connection it may not be inappropriate to mention a plan which was matured some years since for establishing a second Manchester in the country of Niagara. It was known as the Niagara Ship Canal project, and was the revival of a similar one which had been entertained some years before, and for which a survey had been made by authority of the War Department.

"In 1853, G. W. Holley, then a member of the Legislature from Niagara, presented a bill which was passed, authorizing the construction of a ship canal from some point on the river above the Falls into the river below them, or into Lake Ontario. The reports to the Canadian authorities of the operations of the Welland Canal for some years previous to that date showed that three-fourths of the business of that canal was done by Americans, and there was a strong desire manifested that a ship canal should be constructed on the American side of the river, which would be much shorter and more safely navigated than the long Welland Canal. The idea was so favorably received and supported by individual capitalists and by friends and officers of the Government, especially by Congressional representatives in the United States Congress from the Western and Northwestern States that a bill, with liberal provisions, authorizing the work, was passed by a large majority of both branches of the Legislature of the State of New York. There was also a reasonable prospect that a donation of public land would be made in aid of the project. But the exciting political questions which engaged the attention of the people from 1854 to 1860 prevented further action on the question.

"It is not impossible that the project may yet be consummated as a

work of necessity for the following reason, if for no other, namely: that all the great water courses, east of the Mississippi, are gradually shrinking in capacity, so that in dry seasons like those of the last four years they cannot answer the demands made upon them. This is a difficulty that years will steadily increase. And this is one of the facts that has turned attention to the unfailing and almost inexhaustible power of the Niagara. Other prominent facts are the following: 1st. That there are some branches of manufacture that require a power so great, so uniform, and so easily controlled, that for them no other known method of producing force can be economically used. 2d. That water power is the least expensive power now known, that when it is taken from the deep basins or reservoirs through deep channels, as it must be from the Niagara River, it never freezes, never explodes, never wears out, never decays or rots, never shirks, never goes to sleep, is never spasmodic or unequal in its motion, costs nothing when it is idle, or not in use, requires no delay to bring it into action, but responds instantly and with full force the moment its action is required. Finally, it is a means of protection against fire, diminishing the risks of destruction and the rates of insurance, and is the strongest, safest, steadiest force we now control."

STATISTICAL.

NIAGARA FALLS, N. Y.

The Village of Niagara Falls, N. Y., was incorporated on July 6th, 1848, by order of the Court of Sessions of Niagara County, under the General Village Act of 1847. At the present time the village is officered as follows:

Sheldon T. Murray, President. Trustees—H. F. Pierce, Max Brooks, W. Vanney, M. Donohue. Officers—C. H. Piper, Jr., Village Clerk; C. E. Davis, Village Attorney; D. Whitney, Village Surveyor. Justices of the Peace—Wm. Samways, office Frontier Mart; Henry Clark, office Clark's Block. Board of Health—H. Neilson, A. Cluck, T. Mullen; Dr. G. C. Clarke, Health Physician. Fire Wardens—S. J. Mason, 1st Warden; R. Thompson, 2d Warden; M. Harrington, 3d Warden; H. Filkins, General Village Supt. Assessors—J. H. Isbister, S. Geyer, G. B. Hamlin. Treasurer—A. J. Hamlin.

BOUNDARIES.

The village is bounded on the east by the E. line of Tenth st., on the west by the high bank of the river, on the north by the N. line of Pine street continued to the river, and on the south by the river, the Goat Island Group being an integral portion of Niagara Falls Village. The village has no debt of any kind. The census of 1880 gave, in round figures, 3,360 inhabitants, 1,257 of whom were of the school age. This number has changed but little since that date. The village embraces lots 41 and 42 and parts of lots 45 and 43, Mile Reserve.

SUSPENSION BRIDGE.

This village was incorporated as Niagara City, June 8th, 1854. A census of it, at that time, contained only 827 names, although it has now about 2,800 inhabitants. The name was afterwards changed to Susp. Bridge, after the international structure herein elsewhere described. The village is bonded for \$80,000 for water works. Its present officers are:

John F. Quick, President. Trustees—Ignatz Reiss, Konrad Fink, M. Hannan. Treasurer—Henry J. Delmage. Assessors—James Vedder, Frederick Zeiger, Wm. Colpoys. Fire Wardens—O. R. Sackett, Michael J. Young, John Speicher. School Trustees—Thos. Hannan, David H. Thomas, Earl Buttery.

Suspension Bridge comprises farm lots Nos. 33, 34, 35, 36, 37 and half of 38 of the Mile Strip, and contains about 1½ square miles of land.

NIAGARA FALLS, ONTARIO.

Although not, properly speaking, pertaining to this volume, the Village of Niagara Falls, Canada side, is in such close proximity to the great cataract and its associations that it is almost impossible to give a complete description of this remarkable vicinage in its scenic aspect without including that village, for which reason a few brief notes on its resources, etc., are appended.

Niagara Falls, Ont., was, till recently, known as Clifton. It is in the Township of Stamford, had a population of 1,500 in 1876, and over 2,300 in 1881, and is the eastern terminus of the Great Western Ry. It extends 2½ miles along the river bank, and includes the west ends of the two suspension bridges. The names of its present officers are given below:

John Coulson, Mayor. Council—W. W. Woodruff, Peter Flynn, J. N. Burns, J. O'Rourke, John Bender, Alex. Gray, E. Redpath, J. Logan, M. M. Buckley. Town Clerk—John Robinson. Treasurer—H. Preston. School Trustees—A. G. Hill, Wm. Tossell, Alex. Gray, J. Brown, M. M. Buckley, J. Jepson.

STREETS.

The principal streets of the locality, are: At Niagara Falls, N. Y., Falls street and Main street; at Suspension Bridge, Lewiston avenue; at Niagara Falls, Ont., Main street.

SOCIETIES.

The Niagara Falls Liedertafel.—Organized in 1865, and having a large membership (all German). The hall is located on Main street, Bachman Block. This society meets on the 1st of every month, at 9.00 P. M.

The Niagara Falls Philharmonic Band.—Meets every Tuesday and Friday evenings, at 7.30, in their rooms in Frontier Mart. Officers—Lucius S. Long, Prest.; Geo. Steuber, Musical Director.

Cecilian Society, S. O. L. A.—At Susp. Bridge. Officers—Rev. J. M. Barry, C. M., Prest.; Prof. John O'Neill, Musical Director.

Q. V. X. Society.—Susp. Bridge. This is the name of the new organization emanating from "Our Society," which started April 18th, 1874, for the cultivation of a knowledge of literature and the drama.

Niagara Falls Shooting Club.—At Niagara Falls. This club was organized in 1862. It was reorganized in 1878, under the Laws of the State of New York.

Cascade Tent No. 110, K. O. T. M.—Meets on the first and third Thursdays of each month, at Odd Fellows Hall, cor. Falls and First streets. Two years in operation. Object, mutual insurance. Officers—E. E. Russell, Past Sir Kt.; R. A. Schuyler, Commander.

Council No. 17, R. T. of T.—Meets every Tuesday at 8 P. M., at Royal Templars Hall, Allen's Block. Organized in 1877, with 32 active and 22 life charter members. Object, encouragement of temperance and mutual insurance on the assessment plan. Officers are elected semi-annually.

Bellevue Lodge No. 316, I. O. O. F.—Meets every Friday at 8 P. M., at their hall, cor. Falls and First streets. This lodge was started at Susp. Bridge, in 1872, and removed to Niagara Falls in 1877. It grants pecuniary benefits to members in case of sickness or death, and has a membership of 60.

Catholic Mutual Benefit Association No. 1.—Meets every Thursday evening at 8 P. M., at their hall, in Clark's Block, cor. Falls and First streets. Organized 1876. Object, mutual insurance by assessment. Principal officer—S. Geyer, Prest.

Dudley Donnelly Post No. 133, G. A. R.—Meets second and fourth Tuesdays of each month, at 7.30 P. M., in hall in Vedder's Block, Susp. Bridge. Benj. Flagler, Commander.

International Lodge No. 6, A. O. U. W.—Meets first and third Mondays of each month, at 8 P. M., at their hall, Allen's Block, Falls street. Instituted 1873, as Frontier Lodge No. 6, name changed same year. E. M. Clark, M. W.

Niagara Falls Catholic Total Abstinence and Literary Society.—Organized in 1872. Meets at the hall, in the Frontier Mart, Falls st. There is a fine reading and billiard room, open every day and evening. Hall seats 300 persons and also contains the Parish Library, with 400 volumes. Musical and dramatic entertainments are frequently given. D. Lynch, Jr., Prest.

Niagara Falls Lodge No. 81, I. O. O. F.—Meets every Thursday evening.

Frontier Encampment No. 99, I. O. O. F.—Meets first and third Tuesday of each month. Started in May, 1882. Officers—Konrad Fink, C. P.; Denby Waud, H. P.

Excelsior Council No. 3, R. T. of T.—Meets every Monday night.

Whirlpool Lodge No. 19, A. O. U. W.—Meets every first and third Tuesday evenings, at Susp. Bridge. Organized 1876, with six charter members. Object, mutual insurance. H. C. Adams, M. W.

Niagara Lodge No. 72, I. O. F. S. I.—Meets every first and third Sunday.

Suspension Bridge Lodge No. 826, K. of H.—Meets every first and third Wednesday evenings.

Branch No. 2, C. M. B. A.—Meets every Tuesday evening. Organized March 1, 1877, with 14 charter members.

German Verein.—Meets on the first Wednesday of each month.

Cataract Lodge No. 793—I. O. G. T.—Was formed in 1869, with 27 charter members. Its meetings take place in the hall in Frontier Mart, on Falls street, every Friday evening.

Soldiers' and Sailors' Memorial Day Association—Was formed in 1877, for the purpose of observing, annually, exercises in remembrance of those who were killed in the war of the rebellion.

Niagara River Boat Club.—This club is in its fourth year, and has 17 members and 10 boats. The boat-house is located at Port Day.

Schlosser Club.—This association has been running three years. It is a sporting club, instituted for the pleasure and recreation of its members. The club-house is located on Schlosser Island. There are 30 members.

Empire Council No. 1 of Chosen Friends.—At Susp. Bridge. This association has been in existence about one year, but has 60 members.

Niagara Falls, Ont.—Has 1 Masonic Lodge, 1 Lodge of Odd Fellows, 1 Lodge of A. O. U. W., 1 Lodge of Royal Templars, 1 Lodge of Chosen Friends, and 2 Lacrosse Clubs, the latter being known respectively as the "Cliftons" and the "Dominions."

BANKS AND BANKERS.

Cataract, N. F.—Capital, \$100,000; Prest., S. Pettibone; Cashier, F. R. Delano. Bank of Niagara, N. F.—Capital, \$50,000; Prest., H. C. Howard; Cashier, E. J. McKenna. Witmer Bros., private. Howard & Co., N. F., Ont., private; Cashier, H. Gunn.

LIBRARIES.

District School No. 2, N. F.—Contains 3,200 volumes; open Saturdays from 8 to 10 P. M.; J. F. Trott, librarian. District School No. 7, S. B.—Contains 700 volumes; open daily; N. P. Browning, librarian. St. Mary's Parish, N. F.—Contains 400 volumes; open daily; J. J. McIntire, secretary. Mechanics' Institute, N. F., Ont.—Contains 1,350 volumes; open from 7 to 10 P. M.; Mrs. Grassick, librarian.

POLICE DEPARTMENT.

Niagara Falls has 5 patrolmen, 1 station; Charles Packard, chief. Suspension Bridge has 5 patrolmen, 1 station; James Madigan, chief. Niagara Falls, Ont., has 3 patrolmen, 2 stations; J. McDougall, chief.

THE PRESS.

The Newspaper Press has five representatives in this vicinity, viz.: Niagara Falls Gazette, weekly, republican; P. A. Porter, editor and publisher. Gazette, daily, republican; P. A. Porter, editor and publisher. Suspension Bridge Journal, weekly, democrat; S. S. Pomeroy, editor and publisher. Index, weekly, educational and social; professors of S. O. L. A., editors. Niagara Falls Review, weekly, independent; William H. Anger, editor and publisher.

Full particulars as to the above named papers can be found amongst the individual articles in the body of this volume.

SCHOOLS.

There is not another territory in the state, with equal population, having better educational facilities than this locality. Schools of all grades abound and afford the best means of obtaining commercial, scientific, or professional education, some of the latter schools being patronized by citizens representative of widely-separated parts of this and other states. Noticeable amongst these establishments are the following:

De Veaux College, S. B., W. H. Munro, president; Seminary of Our Lady of Angels, near S. B., P. V. Kavanagh, president; District School No. 7, S. B., M. P. Browning, principal; Catholic Convent, S. B., Sisters of St. Joseph, teachers; Public School, N. F., Ont., John Dobbie, principal; Catholic, Concession, Ont.; Loretto Convent, N. F., Ont.; Carmelite Monastery, N. F., Ont.; Academy of Our Lady of the Cataract, N. F.

TELEPHONE EXCHANGE.

Mr. F. C. Belden, ticket agent of the N. Y. C. & H. R. R. Co., and manager of the W. U. Telegraph office, has charge of the Telephone Exchange, which was established about one year ago, in the Central depot building, on Falls street. At that date only five phones were in use, and the success of the experiment of placing such an institution in so small a village has been already assured, 66 instruments being now in use, with a rapidly increasing demand for a larger number. The cost of a telephone is \$36.00 per annum, payable monthly, quarterly or semi-annually, in advance, at the option of the subscriber, for the village, although a further charge per message is made, proportionate to the distance between speakers, for other points. This Exchange is now connected with the Exchanges at Tonawanda, Buffalo, Akron, Williamsville and Lockport. On this subject we advise our readers who may desire to make use of a phone or obtain any further information respecting the same, to apply to Mr. Belden.

As a good indication of the enterprise of our most progressive firms who evince the determination to keep fully abreast of the advanced ideas of the age, as well as for reference for those who may desire to have a complete list of the business houses using the telephone, we here append the corrected statement for July, 1882:

Business Houses and Individuals having Telephone Connections at Niagara Falls and Suspension Bridge, N. Y.

Adams & Rommel, druggists, S. B.	Niagara Falls Bottling Co.
Am, Exp. Co., Jno. Salt, agent.	Niagara Falls Brewing Co.
Barton, D. L., residence.	Niagara Falls Gazette, Peter A. Porter, editor.
Belden, F. C., residence.	Niagara Falls Paper Manf. Co.
Brundage, J. T., ft. Inclined Ry., Prospect Park, curiosity dealer, office and residence.	Niagara Wood Paper Co.
Burdick, A. P. machinist.	Niagara House, R. D. Porter, prop.
Cascade House, C. H. Kelly, prop.	N. Y. C. R. R. freight-house.
Cataract Bank, F. R. Delano, cash.	N. Y. C. R. R. freight-house, S. B. Oneida Community, tableware.
Cataract Mill, C. B. Gaskill, prop.	Pacific Hotel.
Clifton Hotel, Canada side.	Pettebone, L. W., residence.
Clark, E. M.	Philpot & Leuppie, machinists.
Cannon, E. H.	Pierce, H. F., residence.
Custom House, S. B.	Pierce, J. S., meat market.
Dean, W. H., meat market.	Pierce, John F.
Delano, F. R., residence.	Police Headquarters.
Fetsch, John.	Porter, Peter A., residence.
Gamm, A. C., brewery.	Quigley, J. F., pulp mill.
Gamm, C. H., liquors.	Rapids House, J. T. Eckert, prop.
Gaskill & Storrs, com. mchts.	Robinson, T. W.
Geyer, S., grocer.	Saleno, S. V., hardware.
Gluck, A. H., residence.	Schoellkopf & Mathews, flouring mill.
Grant, Mrs. E., residence.	Schoellkopf, A., residence.
Hamlin, A. J., grocer, U. S. Exp. office.	Schwartz, G. W., restaurant.
Harrington, M., residence.	Spencer House.
Hearn, M., liquors.	Trott, J. W., residence.
Henning, A. W. R., justice's office, S. B.	Trott, J. W., barn.
Hill, Mrs. A., residence.	Trott, J. P., residence.
Hill & Murray, pulp mill.	Vedder, J. & T., grocers, S. B.
Holder, Tom, S. B.	Ware, H. S., hardware.
Hull, M., N. Y. C. freight house.	Western Union Telegraph Office.
International Hotel.	Western Hotel, Walter P. Horne, prop., S. B.
James, G. W. & Co.	Wiedenmann, Fred, S. B.
Jones, Walter, residence.	Williams, John, grocer.
Mackay & Haines, insurance.	Witmer Bros., bankers, S. B.
Murray, S. T., residence.	Young, C. M., grocer.
Niagara Falls Gas Co.	Young, R. D.

RAILROADS.

The International Railroad Bridge at Susp. Bridge, naturally brings to a focus many converging lines, all of which, with the exception of the Erie Railway, make use of the commodious depot belonging to the Central Company. The following railways pass through that

village: Erie Railway; New York Central & Hudson River R. R.; Rome, Watertown & Ogdensburg Railroad; Great Western Railway; Canada Southern Railway. Suspension Bridge is the terminus of the Erie Railway. The Canada Southern, Great Western and Erie Railways run into Niagara Falls, Ont., this being the terminus of the Great Western Railway.

TELEGRAPH COMPANIES.

The various telegraph companies are represented by local offices which are situated as shown below, and exhibit a very complete system of operation at this point: Western Union, Niagara Falls, office N. Y. C. depot, F. C. Belden, operator; Mutual Union, Niagara Falls, office Pacific Hotel, W. C. Woolson, operator; Western Union, Susp. Bridge, office Central depot, Mrs. Hennessey, operator; Mutual Union, Susp. Bridge, office Western Hotel, Dan Reickhoff, operator; Montreal Tel. Co., Niagara Falls, Ont., office at depot, G. Phemeister, operator; Canada Mutual, Niagara Falls, Ont., office Main street, E. Cole, operator.

MASONIC ORGANIZATIONS.

Two Lodges and one Chapter are established here.

Niagara Frontier Lodge, No. 132, F. & A. M.—Meets first and third Wednesdays. Officers—J. V. Carr, W. M.; George Barker, S. W.; William Tugby, J. W.; S. Pettebone, Treas.; Samuel James, Secy.; Collins Pratt, S. D.; Geo. H. Salt, J. D.; A. Shoellkopf, S. M. C.; G. E. Wright, J. M. C.; Geo. Steuber, Organist; C. H. Kugel, Tiler. Election, Dec. 20, 1882. Benjamin Flagler, Grand Master of New York State, is a member of this Lodge.

Niagara River Lodge No. 785, F. & A. M.—Meets every second and fourth Wednesday evenings of each month. Officers—William P. Mentz, W. M.; Major S. Langs, S. W.; Reginald D. Wing, J. W.; Edwin Terrill, Treas.; Chas. S. Liscom, Secy.; O. W. Cutler, S. D.; Richard D. Perry, J. D.; Louis Schmidt, S. M. C.; A. Hamilton Robinson, J. M. C.; Edward Gilbert, Chaplain; Gottlieb Murr, Tiler. Election to be held on Dec. 13, 1882. The Chapter is at Niagara Falls, N. Y., and convenes in its Hall on Main street; it is known as

Niagara Chapter No. 200, R. A. A. M.—Meets second and fourth Thursdays. Officers—Geo. W. Wright, M. E. H. P.; S. Pettebone, E. K.; A. J. Hamlin, E. S.; H. E. Griffith, Treas.; Collins Pratt, Secy.; J. V. Carr, C. of H.; Geo. Barker, P. S.; James G. Shepard, R. A. C.; W. J. McKay, M. 3d V.; E. E. Russell, M. 2d V.; Samuel James, Jr., M. 1st V.; C. H. Kugel, Tiler. Election Dec. 14, 1882.

CHURCHES.

Few persons knowing the status of these villages only from the reported census of each, would expect to find so many fine edifices of an ecclesiastical character. For the most part they are substantially built of stone and masonry, and tastefully finished as to their interior

appointments. They are located as follows: Epiphany (Episcopal), Susp. Bridge, organized 1858, James Stoddard, pastor; 1st Congregational, Susp. Bridge, organized 1855, H. Cooper, pastor; St. Raphael's (Roman Catholic), Susp. Bridge, organized 1855, Father Hines, pastor; Disciples, Susp. Bridge, O. G. Hertzog, pastor; Baptist, Tuscarora Reservation, John Burke, pastor; St. Andrew's, Niagara Falls, Ont., J. Gordon, pastor; Congregational (Presbyterian), Tuscarora Reservation, W. P. Barker and Deacon Samuel Jacobs, pastors; Evangelical United Zion's, Susp. Bridge, Rev. Schneider, pastor; Lutheran, Susp. Bridge, J. J. Dietrick, pastor; Presbyterian, Niagara Falls, organized 1824, J. S. Bacon, pastor; Free Methodist, Niagara Falls, Ont., organized 1877; Baptist, Niagara Falls, organized 1842; St. Maria (Roman Catholic), Niagara Falls, organized 1847, Father Lannigan, pastor; St. Paul's M. E., Niagara Falls, organized 1815, F. W. Copeland, pastor; St. Peter's Episcopal, Niagara Falls, organized 1829 and 1846, R. B. Wolseley, pastor; Methodist, Niagara Falls, Ont., J. Calvert, pastor; Presbyterian, J. Gordon, pastor; Church of England, Niagara Falls, Ont., Canon Houston, pastor; St. Patrick's (Roman Catholic), Niagara Falls, Ont., Father Dominick, pastor; Free Methodist, Niagara Falls, Ont.

POSTAL DEPARTMENT.

At Niagara Falls, N. Y., the post-office is on Falls street. The first postmaster here was Judge Porter, the second, Samuel DeVeaux. The present incumbent is Dr. W. B. Rice.

At Suspension Bridge, the post-office is an integral portion of the handsome government building (which contains also the Custom House), and is located at the east end of the Railroad Bridge. The postmaster is A. M. Witmer. W. Woodruff, is postmaster at Niagara Falls, Ont.

CUSTOMS RETURNS.

The chief office on the American side being at Suspension Bridge, all the business of this department has been included in one article, and is here presented. For obvious reasons no statistics of this nature have been sought from the Canadian side.

U. S. CUSTOM HOUSE, SUSP. BRIDGE.

The figures which follow, which have been furnished by the courtesy of Col. Ben Flagler, will show the amount of business transacted during the year 1881, and when these are compared with the returns for 1855, in which year the first railroad train passed over the bridge, the access of business in the interim will become apparent.

Statement of business transacted in the District of Niagara, Port of Suspension Bridge, during the year 1881:

COLLECTIONS.			
Duties on Imports	\$575,102.13	Steamboat Insp. Fees	101.10
Fines, Penalties, etc.....	705.00	Official Fees	30,997.40
Marine Hospital Dues.....	235.30	Miscellaneous	7,080.87
Tonnage Tax	739.51		
		Total Collections	\$614,961.31

IMPORTATIONS.		TRANSACTIONS.	
Value of Importations.....	\$7,736,765.00	Entries for Consumption.....	6,234
Entered for Consumption.....	2,830,749.00	" Warehouse.....	486
" Warehouse.....	459,806.00	" Transp. and Export.	5,276
" Trans. and Export.	4,646,210.00	" Transportation	486
" Free of Duty.....	559,977.00	Manifests received	19,187
" Subject to Duty.....	7,376,788.00	Permits issued.....	11,554
		Certificates issued.....	15,856
Amount of Duties on Merchandise entered for Consump'n,	575,102.13	Bonds taken	3,124
Amt. of Duties on Merchandise entered for Warehouse.....	131,370.51	Cars arrived from Canada.....	19,107
Amt. of Duties on Merchandise for Transp. and Export.....	1,238,154.94	Vessels Entered	798
		Vessels Cleared.....	792
Total Assessed Duties..	1,944,627.58	Cars sealed and Manifested for transit through Canada.....	39,125
		Cars arrived and Inspected, in transit through Canada.....	54,750
		Value of Merchandise from other ports, Inspected and Delivered for Exportation,	\$11,251,639.00

The Departmental District of Niagara extends from the Tonawanda Creek, on the Niagara River to the east bank of the Oak Orchard Creek, on Lake Ontario, Suspension Bridge being the port of entry with all regular offices for the due performance of the functions of government in this respect. At Suspension Bridge the custom-house forms an integral portion of the U. S. building, in which the Post Office is also located. It is a handsome stone structure, situated at the entry of the bridge and forms the nucleus of the business portion of the village, and is in every way adapted to the requirements of these departments. The working force of the custom-house here includes the men noted below, besides nine deputy collectors and inspectors, two store-keepers, and one messenger employed at Suspension Bridge, as well as officers stationed at Tonawanda, Niagara Falls, Lewiston, Youngstown, Wilson, Olcott and Yates Pier. Up till 1863, the port of entry for this district was at Lewiston, but was removed here in that year for obvious reasons. Benjamin Flagler, collector, is also grand master of the Masonic Order, in the State. He came originally from Lockport, N. Y., where he was born in 1833, on Dec. 10th, and has resided at Suspension Bridge since 1862. In the 28th volunteers he served as captain during the war, received his appointment as inspector of customs in 1863, as deputy collector in 1864, special deputy in 1872, and collector in 1878.

Mr. Eli S. Nichols is at present, special deputy collector. Mr. M. A. Hull fills the position of appraiser, and has held that office several years. Mr. Edwin Terrill, is entry clerk; Walter La Mont, liquidating clerk; F. E. Johnson, cashier; and W. C. Beck, bond clerk. With this efficient force of assistants, Mr. Flagler's business proceeds with the regularity of clock-work, showing that each of the men named has thorough mastery of his work and leading to the assumption that even heavier duties, should they become necessary in the future, would be executed by the same staff with equal regularity.

FIRE DEPARTMENT.

These villages are well equipped with efficient fire preventatives. Below are the particulars of the various companies, L. W. Pettebone, Prest.; A. Rose, V. Prest.; G. E. Pool, Cor. Secy.:

Niagara Hose No. 1.—C. A. Wolcott, Foreman; J. E. Brooks, Asst. Foreman.

Cataract E. & H. Co.—H. White, Foreman; T. Birch, Asst. Foreman.

Bellevue Hose Co. No. 2—Susp. Bridge.—J. Hallett, Foreman; Philip Keller, Asst. Foreman; John Lamb, Prest.

Suspension Bridge has also "*Rapids Hose Co. No. 1*," and "*Excelsior Hook and Ladder Co.*" both efficiently manned and officered.

Niagara Falls, Ont., has two steamers, and one Hook and Ladder Co. This is a paid organization, and has a full corps of firemen.

NIAGARA FALLS.

1st school opened in 1807; 1st paper published in 1837, *Niagara Falls Journal*. 1834, first fire company formed; 1852, Oakwood Cemetery Association organized; ship *Michigan* went over the Falls, 1827; Sam Patch leaped from a 96-foot scaffolding into the river, in 1829; 1859 and '60, Blondin performed over the river on tight rope.

SUSPENSION BRIDGE.

1845, only two houses within the present limits of the village; 1861, *Maid of the Mist* navigated the Rapids and Whirlpool; 1848, post office established; 1874, Witmer's Bank established; 1863, port of entry removed from Lewiston to Susp. Bridge; 1876, water works built (Holly system); 1855, first newspaper started "*Niagara City Herald*"; 1870, "*Suspension Bridge Journal*" commenced.

TO OUR READERS AND SUBSCRIBERS.

We present in this connection brief historical and statistical reviews of the prominent business houses and manufacturing firms of this vicinage. They will be interesting as an exhibit of the growth of the commercial interests of these villages during the past half century, and more especially, with regard to Niagara Falls during the past few years. The notices as a group embrace numbers of substantial and enterprising firms in every department of trade, including many specialties not obtainable on as favorable terms elsewhere, and will be an assurance to those contemplating the idea of opening up business with these firms that their requirements can be fully satisfied here on terms not to be under-quoted at any other manufacturing point in the United States.

Niagara Falls Hydraulic Power and Manufacturing Company.

In a volume like the present work, devoted to a statistical review and record of the natural resources of Niagara Falls as an industrial point, the greatest prominence is due to those enterprises which have hitherto enriched the locality by developing such resources and which promise to extend still further the prospects and advantages of the village.

And as the initial commercial venture with the object above indicated in view, the company whose name heads the page is worthy of notice amongst our descriptive sketches of the chief industries of the state, for which reason the following data respecting the rise and progress of the corporation have been collected and inserted. The "*Niagara Falls Hydraulic Power and Manufacturing Company*" are the owners of a canal which receives the water of Niagara River, from above the Falls, at a point bearing northwest from Grass Island, and running in a northwesterly direction towards the east cliff of the river below the Falls, length of the canal being three-fourths of a mile, its average width, 35 feet, and the depth of water contained in it, when full, ten feet. The purpose of this canal is to supply water-power for operating machinery, and it is found that the volume of water conducted as above described, give an aggregate sum of about 50,000 horse-power under a head of 200 feet. Of this immense force about 2,725 horse-power is now used by the following mills and firms: Schoellkopf & Mathews, flour mills, 900; C. B. Gaskill, flour mills, 100; Niagara Wood Paper Co., pulp mill, 300; Cataract Manfg. Co., pulp mill, 1,000; J. F. Quigley, pulp mill, 250; Oneida Community (limited) Silver Plating Works, 150; Suspension Bridge Water Works, 25; total, 2,725 horse-power.

Over this canal, which bisects the village, ten bridges are constructed for the accommodation of the railroads and other means of travel; of these, four are devoted to the service of the *Iron Horse*, and six to the use of the public, three of the latter being kept in repair by the owners of the canal, and three by the village. These are all substantial truss bridges, resting on columns of stone and masonry, and having a strong framework in the superstructure of iron.

This canal was projected more than a quarter of a century ago, but was found to be an exceedingly expensive experiment as well as a long and tedious process, the means available for excavating the rock through which it passes, being solely that of blasting, and it is stated that the cost of the enterprise was not less than \$500,000. It was not, however, until the year 1878, when the president of this Company undertook to develop the resources of the canal, that the scheme gave such results as to warrant expectation of the ultimate success of Niagara Falls as one of America's *Busy Hives of Industry*. In that year the present organization was effected with a capital stock of \$500,000 for the purpose of supplying power to any manufacturers wishing to avail themselves of its advantages. These are indicated below by a comparison of the cost of operating steam-power with that of utilizing the natural force of the Niagara Falls.

The history of this canal is so intimately interwoven with that of the village in its industrial aspect, as to render the two inseparable, and much valuable and interesting matter connected therewith has therefore been expunged from this article and will be found in the portion of this work set apart for the notes collected relating to the history of this village.

An estimate of the relative cost of steam and water-power may be computed, locally, from the following facts collected on the spot:

The engine of the water works, at Niagara Falls, is of 30 horse-power nominal; and, when running by steam-power, consumes one and a half tons of coal per day of 24 hours. At \$4.00 per ton, the price of hard coal at this point, the bill for fuel alone will thus amount to \$2,190 per annum of 365 days, whereas the same power can be obtained from the *Niagara Falls Hydraulic Power and Manufacturing Co.*, for the comparatively insignificant sum of \$300! In the face of facts such as these, comment is unnecessary.

The officers of this corporation, are: Pres., J. F. Schoellkopf; Secy. and Treasurer, A. Schoellkopf. Directors—J. F. Schoellkopf, A. Schoellkopf, Geo. B. Mathews, W. D. Olmsted, J. F. Gluck.

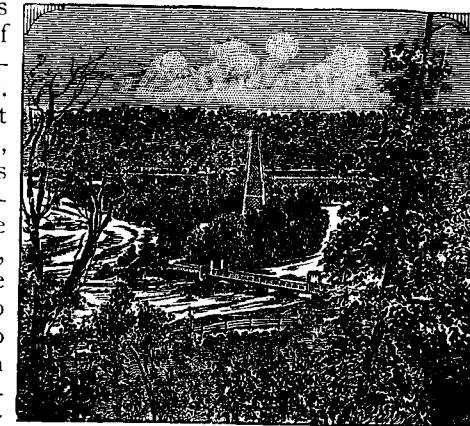
These men are citizens who have made their mark on the Scroll of Time, by dint of strict business methods in their industrial pursuits, and an acknowledged capacity for operating weighty commercial concerns. It is therefore safe to predict that, under their management, the future of the canal will be even more progressive than the past, and that the advantages to be derived therefrom, will, at an early date, induce many capitalists to locate new industries here. The company have the power to increase the width of the canal throughout its entire length to 100 feet, and will do so whenever the demand for power shall call for such increase. Up to 50 horse-power they supply motive force from their own turbines, at \$15 per horse-power, above 50 horse-power proportionate reduction is made. They also lease power at a much cheaper rate in case the purchasers of power provide their own wheels, etc. The Canal Company furnishes the water under a head of from 75 to 200 feet, as required. Full particulars respecting which, as well as any other matters relating to the supply of power from Niagara, can be obtained on application, personal or by letter, to Mr. A. Schoellkopf, Secretary, this village.

From all the foregoing, it would appear that the property of this company is destined to become one of the most important motive forces in the United States, as its advantages become more widely known; and also that any capitalists intending to start new enterprises, but especially young men, who are about to decide upon a location for their life-work, as manufacturers, cannot do better than to make a thorough investigation of the merits of this establishment before finally deciding upon their *locus standi*. HERE, AT LEAST, IS A NEVER-FAILING SOURCE OF POWER—IN THE CENTER OF A THICKLY-SETTLED COUNTRY—HAVING DIRECT CONNECTION BY RAILROAD WITH ALL MARKETS; AND OPERATING AT A REDUCTION OF RUNNING EXPENSES, WITH WHICH NO OTHER MECHANICAL CONTRIVANCE CAN COMPETE.

THE BURNING SPRING, Sutherland Macklem, Proprietor, Chippewa, Ont.

Regarded as the foreshadowing of a future industry which may become one of the most important of Niagara's business resources, the location of the Burning Spring demands notice here.

The volume of natural gas discharged is an indication of the existence of coal-fields below Mr. Macklem's property. The current of the rapids at this point is deep and strong, and runs at the rate of 27 miles per hour. It is apparent, therefore, to all who can appreciate the force of that water-power, that but a small comparative outlay would be necessary to apply it to machinery and to bring to the surface the wealth of the yet unopened mines below. The essays made show that the mineral deposits here are of coal, iron ore and sulphur, 3 of the most valuable commercial minerals in any market, and a few years, or perhaps a few months, will suffice to lead to the development of these deposits. This may also become the *nucleus* of the establishment of industries (such as usually follow the opening of a coal-field) along this bank of the Rapids above the Falls. It is incompatible with our plan to point out the methods whereby these works could be started, yet we are at liberty to give the following particulars in this instance, and for any further information desired would respectfully refer our readers to Mr. Macklem.



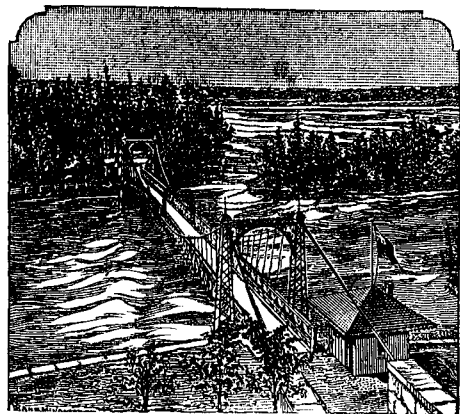
The objection to mining this property has been that the proprietor doubts whether any coal-fields exist here, and that they seem to be in too close proximity with the waters of the river to make them available.

In contradistinction with this idea, there are the facts that a bore could be driven by the natural force of the current, assisted by proper machinery, to a depth of 250 feet for a nominal sum, and that almost all coal-mines are subject to influx of water much more copious than could be expected to flow through these rocks without the near aid of water-power to operate pumps for its constant removal.

The Burning Spring is described in our Guide: it is located on the shore of the Niagara River, and could not be approached until within the past 3 years without making a *detour* into the adjacent country, which, being void of interest and somewhat tedious, detracted much from the pleasure of the visit. This old approach has, however, been superseded by a new and most pleasurable drive, commencing at Cedar Island which is connected with the main land on each side by handsome truss bridges. On this island, only a few rods distant from the

Horseshoe Fall, is erected a substantial *Pagoda* over 80 feet high (see cut), from the top of which a magnificent and extensive view is obtained, including the 3 Sisters, both Falls, the Rapids and other points of interest.

On leaving Cedar Island, the drive known as "*Grand Rapids Drive*" is entered, and extends about $\frac{1}{4}$ mile along the shore of the upper-river race; the view of the river afforded along this drive being the only near sight of the rapids to be obtained from the Canada side.



To complete this new approach to the Burning Spring, 2 suspension bridges, each 250 feet span, were erected, one on either side of a group of islands known as "Clark Hill Islands." The 2 bridges are named "*Castor*" and "*Pollux*," or "*the Twin Suspension Bridges*."

Clark Hill Islands, a group of 5 islands, are situated in the rapids of the Niagara on the Canada side. The carriage-drive skirts their outer shores, affording the grandest scenic effects of the rapids; yet by taking the walks laid out through the islands their own scenery proves to be much more varied and interesting.

The quiet rippling of the narrow streams meandering among the well-wooded islands is in strong contrast to the turbulence of the waters hurrying past and washing the shores of the entire group.

The Burning Spring is at the extremity of the suspension bridge, "*Pollux*." The force of gas flowing through the water is strong and admits of interesting experiments shown to visitors.

The drive from Cedar Island proper and Clark Hill Islands, are owned by the proprietor of the Burning Spring. The several bridges have been built and the drive laid out by him in order to make the approach to the Spring attractive and pleasurable; and one charge only is made for ascending the Pagoda, taking in the drive and returning and witnessing the experiments made at the Spring, this charge being 50 cents. Mr. Sutherland Macklem, the proprietor, is a native of Canada; was born in 1853, and has been a resident of this locality nearly all his life.

PROSPECT PARK, Niagara Falls.

In view of the fact that much has been inveighed against the owners of points commanding fine views of the scenery of this vicinage, upon the plea that it ought to have been left in a state of nature, and also for the reason that the efforts of those who have sought to improve the accessories of comfort for the benefit of sight-seers, can fairly be

View from Prospect Point--Prospect Park.

