

A: HISTORY: OF



FAMOUS all over the world as Niagara is today, in its scenic, botanic, geologic and hydraulic aspects, it is equally famous, equally interesting, and equally instructive in its various and numerous historic features. And in using the words of our title we use them in their broadest and noblest sense, employing the word "historic" to cover all those multitudinous phases of this region's existence and condition at which a true student of history instinctively looks; we use the word Niagara, not in that circumscribed meaning which takes in only the Falls and their immediate surroundings, but make it cover both banks of this famous river from its source to its mouth. To treat of such a broad subject within the narrow limits of a few pages will permit of only the briefest reference to any point.

EARLY MENTIONS OF NIAGARA.

Just when white men first saw the Falls we cannot accurately say. This great Cataract was known in a general way to the Indians of North America, who dwelt far from it and who had never seen it, prob-

ably before Columbus sailed on his first voyage of discovery. At any rate, within fifty years after Columbus landed at San Salvador (to be exact, in 1535), its existence was well known to the Indians on the Gulf of the St. Lawrence, and, through them, to at least one boat-load of adventurous Europeans. In that year Jacques Cartier made his second voyage to this Continent, and the Indians told him in reply to his inquiries regarding the source of the St. Lawrence, that "after ascending many leagues among rapids and waterfalls he would reach a lake (Ontario), 140 or 150 leagues broad, at the western end of which the waters were wholesome and the winters mild; that a river emptied into it from the south which had its source in the country of the Iroquois; that beyond the lake he would find a cataract and a portage; then another lake (Erie) about equal to the former, which they had never explored." This is related by Marc Lescarbot, who in 1609 published his History of New France, in which he describes Cartier's second voyage. During the hundred years succeeding that voyage, the Falls may have been visited at any time, by any of the adventurous explorers, traders and seamen sent out by France to resume explorations in the New World, although they have left us no record of any such visitations. Samuel De Champlain in his "Des Sauvages," published in 1603 and describing his first voyage to the St. Lawrence in that year, refers to the

Falls in unmistakable language though not by name, and it is not probable that he ever saw them. In his 1613 volume, describing his voyages up to that date, he locates them very accurately on his map as a "water-fall," but not by name; and in his 1632 edition, he both locates them correctly, though not by their name, on his map and further refers to them in his description of the map itself. In 1641, the Jesuit Father L'Allement in his letters to his superior, speaking of the Indian tribes, refers to the "Neuter nation (Ongu-aarha), having the same name as the river;" and in 1648 the Jesuit Father Ragueneau in a similar letter says, "North of the Eries is a great lake fully 200 leagues in circumference called Erie, formed by the discharge of the *Mer Douce* (Lake Huron), which falls into a third lake called Ontario, though we call it Lake St. Louis, over a cataract of fearful height." In 1656 Sanson located the Falls accurately on his map and called them "Ongiara," and in 1660 De Creuxius in his *Historiae Canadensis* noted them as "Ongiara Cataractes." In 1678, Father Louis Hennepin, who accompanied La Salle, tells us that "he personally" visited the Falls, and in his first book, *Louisiana*, published in 1683, describing La Salle's explorations and adventures in this section of the country, applies the name Niagara both to the river and to the Falls, and gives the earliest, though a very brief description of the Falls themselves. In 1688, Coronellis's map of this

region locates the Falls and first uses the name "Niagara" in cartography, a name used from that date without change. In 1691, Father Le Clercq in his "Establishment of the Faith" (from which work Father Hennepin is accused of plagiarizing certain parts of his famous "New Discovery"), also speaks of "Niagara Falls," but it is in Father Hennepin's "New Discovery" just referred to, published in 1697, that we find the first real description of them preserved to us in type, and in that volume is also given the first illustration of the Falls, which is reproduced in this work. A part of Hennepin's description is also quoted in another article in this book.

During the next fifty years Hennepin's works appeared in some forty-five editions and reproductions, and were translated into all the languages of Europe; and by these means and from descriptions of other travelers (notably that of Campanius Holm, in his *New Sweden*, published in 1702, and Baron La Hontan's voyages published in 1703), Niagara became generally known to Europeans. It was reserved for Charlevoix in 1721 accurately to reckon the height of the Falls and to correct other erroneous reports and descriptions of them published theretofore. We have thus briefly traced the history of the earliest knowledge and of the earliest literature of Niagara down to a comparatively recent date. From that time the bibliography of Niagara, including its cartography and illustrations

of every kind, is so voluminous as to form in itself a distinct branch of our title on which for lack of space we cannot even touch.

THE NAME NIAGARA.

The Indian custom of giving their tribal name to, or taking it from, the chief natural feature of the country they inhabited (as proved by the nomenclature of the central and eastern states, as well as in the extensive literature on Indian subjects) tells us that a nation of this name inhabited the territory along the Niagara River on both sides; but as there are forty different known ways of spelling the name, its orthography differs materially with various early authors.* This much, however, we know,—that when Hennepin first saw the Falls, *Niagara* was the local Indian spelling of the name; “Niagara,” the world accepted it; and “Niagara” it has been ever since. According to the most general acceptance the name is derived from what is commonly known as the Iroquois language, and signifies “the thunder of the waters,” though this appropriate and poetic significance has been questioned, and it is claimed by some that it signifies “neck,” symbolizing the fact of the Niagara River being the connecting link between the two great lakes.

*A list of these are given in the Index volume of the Documentary History of the State of New York. The most commonly met with of these variations are Onguaraha, Ongiara, Onyakara, Iagara, Nicariaga, Ungiara, and Jagara.

The Neuter or Niagara nation of Indians (subsequently merged into the Iroquois) by whom the name was first adopted, would seem to have pronounced it *Nyáh-ga-ráh*, their language having no labial sounds, and all their words being spoken without closing the lips. The pronunciation *Neé-ah-gara*, sometimes heard nowadays, was probably also in common use later on; while in more modern Indian dialect, the sounding of every vowel being still continued, *Ni-ah-gáh-rah*, (accent on the third syllable), was the accepted, as it is the correct, pronunciation—the present pronunciation, without any pronounced accent on any syllable, being an adaptation of more recent years.

MODERN HISTORY.

The commencement of what may be termed the modern history of this region, dates back to that day in December, 1678, when, starting from the mouth of the Niagara River

“A chieftain of the Iroquois, clad in a bison skin,
Had let two travelers through the woods—
La Salle and Hennepin.”

to view the great cataract of which they had heard so much from their Indian allies on the St. Lawrence. As these three men stood there, they typified the nations—the French and the Indian—that for almost a hundred years were to control the destinies of this region; and in their personalities, “the chief, the soldier of the

sword and the soldier of the cross," they exemplified the professions by means of which its conquest and civilization were to be effected.

In the two hundred years that have elapsed since that day, the Indian and the Frenchman have disappeared from this region; another and a stronger race has acquired possession of this territory, to be in turn dispossessed of half of it by her own descendants. And during those two hundred years, on the pages of their history and in the literature of France, England, Canada and the United States, the name *Niagara* is indelibly stamped as a prominent and integral part.

OWNERSHIP.

So far as the contention for, and the possession of, this famous region by the nations of the earth are concerned, we may divide its history into these main periods.

French claims on a broad basis by reason of early explorations and discoveries in the east, up to her real occupation by La Salle in 1678.

French occupation and sovereignty from that date, gradually, but regularly, and at last successfully disputed by the English in 1759.

English occupation and control from then till 1776.

English occupation till 1783, and from then of all land lying west of the Niagara River.

United States ownership and control of that part

lying east of the Niagara River from that date, although so far as Fort Niagara is concerned, England did not relinquish it till 1796.

FRENCH OCCUPATION.

The French, having early claimed all the North-eastern part of this continent from Labrador southwards as above noted, began at an early date to push their explorations and conquests westwards at first mainly along the line of the St. Lawrence River. Champlain, between 1603 and 1630, had done much to make France a paramount force in this section and to attach many of the Indians to her allegiance by siding with them in their tribal wars against their neighbors,—an alliance which in after years arrayed many Indian tribes against her and hastened her defeat.

On Dec. 6, 1878, La Salle, who, through love of his country and expectations of personal wealth, had labored long to extend the sovereignty of France, in a brig of ten tons and with a crew of sixteen persons entered the mouth of the Niagara River. He was on his westward journey, his objects being to make good by conquest the powers conferred upon him by the French king, to obtain for himself a monopoly of the fur trade, and to reach and control the mines of St. Barbe, in Louisiana; and as he went he intended to establish a chain of fortifications which both in war and the fur trade should be points of vantage for future generations.

True soldier that he was, he at once saw immense

strategic advantage of the point where Fort Niagara now stands, and to this day the correctness of his judgment has not been questioned. Here he built a trading post, and pursuing his way up the Niagara River to where Lewiston now stands, he built a fort of palisades; and carrying the anchors, cordage, etc., which he had brought for that purpose, up the so-called "Three Mountains" at Lewiston, he found a spot at the mouth of Cayuga Creek, about five miles above the Falls (where is to-day a hamlet bearing his name) where he built and launched the Griffon the first vessel that ever sailed the upper lakes. For almost a hundred years after this the history of the Niagara Frontier belongs to the French, though their sovereignty was attacked and at last overthrown by the English.

In 1687, Marquis De Nonville, returning from his expedition against the hostile Senecas, fortified La Salle's trading post at Fort Niagara. The following year it was abandoned and destroyed, but it was too valuable a point of vantage to be lost, and in 1725 it was rebuilt in stone by consent of the Iroquois.

The site of the present village of Lewiston, the head of navigation on the lower Niagara, was the commencement of a portage by which goods, ammunition, etc., were conveyed to a point about a mile and a half above the Falls, over a line which is still called the Portage Road; and for the purposes of this portage, from the edge of the river at the lower end of the rapids up the

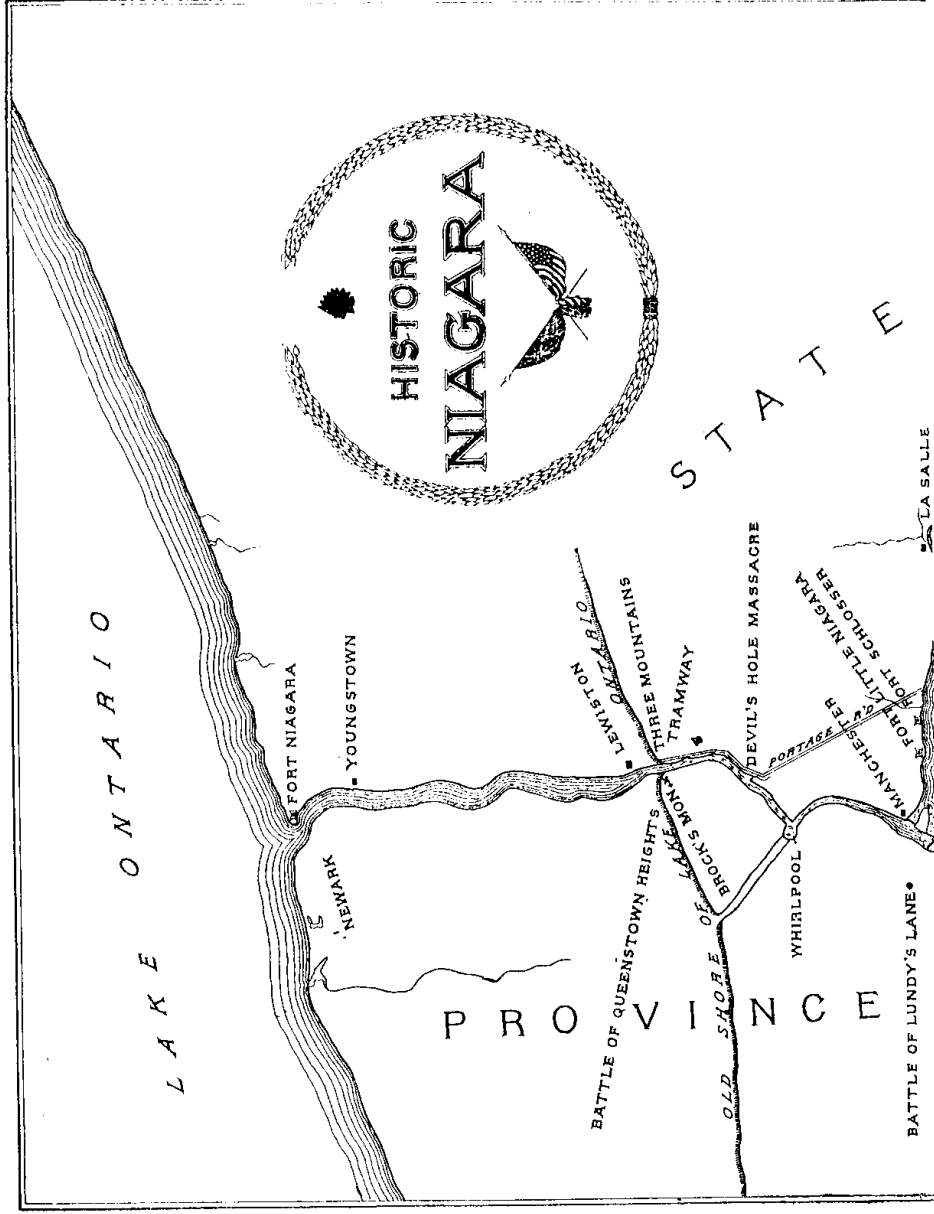
"Three Mountains," was built a rude tramway on which, by means of ropes and windlasses, a car was raised and lowered. At what date this was first operated, we cannot tell, but it is claimed to have been the first of its kind in use in this country. Though noted on many maps no trace even of its foundations now remains. The Indians, naturally averse to manual labor, operated the tramway, taking their pay in rum and tobacco, otherwise unobtainable by them. The upper end of this portage was originally only a landing place for boats, but was gradually fortified until in 1750 it became a strong fort—called Fort Du Portage, or by some, Fort Little Niagara—to defend the French barracks and store houses which had been erected there. The Fort was burned in 1759 by Joncaire, who was in command when the British commenced their memorable campaign of that year, and Joncaire retreated to a station on Chippewa Creek. In that campaign General Prideaux, commanding the British forces in this section, and carrying out that portion of the general plan assigned to him, massed his forces on the shore of Lake Ontario, east of Fort Niagara, and demanded its surrender; this being refused, he laid siege to it. During the siege Prideaux was killed, and Sir William Johnson succeeded him and captured Fort Niagara, the last stronghold then held by the French in that long chain of forts connecting Canada with Louisiana. During the siege the French had sent re-inforcements from

Venango in Pennsylvania to the garrison of Niagara. They got as far as Navy Island (named Isle de Marine by the French), on which they had landed when they learned of the surrender of the Fort. On this island the French had recently built some small vessels, and to prevent these, as well as the two ships which brought down the re-inforcements from Venango, from falling into the hands of the victorious English, they took them over to Grand Island, at the northern end of which is a bay where they set them on fire, destroying them and sinking the useless hulls, from which circumstance the place is called Burnt Ship Bay to this day.

The British successes of 1759 made them masters of all this frontier and by 1761, Captain Joseph Schlosser of the British Army built a fort a little to the east of Fort Du Portage and named it after himself. Just below the site of that fort still stands a solitary stone chimney, the only relic left of all these fortifications. It was part of the old French barracks, alluded to above, at Fort Du Portage.

DEVIL'S HOLE MASSACRE.

The Indian nature is heartless and unforgiving. When Champlain in his trip to the lake which bears his name asked the assistance of the Senecas, he took their part in their tribal war against the Iroquois. Thus was laid the commencement of that partisanship of the various Indian tribes, some to the French and some to the English, which lasted throughout the



better part of the eighteenth century, and one of the results of which was that fatal tragedy on this frontier known as "The Devil's Hole Massacre."

After the British success of 1759 and their subsequent control of this territory, the Senecas, actuated by their inherited hatred of the English and incited probably by the French, commenced a bloody supplemental campaign in 1763. Knowing that the English were daily sending slightly guarded trains from Fort Niagara through Lewiston, where they had an auxiliary encampment, to Fort Schlosser, they planned an ambuscade and executed it with precision and fatal results. At the narrow pass at the Devil's Hole they ambushed the supply train, destroying it and killing all but three of the escort and drivers. They then ambushed the relieving force, which on hearing the firing had hastened from Lewiston, killing all but eight. It was a masterly example of Indian warfare executed with Indian cunning and Indian bloodthirstiness.

CESSIONS AND TREATIES.

By the treaty of 1763 France ceded to England all this region and all her Canadian possessions for which her armies and her missionaries had spent, during one hundred years, so much energy, so vast an amount of money, and so many lives.

In the spring of 1764 Sir William Johnson, supplementing the treaty of the preceding year, assembled all the Indians of this region, over 2,000 in number,

including the hostile Senecas, at Fort Niagara, and acquired from them, for the English crown, the title to a large tract of land, including a strip eight miles in width, four miles wide on each side of the Niagara river for its entire length. At the same time the Senecas ceded to Sir William Johnson all the islands in the Niagara river. He in turn ceded them to the British Sovereign. So that at this time Niagara Falls, the grandest and most noted Cataract on the globe, was the *Koh-i-noor* of the English crown in the New World. Twelve years afterwards the Declaration of Independence was signed and the long revolutionary struggle for independence commenced. Had General Sullivan's campaign of 1779, as planned, been successful, he would have attacked Fort Niagara; but disaster overtook him and the tide of revolution never reached the Niagara river in actual hostilities. In 1783 the treaty of Paris was signed, by which England admitted the independence of the United States and recognized the Great Lakes as our northern boundary, though it was not until 1796, after the ratification of Jay's treaty, that she abandoned some of the strongholds on our soil, including Fort Niagara.

WAR OF 1812.

It is foreign to the purpose of this article to discuss the causes, some of which had a bearing on this region, which led up to President Madison's proclamation of war between Great Britain and the United

States, known as the War of 1812, of which this immediate region, popularly called the Niagara frontier, felt the full force. In the fall of that year, four months after the declaration of war, Gen. Van Rensselaer established his camp near Lewiston (so called in honor of Gov. Lewis of New York), and collected an army to invade Canada. After one unsuccessful attempt he reached the Canadian shore, and by the time Gen. Brock had arrived from the mouth of the river to oppose him, was in possession of Queenston Heights. In endeavoring to recapture these and to retrieve the point of vantage that never should have been lost, Gen. Brock was killed. British reinforcements arriving from Niagara, the Americans were dislodged from the heights, defeated and many taken prisoners. Meanwhile, on the American side in full view of the battle, were some hundreds of American volunteers who basely refused to cross the river and aid their companions. At the foot of Queenston Heights an inscribed stone (set in place by the Prince of Wales in 1860) marks the spot where Brock fell and was buried; and on the heights above, a lofty and beautiful column (the second one erected at this point, the first one having been blown up by a miscreant in 1840), stands as a monument of his country's gratitude. In the same year Gen. Alexander Smyth of Virginia issued his famous bombastic circular inviting everybody to join him at Black Rock, near Buffalo, and invade Canada

from that point. Some five thousand men responded to his invitation, but Smyth having made himself a laughing-stock among his own people, the invasion was abandoned and the army dispersed.

In the following year, 1813, the Americans captured Fort George on the Canadian shore near the mouth of the Niagara River and the village of Newark or Niagara. This is the oldest settlement in this section. It was for a time the residence of the Lieutenant Governor of Canada, and here in 1792 the first Parliament of Upper Canada held its session. Newark was burned by the Americans on their retreat, without reason, as the British claimed, and they immediately retaliated; for ten days later they surprised and captured Fort Niagara and burned every American village on the Niagara River, including Youngstown, Lewiston, Manchester (now Niagara Falls), Fort Schlosser, Black Rock, and Buffalo, spreading devastation along the American frontier. The year 1814 witnessed two battles in the vicinity of the Falls themselves, both on the Canadian side. Chippewa, a victory for the Americans, and Bridgewater or Lundy's Lane, claimed as a victory by both parties. The latter was one of the most remarkable conflicts recorded in history. Within sight of the Falls, in the glory of the light of a full moon, the opposing armies engaged in hand-to-hand conflict, from sun-down to midnight, when both sides, exhausted by their efforts, withdrew from the field. The British before dawn, and

unopposed, re-occupied the battle ground, and on this alone rests their claim to victory. Later on the American army occupied Fort Erie, which they had shortly before wrested from the British and where they were besieged by them. From this Fort on the seventeenth of September, 1814, the Americans made that famous and successful sortie, which disbanded the British besiegers, this being the only case in history according to Lord Napier, where a besieging army was entirely defeated and disbanded by such a movement.

We necessarily omit all reference to many points along the river made famous by the exploits, the daring and often by the loss of life of the combatants in this war — points locally important in themselves but which have not risen to the dignity of that much abused word "history."

The Treaty of Ghent restored peace to both countries and to the inhabitants on their exhausted frontiers. Under this treaty, commissioners were appointed to locate the boundary line between Canada and the United States, already somewhat laxly provided for in the treaty of 1783. These commissioners agreed to run the boundary line along this frontier, through the middle of the Horse Shoe Falls and through the deepest channel of the River, both above and below them. Thus Navy Island fell to the share of the Canadians and Grand Island became American soil.

LAND TITLES.

We have already noted the cession of this region by the French to the English in 1763, and also the cession by the English of the eastern side of the river to the United States at the close of the revolutionary war, which joint occupation has never since been permanently disturbed. We also noted the cession by the Senecas to the English of the land on each side of the river and of the islands to Sir William Johnson and by him to the English crown.

A strip of land one mile wide along the American shore from Lake Ontario to Lake Erie had been exempted, when New York ceded the ownership of what is now the western portion of this State, to Massachusetts, which ownership New York subsequently re-acquired. Finally the Indians, who, in spite of their former cession to England, still claimed the ownership, ceded to New York, for \$1,000 and an annuity of \$1,500, their title to all the islands in the Niagara river. In order to get the title New York had previously acquired from the Indians to the mile strip which had been allotted to America by the treaty of Ghent. The State of New York patented this mile strip to individuals commencing in the first decade of this century.

FAMOUS INCIDENTS.

Fort Niagara became a spot of national celebrity

in 1824. William Morgan, a resident of Batavia in this state, and a member of the Masonic Fraternity, threatened to disclose the secrets of that body in print. He was quietly seized and taken away from his home. He was traced in the hands of his abductors to Fort Niagara, where he is said to have been incarcerated in one of the cellars of the fort, and to this day "Morgan's dungeon" is one of the sights shown to visitors. He was never heard of after he entered the fort, and popular fancy says that he was taken from this dungeon by night and drowned in Lake Ontario. Several persons were subsequently tried for his murder, but no proof of their complicity in the matter, nor even of Morgan's death was produced. The principal episode in the famous anti-Masonic agitation of that period thus became a part of Niagara's local history.

In the same year Grand Island, which contains about eighteen thousand acres, was selected by Major M. M. Noah as the future home of the Jews of the New World. He proposed to buy the island, make of it a second Jerusalem, and within the sound of Niagara to build up an ideal community of wealth and industry. In 1825, acting as the Great High Priest of the Project, clad in sacerdotal robes, attended in procession by the civic and military authorities, local societies and a great concourse of people, with appropriate ceremonies, he laid the corner stone of his future City of Ararat on the altar of a Christian Church in

Buffalo. This corner stone was subsequently built into a monument at Whitehaven on Grand Island, opposite the village of Tonawanda. It is now in the possession of the Buffalo Historical Society. Major Noah's plan fell through, as the Patriarch of Jerusalem refused his sanction to the project.

THE PATRIOT WAR.

In 1837 occurred what is known as the Canadian Patriot War. While the agitation of the Patriots centered in Toronto, it kept the entire Niagara frontier on the Canadian side in a ferment for several months, and Navy Island became one of their rendezvous, a portion of the British troops being stationed at Chippewa. Without reference to the intrigues carried on along the frontier by the Canadian agitators with their American sympathizers, we deal only with the one important event known as the Caroline episode. It was openly charged that the Patriots were receiving substantial aid from the American side, not only from private individuals, but also by reason of the non-intervention of national and state authorities, when they knew that arms were being shipped and material assistance rendered from American soil. So bitter was the feeling on the part of the Britishers, that when the opportunity offered, it is not surprising that they made the most of it. A small steamer, the Caroline, had been chartered by Buffalo parties to run between that city, Navy Island where the insurgents were encamped, and

Schlosser Landing on the American shore. According to their statement it was a private enterprise, started to make money by carrying excursionists to the insurgents' camp; but according to the Canadian view, her real business was to convey arms and provisions to the insurgents. On the night of December 29 the Caroline lay at Schlosser's dock. The excitement had drawn large numbers of people here; all the hotels were filled, and some people had sought a night's lodging on the steamer itself. At midnight six boat loads of British soldiers, sent from Chippewa by Sir Allan McNab, silently approached the Caroline, boarded and captured her, turned off all on board, cut her moorings, set her on fire and towed her into the river. In the melée and exchange of shots, one man, Amos Durfee, was killed. The boat was burned to the waters edge and sank not far from where she had been cut adrift.

The affair caused intense excitement and was the source of long diplomatic correspondence, the British government assuming full responsibility for the claimed breaches of international law. One man, Alexander McLeod, was arrested and tried in this State for manslaughter and finally acquitted.

THE ERIE CANAL.

On October 26, 1825, a cannon boomed forth its greeting at Buffalo; a few seconds afterward another cannon a short distance down the River caught up the sound, and so on, cannon after cannon, cannon after

cannon, down the Niagara River to Tonawanda, thence easterly to Albany, thence down the bank of the Hudson to New York City, transmitting the message that at the source of the historic Niagara River the waters of Lake Erie had been let into that just completed water-way—the Erie Canal.

THE FENIAN WAR.

From the time of the Patriot War, with the exception of the Fenian Outbreak in 1866, the history of this region has nothing to do with international war. The Fenian Outbreak, similar in its inception so far as its hostility to the existing government of Canada and a desire to aid the Irish cause of home-rule by inciting hostilities among England's colonies, was quickly suppressed. Of actual hostilities during that agitation there was but one occurrence, known as the battle of Ridgeway on the Canadian side in the vicinity of Buffalo, where the Fenians were defeated.

COMMERCIAL HISTORY.

In its commercially historic aspects, there stands out one important project in connection with Niagara Falls which has been broached by its advocates in public and in private, and especially in the halls of Congress for the past three quarters of a century. Although by international treaty, no war vessels are permitted on the upper lakes, in the line of Washington's famous aphorism, that "the best way to maintain peace is to be prepared for war," the advocates of a

ship canal of a capacity large enough to float our largest vessels, connecting the Niagara River some two or three miles above the Falls with its quiet waters at Lewiston or below, have continued their agitations; and preliminary appropriations, and elaborate surveys—showing three or four routes—have been made by Congress at three different times. The project so far has made but little headway towards a successful consideration. Of its earliest commercial history, during the first years of the century, when private individuals bought the land from the State on account of its adjacent water power, and established here a village which they named Manchester,—of the first utilization of a portion of its enormous power in recent years and of the present stupendous power development now nearing completion, we cannot treat for lack of space. The enormous development of power and its electrical transmission with all that this will add to Niagara's future history are treated of elsewhere in this volume.

STATE RESERVATION AT NIAGARA.

In 1885, after some years of public agitation, the State of New York acquired Goat Island and the territory on the river bank adjacent to the Falls and for a half-mile above them, dedicating it by its ownership as free forever to the world. The Province of Ontario took a similar course on the Canadian side, so that from now on the Falls themselves and the adjacent lands, under the ownership of two friendly nations, are

forever preserved from any real defacement of their scenery by commercial enterprises. The honor of first suggesting this preservation of the scenery has been claimed by many persons. But the first real suggestion, though made without details, came from two Scotchmen, Andrew Reed and James Matheson, who in 1835, in a volume describing their visit to the Congregational churches of this country, first broached the idea that Niagara should "be deemed the property of civilized mankind."

INDIAN LORE.

This region is rich in Indian lore and tradition which is Indian history) never yet thoroughly collected. Commencing far back when the Neuter nation, or more probably an earlier race*, dwelt hereabouts, they worshipped the Great Spirit of the Falls, their worship culminating annually in the sacrifice of the fairest maiden of the tribe to the Great Spirit of Niagara, sending her over the Falls in a white canoe laden with fruits and flowers; next, their inter-tribal wars; later on the temporarily successful but ultimately inevitable futile attempt of the Neuter nation to maintain a neutral existence; their use of Goat Island as the burying ground of their chiefs and warriors, and their adoration of the island because of such use; their subsequent joining of the Iroquois to avoid total destruc-

*The Tuscaroras who live on the reservation near Lewiston are the descendants of the North Carolina tribe, who came to New York in 1712 and joined the confederacy of the Iroquois.

tion by them; later on their annihilation as a distinct tribe, the remnant that was left seeking refuge among the Hurons; their return after a lapse of nearly three-quarters of a century and their ultimate extinction, form an unwritten page of historic Niagara which will probably never be completed with the accuracy that its importance demands.

LOCAL HISTORY.

To later local history in different aspects, we can only refer; to the engineering triumphs in the various bridges that span this River and the attendant benefits to this region; to the famous achievements of Blondin and others who have crossed the gorge on a rope; to the trip made by the *Maid of the Mist* in 1861, under the guidance of Joel R. Robinson from Niagara to Lewiston—the only boat that has ever successfully done so—proving, so far as that portion of the river is concerned, what the courts have held, that the Niagara River throughout its entire length is a navigable stream; to men, who like Francis Abbot have associated their names with the Falls in one way, or like Capt. Webb, with the Rapids in another way; to the fall of Table Rock in 1850, showing to this generation the undermining process by which Niagara has cut the gorge; or to the numberless accidents which have annually occurred, some by accident, some intentionally.

Each of these in one way or another have tended to make history, and to point out lines of thought

whose deductions must benefit future generations, and to all these which are necessarily blended with Niagara's history, we can but refer in this way.

Such, in outline, and with almost brutal brevity, is the foundation for that great work to which some master mind will some day devote its energies, and produce, to its own fame and to the benefit of international literature, a work whose pages shall contain events as yet imperfectly recorded and whose subject may be the words of our title, *Historic Niagara*.



FAC-SIMILE OF A VIEW OF NIAGARA FALLS BY
FATHER HENNEPIN.

(From the Original Utrecht Edition, 1697).