

comfort and care-freeness which can be offered at a fixed low price will be much greater than could heretofore be secured at any price. It may be fairly reckoned, therefore, that after a few years but a small proportion of the visitors to Goat Island will use any other form of wheel conveyance, and the road system of the plan has been devised accordingly.

The drive shown, by which a circuit of the island may be made in a carriage, at a distance usually from fifty to a hundred feet from the bank, is generally intended to be twenty feet wide, varying slightly in accommodation to the trees between which it is to pass. This is less than many would have it. We feel, however, that the road should be as narrow as it can be and tolerably answer its purpose, because at best many trees must be destroyed to make way for it, and the wider the opening the more havoc will storms make with trees left standing near by.

The intention is that carriages shall be allowed to pass through the road moving only in one direction. At all points where there will often be occasion for carriages to stop, the road is to be broadened, and, as before explained and as will be seen from the drawing, harbors are to be opened for carriages that are to stand in waiting. With these precautions a given number of carriages proceeding between the harbor points at a not very greatly varying rate of speed will be less crowded on a road of twenty feet than on one of forty feet, as roads are ordinarily used; less than on a city street of sixty feet if slow freighting wagons are admitted and stoppages are frequent at houses on either side.

It will be seen that two cross roads are provided by which visitors in carriages who may wish to return to the main land without completing the circuit of the island can do so.

WALKS ON GOAT ISLAND.

A circuit walk of the island, in the more frequented parts, fifteen feet wide but intended to vary slightly in adjustment to the trees, will be seen on the drawing. It mainly follows as close to the steep bank as will be safe and convenient, and to a great extent takes the place that had been cleared of trees for the old carriage road.

Where it would be imprudent to lead a throng, and at a few points, where, if carried close upon the bank, the walk would be

inconveniently indifferently of special importance, there are loop walks run on seats commanding the view. The necessity of these minor walks is due to hurried crowds and to the fact that they are not deliberately.

Numerous trails are provided, moderately direct but designed to be little more than forest seclusions to which, with few exceptions (as of interest to those who go on foot to the island), they are often seen driving through the scenery, their occurrence being due to the fact that last year when they passed Porter's house toward the Fall. The walk of the plan is a great improvement. What has hitherto been done by carriages has been done in a way that has been objected to, that they will be the only guide of the way, on the box of a carriage, or what to see.

Simple instructions at the entrances of the island where strangers may be met, and the system of walking will greatly advance the object.

Reckoning upon the fact that walks is more spacious than has been.

At points of special interest of the line of movement on Goat Island large numbers would be had. Both are in the

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inconveniently indirect or would oblige the removal of trees of special importance, it is kept back, and usually in these cases there are loop walks running nearer the bank upon which are shaded seats commanding specially interesting views. The circuitousness of these minor walks will prevent them from being used by hurried crowds and they will bring no danger to those moving deliberately.

Numerous trails through the thick woods will provide for moderately direct passage between all distant points. They are designed to be little more than trodden foot-paths and will give forest seclusions to those using them. We believe that with rare exceptions (as of invalids), a much greater degree of the distinctively characteristic enjoyment of Niagara is to be had by those who go on foot than by those who take carriages. Carriages may be often seen driving past the most charming passages of the scenery, their occupants not having had their attention called to them. Last year we saw several carriage-loads of visitors within an hour pass Porter's Bluff at a trot, without having their eyes turned toward the Fall. Had they been on foot and following the circuit walk of the plan such a loss would have been impossible to them. What has hitherto led the greater number of visitors to take carriages has been a supposition, assiduously nursed by those interested, that they would need a guide, and that, except by the aid of the only guide offering, in the person of an irresponsible brawler on the box of a shabby vehicle, they would not know where to go or what to see.

Simple instructions posted at the railroad stations, the hotels and the entrances of the Reservation, with modest guide-boards at all points where strangers might be at fault as to their best course, would, with the system of walks proposed in the plan, remove the difficulty and greatly advance the popularity of the place.

Reckoning upon a turn of custom in this direction the plan of walks is more spacious and extended than it would otherwise have been.

At points of special attraction, provisions are made for seats out of the line of movement upon the main walks. At two points on Goat Island large shelters, also, are suggested to which resort would be had by walkers in case of sudden showers. Both are in the midst of the woods; they are intended to be

simply large roofs supported upon piers of rough masonry, without walls, except that at opposite ends of each there should be inclosures for water-closets, and the keeping of police conveniences. They are to be the only things on the island of the character of buildings except the covering of a piece of machinery next to be described.

APPROACH TO THE CAVE OF THE WINDS.

The wooden staircase by which visitors descend to the Cave of the Winds has been represented to be much dilapidated and inadequate to present demands, and a number of propositions have been before your Board to put in its place a structure several times as large to contain a passenger elevator as well as a staircase.

All these propositions are open to the objection that the structure proposed would present prominently to view, from widely different points both on the Ontario and the New York shores, and from the bridge and the boats, a large artificial object, crossing from top to bottom one of the grandest features of the natural scenery of the falls. Also to the objection that as the face of the cliff recedes a readjustment of the affair would soon be necessary.

It is our opinion that any structure at this point would be contrary to the fundamental principles of the undertaking. Assuming that access to the Cave of the Winds is desirable, if it can be had without injury to the scenery, we should propose, as an alternative, that the descent should be made through a shaft and tunnel; the head of the shaft to be about fifty feet from the edge of the bank, with an elevator moving in it of the form of an ordinary hotel elevator, to be operated by concealed water-power. This would cost less than a structure of the same capacity built out from the cliff.

There is nothing at all unusual in any of the required operations, and no difficulty in the combination.

Near the bottom of the elevator a small cabin is proposed to be built of logs, and made as unnoticeable as shall be practicable, which will be used as a dressing-room for those who wish to enter the cave. From this cabin a steep pent-house roof, supported by strong framework of timber is advised to be constructed over the path leading to the cave, in order that visitors may be protected from falling stone. These structures would come where the sloping mass of debris meets the vertical face of the cliff, and being formed

of timber left unpainted, bushes that have sprung up in a few years be scarcely

We should, perhaps, immediately pressing the present structure can it answers its purpose walks is a matter of visitors.

On the arrival at the bridge, the interest of the American Fall from down the bank to the and it is proposed to afford a series of that will be used by with steps for ascent there will be no out

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of timber left unpainted, and partially covered by the trees and
bushes that have sprung up just outside of the position, would in a
few years be scarcely visible.

We should, perhaps, add that we do not think that there is an
immediately pressing necessity for the construction proposed. The
present structure can be put in good repair at a trifling outlay, and
it answers its purpose fairly well. The improvement of roads and
walks is a matter of much more importance to the great body of
visitors.

STEDMAN'S BLUFF.

On the arrival at Stedman's Bluff of visitors coming from the
bridge, the interest of the scenery culminates in the view of the
American Fall from that height. The present stairway leading
down the bank to the brink of the falls is on the line of this view,
and it is proposed to reconstruct it as shown on the drawing, so as
to afford a series of opportunities for outlook to be reached by steps
that will be used by the visitor only in descending, another path
with steps for ascent, being provided a little to the eastward where
there will be no outlook of special interest.

LUNA ISLAND.

The intention of the plan is, that the walk from the foot-
bridge to this island shall be carried, as at present, to the
verge of the fall at its west end, but that visitors shall be prevented
from crowding upon the side of the island toward the bluff,
and that bodies of foliage shall here be grown sufficient to secure
the larger part of the ground which visitors will be allowed to
occupy from the sight of those looking from the superior point of
view on Steadman's Bluff.

POETER'S BLUFF.

At this point is to be found the most impressive view upon the
Reservation, being that looking into what, because of the former
shape of the Canadian Falls, is called "The Horseshoe." The
nearer the spectator stands to the precipice on the north, looking
westwardly, the better the view. It is fine, however, all along the
edge of the bluff for about fifty yards, beyond which point consider-
able bodies of foliage interpose that cannot be removed without

detriment to the scenery. This space of fifty yards, therefore, is invaluable.

At present the enjoyment to be obtained from what is otherwise the best point of it is much less than it might be, because it is at the head of a flight of wooden stairs that lead to the ground at the foot of the bluff, people passing upon which break the view, and because, also, horses, carriages and people on foot, seeking this best point, are often crowded together in a way most unfavorable to quiet contemplation.

At a point about a hundred feet southward a wall of stone was built many years ago to sustain a made bank of earth where, before, there must have been a recess in the face of the bluff and probably a gully extending a short distance back. The plan proposes to take down this wall, open and enlarge the gully in such a manner as to form an inclined path, to be used instead of the present stairway, a part of it being bridged over so that the line desirable to be occupied by visitors looking from the height toward the Horse-shoe may not be interrupted. At the point now occupied by the upper steps of the staircase the general level would be preserved, and a small projection made which would still further improve the best point of view.

As an additional facility for reaching the ground under the bluff opposite this point a foot-path with steps at intervals is planned at a short distance southward.

CHECK UPON THRONGS AT CERTAIN POINTS.

There are two duties of the State to the people in regard to which there should be no doubt of the Commission's responsibility or of its powers to meet it efficiently.

One is to make sure that visitors, in the orderly and reasonably prudent use of the means provided them for the enjoyment of the scenery of the Reservation shall not be placed in conditions of peril from sources that the Commission can guard against by such police regulations as have been approved in the experience of other places of large public resort. The other is to make sure that visitors, not actively disposed to disorder, shall not be constrained to courses through which any important elements of scenery or any property of the State shall unduly come to injury.

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Having in view a much larger number of visitors than has heretofore been known, there are places on the reservation where we must question whether due precautions for the safety of visitors and the preservation of the property of the State can be maintained if access to them and occupation of them is absolutely unrestricted.

It is advised that in every such situation the superintendent shall be authorized to regulate, by means of a gate and turnstile the number of visitors to be at any time in occupation of the ground. Under ordinary circumstances the gate would be open and passage to the place unobstructed, but upon needfull occasions, the gate would be closed and visitors let in and let out by turnstiles at each end of the gate, the turnstiles for admission not opening after a certain number had entered except as room was made by those leaving, their outgoing serving mechanically to give the proper number admission by an action communicated through the turning of the outlet turnstile.

CONCLUDING OBSERVATIONS.

In the general design thus submitted we have endeavored to foreshadow and fairly meet all the requirements that can be legitimately conceived as having a just claim to your consideration.

We believe that none of the improvements suggested can be left out of any comprehensive scheme undertaken by the State for a judicious development of the Reservation over which it has assumed control.

Each work of construction will at some time, in our judgment, require to be executed in a conscientiously complete way, but when all that is proposed is fairly done there will be no need for any fresh appropriations for construction. The work henceforth will be, strictly, a work of maintenance. It is for your Board to determine what recommendations should be made to the State in regard to appropriations for improvement, what works should be first undertaken and what should be postponed. Although not asked to advise at this time as to the relative importance of the various features of this necessarily large and complex undertaking, we may be permitted to close our report with the expression of a hope that you may decide to take up, first the proposed carriage drives on Goat Island; not only because it is desirable to meet an

obvious public demand in this respect for additional accommodations, but because it is expedient, as soon as practicable, to take advantage of the healing processes of natural restoration by fresh growth, which will commence as soon as the openings required for the new roads are cut through the existing woods.

Respectfully,

FRED'K LAW OLMSTED,
CALVERT VAUX,

Landscape Architects.