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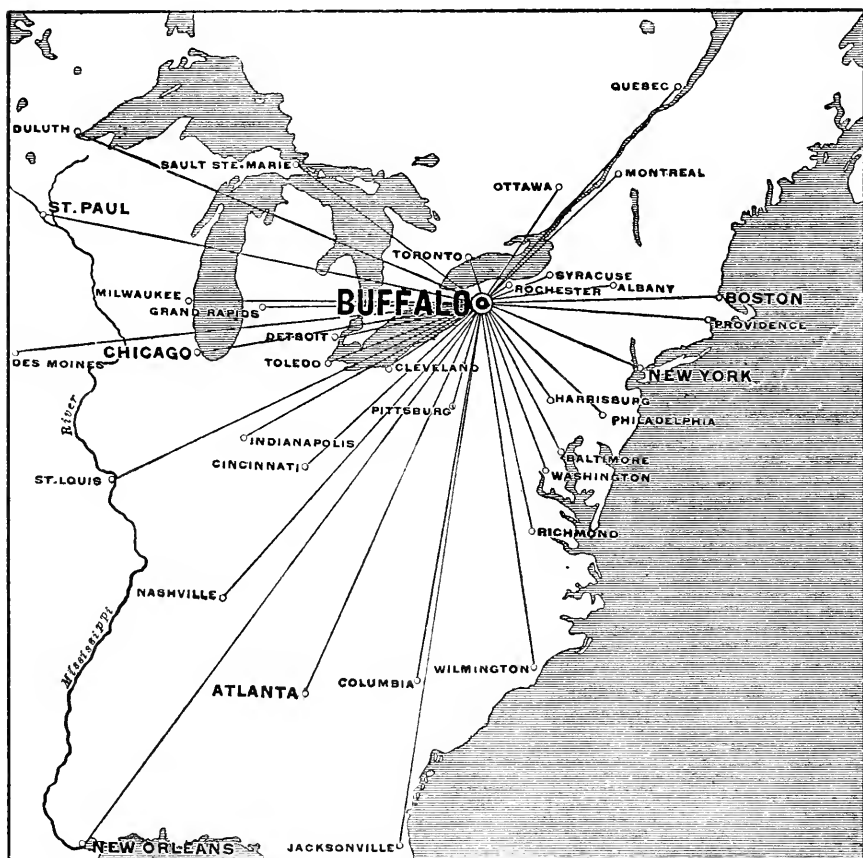
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THE CITY OF BUFFALO



ATLANTA EXPOSITION,
1895.

BUFFALO, The Commercial, Industrial, Shipping, Convention and Electrical Center.



THE above diagram accurately indicates the relative positions of Buffalo and the leading cities of Canada and the United States, east of the Mississippi River. The lines printed between Buffalo and those cities represent an air line from point to point, on a scale of 320 miles to the inch. Buffalo's central position for lake, canal and railroad traffic, for manufacturing and every branch of commerce and for convention purposes, can be comprehended at a glance.

BUFFALO GREETSS THE SOUTH

With a Synopsis

OF HER

HISTORY, ATTRACTIONS, ADVANTAGES, INSTITUTIONS AND FACTS
CONCERNING HER MUNICIPAL GOVERNMENT, PREPARED
FOR DISTRIBUTION IN CONNECTION WITH THE
EXHIBIT REPRESENTING HER
MATERIAL INTERESTS,

AT THE

Cotton States and International Exposition,

ATLANTA, GA., Sept., Oct., Nov., and Dec., 1895,

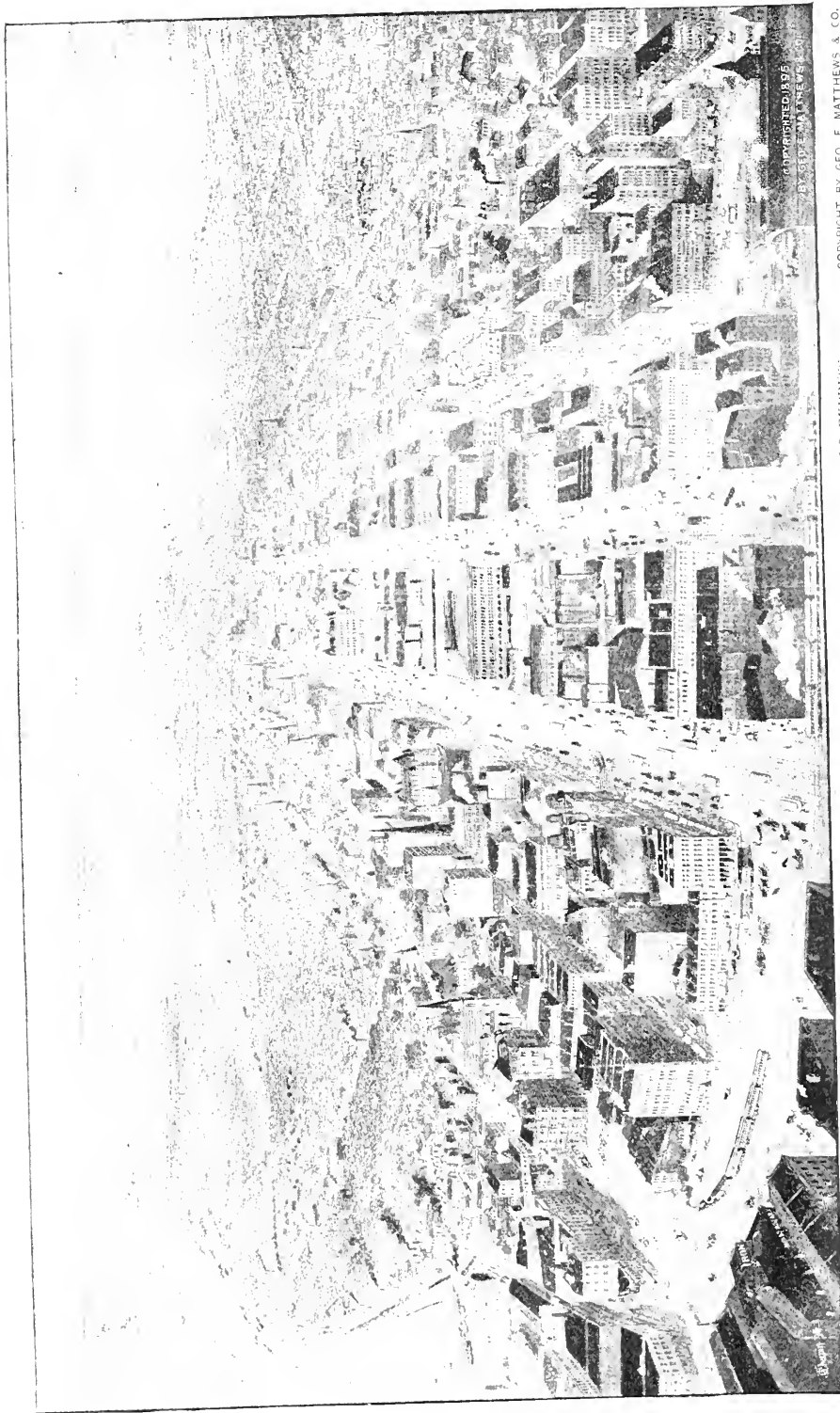
BY

RICHMOND C. HILL,

Under the supervision of a committee appointed for that purpose by the
city of Buffalo, comprising

R. R. HEFFORD,	. . . . .	<i>President Merchants' Exchange,</i>
C. W. BETTS,	. . . . .	<i>President Lumber Exchange,</i>
JOHN HUGHES,	. . . . .	<i>President Live Stock Exchange,</i>
H. SCHAEFER,	. . . . .	<i>President Builders' Exchange,</i>
S. S. KINGSLEY,	. . . . .	<i>President Real Estate Exchange,</i>
A. D. GAIL,	. . . . .	<i>President Produce Exchange,</i>

who will be pleased to furnish any further information desired.



FROM THE ILLUSTRATED BUFFALO EXPRESS. BIRD'S-EYE VIEW OF BUFFALO — FROM THE OFFICE OF THE BUFFALO EXPRESS. COPYRIGHT BY GEO. F. MATTHEWS & CO.

THE CITY OF BUFFALO—1895.

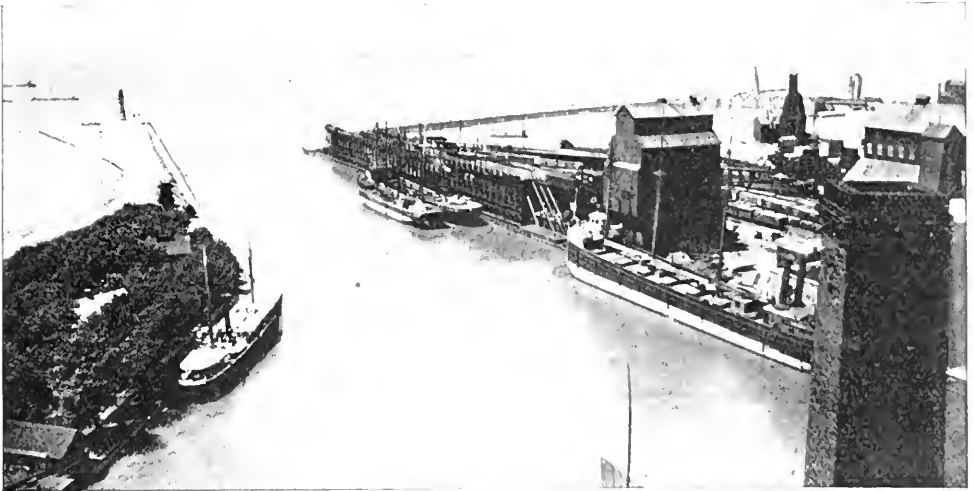
(Copyright, 1895, by R. C. Hill.)

PROGRESSIVE PEOPLE are not prone to crying over what has been termed "the spilled milk of history," and those most interested in the prosperity and development of the thriving city of Buffalo care very little for the facts and romances associated with her pioneer days.



BUFFALO HARBOR.

It may, however, be of especial interest to the closet student to know, and to the "oldest inhabitant" to recall, the fact that a hundred years ago the site of the city was a small trading post, or trappers' settlement, and that in 1795 one Baron La Rochefoucault Liancourt remarked, in memoirs of



INSIDE THE BREAKWATER.

this then primeval region, that "at the post on Lake Erie there is a small collection of four or five houses." It may also be of passing interest to some to know that at the beginning of the nineteenth century the Holland Land Company had acquired a considerable portion of the site by purchase,



IN THE HARBOR.

and, in arranging to lay it out in town and village lots, named it New Amsterdam. The surveys were completed in 1804, and the first lot, containing half an acre, was sold for \$135. The young village thrived, was duly incorporated April 2, 1813, and, on December 30th, the same year, was destroyed by British troops and their Indian allies, who crossed the river at Black Rock. Only two houses escaped the flames, and they served as a nucleus around which grew up a colony which, in 1832, from a village, became the city of Buffalo. The origin of the name "Buffalo" has been the subject of much discussion, and has never been determined or even satisfactorily explained. The writer



A GRAIN ELEVATOR.

here ventures the suggestion—for the first time now made—that it is derived from the French words "*Bœuf-et-l'eau.*" The sound certainly fits, if the application does not, and even the application is a fitting one, as the French voyageurs and missionaries who wandered this way with Lasalle and

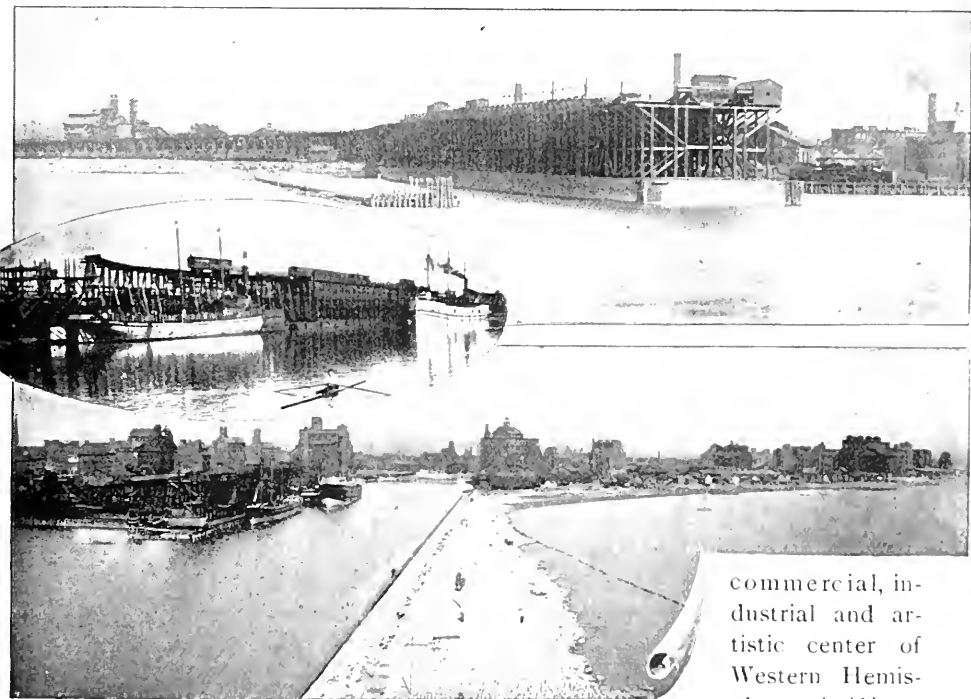


LOADING TRESTLES.

Hennepin in the seventeenth century saw plenty of water and undoubtedly encountered bisons in great numbers.

The new city grew slowly but surely for some forty years, but it was not until about two decades since that a variety of influences brought about the commencement of an era of remarkable development and a rapid swelling of the population that has continued, with compound interest, ever since. The old Arab proverb "It is not what my father was but what I am" should, in these matter-of-fact days apply to this city, "It is not what Buffalo Was, but what she Is and what she Will Be?"

We will not venture the grandiloquent prophesy that she will in a few years outstrip Chicago in size and importance, or outrank New York as the



COAL DOCKS.

commercial, industrial and artistic center of Western Hemisphere civilization, but will give

a few facts as to her present condition that will suggest to the reader of ordinary judgment and passing common sense the probabilities of her future municipal greatness, based upon her remarkably favorable location as the natural gateway, by land and water, between the East and the great West and the fast developing Northwest, upon her possession of the great electric power supply derived from the current of Niagara River, her beautiful environments and her unquestioned healthfulness.

Among the first considerations affecting Buffalo's progress and prosperity is her position as a great railroad center. She has the largest railroad

yard facilities in the world, participated in by twenty-six great railroad corporations, which own 660 miles of track and over 3,600 acres of land. The passenger and freight traffic resulting from a continuous employment of these facilities is necessarily enormous.

Almost of equal importance is the lake



A CORNER IN THE PARK.



A PARK DRIVEWAY.

traffic. Because of her peculiar location at the portals of the chain of great lakes Buffalo receives a large share of the commerce of those lakes, to the extent annually of something like 9,000,000 tons, and this, be it remembered, during a season of about eight months only.

To the railroad and lake traffic should be added that of the Erie canal, which is a very important factor in the commercial activities



VIEW OF THE RIVER FROM THE FRONT.

of Buffalo. Over 6,600 boats are employed in the canal traffic, for which the electric trolley system will soon be used.

In direct association are the grain elevators, coal trestles, stockyards, ore docks, lumber and ship yards, wharves, warehouses, storage rooms and depots. The operation of all these are on a truly prodigious scale as some of the official figures show. In 1894 the receipts of grain were in the neighborhood of 200,000,000 bushels, and during the same period about 4,300,000 tons of anthracite and 2,300,000 tons of bituminous coal were handled. In 1894 the live stock received here included 4,880,550 hogs, 3,092,300 sheep, 79,410 horses, and 842,000 head of cattle. It is difficult to estimate the amount of money invested, and the number of people employed in handling this vast amount of business. They represent a very large total.

Some idea of the manufacturing enterprises of Buffalo may be gathered from the figures of the last U. S. Census, which showed that 3,559 establishments reported in 1890, representing 176 industries, employing \$67,867,154 in capital; \$24,617,408 was paid in wages to 49,998 hands. The cost of the materials used was \$51,162,770, and the value of the product \$96,448,654.

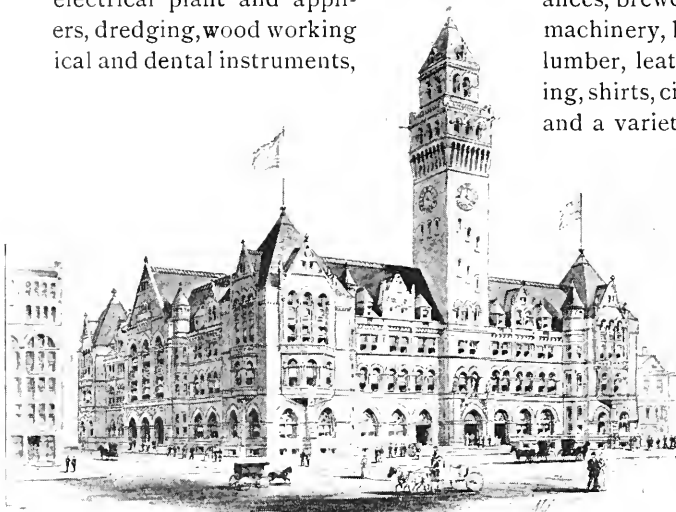
Since 1890 a very large increase has been made and a number of very important industries added. The leading industries of Buffalo are railroad-car building, car wheels, foundry supplies, agricultural implements, anilines and dyes, soap, boots and shoes, clothing, flour, furniture, engines and boilers, cement paving, cast iron pipe, ship building,

electrical plant and appli-
ers, dredging, wood working
ical and dental instruments,

ances, breweries, forges and blow-
machinery, bridge building, surg-
lumber, leather and rubber belt-
ing, shirts, cigars, school furniture,
and a variety of others.

The financial
institutions of Buf-
falo include 21
banking establish-
ments with assets
of over \$41,000,-
000. The clear-
ings at the Buffalo
Clearing House in
1894 footed up
\$197,199,910.21.

The last United
States census, in



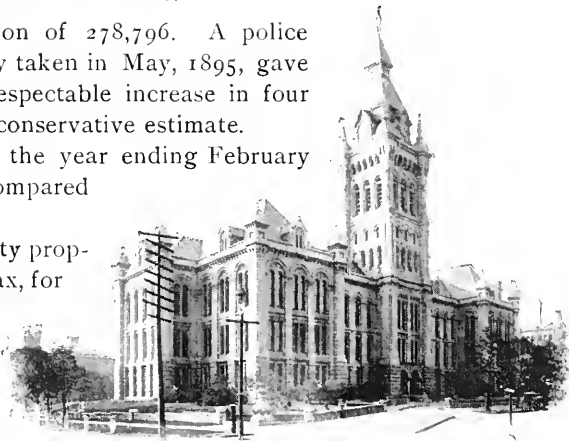
NEW POST-OFFICE AND GOVERNMENT BUILDING.

1890, gave Buffalo a population of 278,796. A police
census of the city very carefully taken in May, 1895, gave
a result of 335,705, quite a respectable increase in four
years, and undoubtedly a very conservative estimate.

The post-office receipts for the year ending February
28, 1895, were \$650,956.69, as compared
with \$337,452.52 in 1884.

The assessed valuation of city prop-
erty (for the collection of a tax, for
1895, of \$15.40 per \$1,000) is
\$234,652,460; actual value
\$350,000,000.

The courteous reader will
gladly admit that these are
very favorable figures con-



CITY AND COUNTY BUILDING.

cerning the commerce, manufacturing and finan-
ces of Buffalo, "But," he will ask, "what can
be said of the city in regard to its desirability
as a place to live in? What is its climate? Is
it healthful? What residential
recommendations has it?"

These very natural and proper
questions a Buffalonian may answer
with justifiable pride. The climate
is similar to that of other lake cities
in the same latitude. Its health



STATE HOSPITAL.

ratio is abnormally good, as it ranks in the very front rank among the great cities of America. It has plenty of well arranged and convenient residences, excellently located, very accessible and suitable for all classes at reasonable rents. Its streets are remarkably clean and are well lighted. Two hundred and ten miles of the streets are paved with asphalt. All parts of

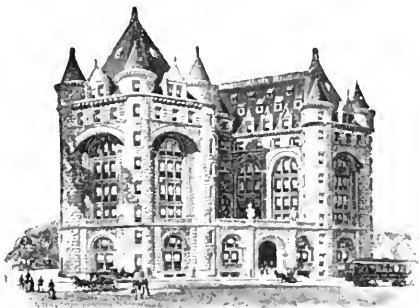


MUSIC HALL.

the city are easy of access by a complete system of electric trolley cars and by the Belt Line of the New York Central Railroad. The fare for a trip on each of these is only five cents, no matter what the distance traveled may be, and transfers are granted on the trolley cars in a most liberal manner. There are about 140 miles of street railways in the city, and connections are conveniently made with suburban points outside the city limits. Manufactured gas and electricity are used for illuminating purposes, as also is natural gas to some extent, but this latter is largely used for heating and cooking purposes.

The water supply is taken from Lake Erie, and is of the purest quality and practically unlimited in quantity, the pumping station having a capacity of 200,000,000 gallons per day. The rates for illuminating gas, natural gas, electric lighting and water are all very reasonable, and the service in each case is admirable. The public school system is an excellent one, and a great majority of the 60 odd schoolhouses are modern and conveniently

arranged. There are plenty of good churches of all denominations, and the city is well supplied with theatres, music and concert halls and well regulated places of amusement, not to mention singing society rooms and club houses. There are numerous hospitals and charitable institutions; a large and flourishing Women's Educational Union, a well-equipped Y. M. C. A., a splendid Public



ERIE COUNTY SAVINGS BANK BUILDING.



Y. M. C. A. BUILDING.

Library, a Law and other libraries, a Historical Society, a Society of Natural Sciences, a fine Masonic Temple, numerous fraternal and beneficial societies, a well organized Board of Trade and Merchants' Exchange, Builders' Exchange, Real Estate Exchange, Produce Exchange, Lumber Exchange, Live Stock Exchange, a fine Driving Park and Exposition Hall, several base-ball and athletic grounds, two regiments of National Guards, and several companies of U. S. infantry are always quartered at Fort Porter. The public park system is one of the

finest in the world, and embraces over 1,000 acres of parks, parkways, boulevards, lakes and drives, and there are a number of charming nearby rural resorts and fishing and hunting grounds.

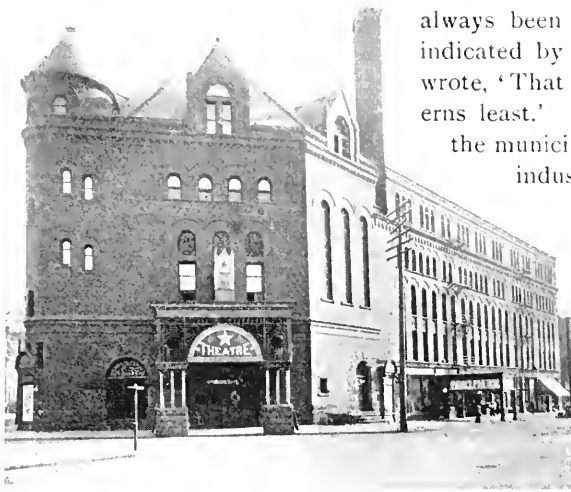
Niagara Falls is reached in a half an hour's ride by rail, or by a delightful river excursion, and an electric trolley line connects the great cataract city with Buffalo.

In summer also a Tally-Ho coach line will be operated. Among other places famous as health and pleasure resorts within easy distance of Buffalo are Chautauqua Lake, Silver Lake, Portage Falls, Rock City, Kinzua Bridge, the Bradford-Olean oil fields, Toronto, Lewiston, Queenston, and many delightful places on the shores of Lake Erie and along Niagara River.



BUFFALO CLUB.

In regard to the municipal government, an admirably arranged manual compiled by City Clerk Hubbell says: "It is at all times a liberal one, and fosters enterprise and encourages the advent of the stranger. Its unwritten policy has



STAR THEATRE.

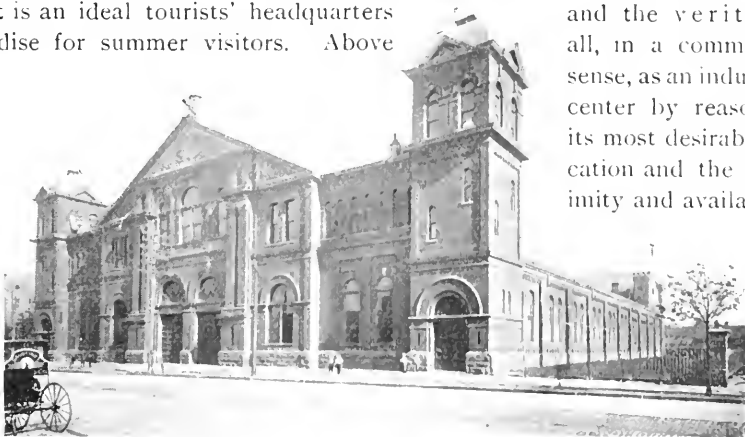
became a law in 1892. It was framed by a committee of citizens representing the best of Buffalo's business, social and political life. This model instrument provides for a Board of Aldermen, representing the 25 wards. This body originates all legislation in the city government. All action taken thereby is inoperative unless approved by the Board of Councilmen. This body is distinctively a board of review, and above it stands the chief executive, the Mayor."

By reason of its location, its railroad facilities, its many attractions, and, last but not least, because of its superior hotel accommodations, Buffalo is an ideal convention city. The leading hotels are the Iroquois, the Niagara, the Genesee, the New Tift House, the Broezel, the Stafford, the Mansion, the Arlington, the Continental, and Greuner's (German). Buffalo has numerous halls suitable for the purposes

It is an ideal tourists' headquarters Paradise for summer visitors. Above

always been founded upon the lines indicated by the great statesman who wrote, 'That governs best which governs least.' No income is derived by the municipality from many lines of industry heavily taxed in other places. Unreasonable sumptuary laws are not enforced by the police authorities, and such regulations alone are operated to secure paternally the greatest good to the greatest number. The city works under an amended constitution, which

of large conventions and the veritable all, in a commercial sense, as an industrial center by reason of its most desirable location and the proximity and availability



STATE ARSENAL, 65TH REGIMENT N. G., N. Y.

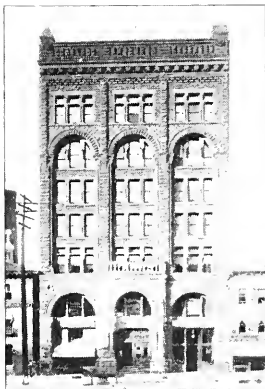


MORGAN BUILDING.

of unlimited electric power, and every other manufacturing requirement Buffalo has no equal on the continent. Its furnaces, factories, mills and workshops are the focus of unlimited supplies of iron ore, copper, lumber and other staples of the leading industries of the world. Its manifold



ELLICOTT SQUARE BUILDING.

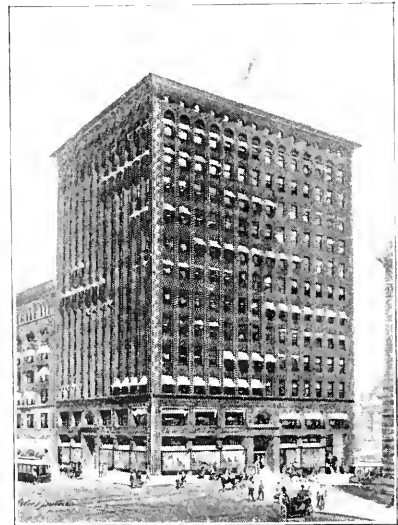


MASONIC TEMPLE.

merits, municipal and otherwise, fairly entitle the city to the attention it is attracting all over the civilized world.



REAL ESTATE EXCHANGE.



GUARANTY BUILDING.

“Welcome” is the sign over her portal, and her latch string always hangs out.

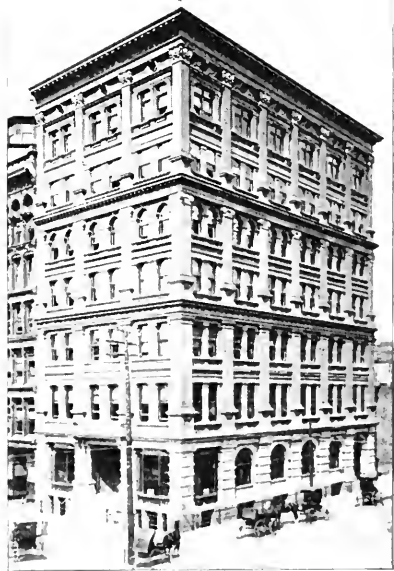
RICHMOND C. HILL.



SOLDIERS' MONUMENT AND BUFFALO LIBRARY — LAFAYETTE SQUARE.



MERCHANTS' EXCHANGE.



BUILDERS' EXCHANGE.

BUFFALO SUMMARIZED.

COMMERCIAL.— Enormous lake, railroad, and canal traffic ; substantial banking institutions, enterprising and well governed business exchanges, fine office buildings.

INDUSTRIAL.— Reasonable taxation, low price coal, admirable shipping facilities, convenient sites, cheap transportation, unlimited water supply, and electric power, the most advantageous manufacturing and exporting center in the United States—(see *Railroad distances at bottom of this page*.)

RESIDENTIAL.— A cleanly, healthful and well governed city ; a complete electric street railway system, 210 miles of asphalt paved streets, abundance of shade trees, magnificent public parks, comfortable and tasteful residences at low prices, or fair rental, unlimited and pure water supply, natural gas for cooking and heating, gas and electric street lighting, complete police and fire protection, excellent public schools and churches for all denominations, asylums and hospitals.

FOR VISITORS AND CONVENTIONS.— Ample hotel accommodation, good halls, excellent theaters, club houses, a delightful summer climate, parkway drives, lake and river trips. Niagara Falls, Chautauqua Lake, Silver Lake, Oil Regions.

BUFFALO OFFICIALS (1895).

Mayor, EDGAR B. JEWETT. *Health Physician*, . . DR. ERNEST WENDE.
City Clerk, MARK S. HUBBELL. *Supt. of Education*, HENRY P. EMERSON.
Chief of Police, W. S. BULL. *Postmaster*, HOWARD H. BAKER.
Police Justice, T. S. KING. *Chief Fire Department*, B. J. McCONNELL.
President Board of Aldermen, R. K. SMITHER ; *President Board of Councilmen*, JAMES ASH.
Board of Public Works: GEO. S. GATCHELL, JAMES MOONEY, C. G. PANKOW.

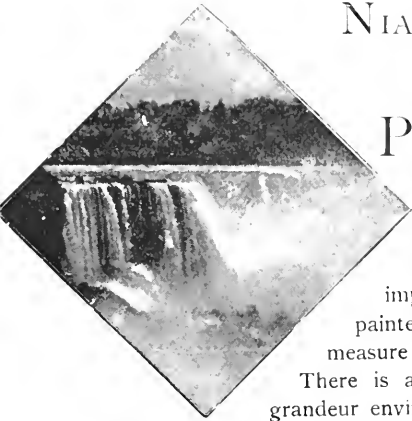
BUFFALO ASSOCIATIONS.

Merchants' Exchange—R. R. HEFFORD, *President* ; WM. THURSTONE, *Secretary*.
 Builders' Exchange—HENRY SCHAEFER, *President* ; J. C. ALMENDINGER, *Secretary*.
 Bankers' Association—PASCAL P. PRATT, *President* ; W. C. CORNWELL, *Secretary*.
 Lumber Exchange—C. W. BETTS, *President* ; C. W. BALDY, *Secretary*.
 Produce Exchange—A. D. GAIL, *President* ; J. J. WHITE, *Secretary*.
 Live Stock Exchange—JOHN HUGHES, *President* ; SPRAGUE KERR, *Secretary*.
 Real Estate Exchange—SPENCER S. KINGSLEY, *President* ; CLARK L. INGHAM, *Secretary*.
 Street Railway Co.—HENRY M. WATSON, *President* ; H. H. LITTELL, *Gen'l Manager*.

DISTANCES BY RAILROAD, AND FIRST-CLASS FARES, FROM BUFFALO.

MILES.	FARE.	MILES.	FARE.	MILES.	FARE.
298	Albany, . . . \$ 6.15	318	Harrisburg, . . \$ 8.44	270	Pittsburgh, . . \$ 5.40
1010	Atlanta, . . . 22.85	466	Indianapolis, . 13.50	70	Rochester, . . 1.38
400	Baltimore, . . 10.00	1003	Kansas City, . 26.00	2940	San Francisco, . 70.50
499	Boston, . . . 10.65	601	Milwaukee, . . 16.05	727	St. Louis, . . 19.25
516	Chicago, . . . 13.50	925	Minneapolis, . 25.00	918	St. Paul, . . . 25.00
183	Cleveland, . . 5.00	988	New Orleans, . 30.50	123	St. Thomas, . . 3.90
427	Cincinnati, . . 12.25	410	New York, . . . 8.00	24	Suspension Bridge, .59
321	Columbus, . . 9.15	443	New York rate	151	Syracuse, . . . 2.98
1548	Denver, . . . 36.75		via N. Y. C., . . 9.25	291	Toledo, 8.25
231	Detroit, . . . 7.00	22	Niagara Falls, . .55	105	Toronto, 3.15
1379	Duluth, . . . 25.00	1005	Omaha, 26.25	204	Utica, 4.04
378	Grand Rapids, . 10.40	308	Philadelphia, . 9.25	440	Washington, . . 11.20

NIAGARA FALLS.



POETS and prose writers of the highest rank have made the great cataract of the Niagara River the theme of most superlative literary efforts, but hitherto even the inspired use of words have fallen short of depicting the wonderful waterfall in all its marvelous strength, beauty and impressiveness. So also have the pencil of the painter and the sunpictures of the photographer in a measure failed to reproduce its peculiar characteristics. There is an indescribable atmosphere of forcefulness and grandeur environing the huge mass of rushing, tumbling waters which cannot be depicted in verse, in prose or in pictures. In the blunt but emphatic language of the showman, "The Falls must be seen and seen again to be appreciated."

But while the waters come pouring down the river from the great lakes and sweeping over the falls, as they have done for ages, in recent years there have been vast changes in the surroundings. The artifices of man have been and are still being combined with the forces of Nature in adding to and modulating the beauties of the place, and bringing order out of the chaos of attractions that have long made the place famous in connection with the huge cataract itself. On both sides of the river parks, under proper supervision, have been laid out. July 15, 1885, the State Reservation on the American side was formally opened for the free use of the public, and May 24, 1888, Queen Victoria Park on the Canadian side was formally opened to the general public.

Besides these two great observation grounds from which the Falls may be viewed in all their varying aspects, there are a number of minor points and places of interest. The chief of these are the new Suspension Bridge connecting Canada with the United States, the cantilever and railway suspension bridges at Suspension Bridge, and the Whirlpool Rapids and Whirlpool beyond. There are a number of outside museums and elevators; but the most important of the extra-attractions of the Falls is the observation tower, opposite Prospect Park, 300 feet high. From the upper platform a view is obtained unequalled in the world for grandeur and picturesque variety.

Another pleasing experience is a trip on one of the two Maids of the Mist. Niagara Falls itself has been greatly improved in recent years. It is no longer a sleepy country village, but is justly putting on metropolitan airs, having recently been organized in association with Suspension Bridge as a city, with all a modern city's duties, privileges and progressive spirit. The most important factor in attaining this municipal result has been the construction of the great hydraulic tunnel for the purpose of utilizing the enormous and continuous water force of Niagara River to supply power for manufacturing and other purposes, with the electric current as the grand medium. The principle upon which the tunnel has been built is exceedingly simple. The tunnel, which is subterranean, is really a great tail race extending

about a mile, from the water level at a point of Niagara River above the Falls, and embouching below the Falls at a much lower level. The tunnel is connected with the river by short surface canals, wheel pits and cross tunnels, the pits being furnished with turbines and the necessary hydraulic machinery, dynamos, etc., for generating and transmitting the electric power-giving current.

A vast amount of capital is invested in this enterprise, and the skill, patience and persistence of the most able engineers and mechanics in the world have been enlisted in the enterprise, of which, naturally, Niagara Falls and the immediate vicinity will receive the first benefits. As soon as arrangements are perfected the electric power will be transmitted, chiefly to Buffalo, but also to points at a considerable distance from the generating center, and sanguine people believe that in a few years at most this power will be safely and economically transmitted to New York, Philadelphia, Boston, Chicago and other localities at a distance of 500 or even 1,000 miles. It is certain that the power will soon be advantageously transmitted to Buffalo, and, of



course, to the intermediate localities, and enthusiastic prophets foretell the establishment in a few years of a gigantic city that will cover all the territory between and including the now existing municipalities of Buffalo and Niagara Falls.

The two cities are already closely connected by a great variety of mutual interests, and in a material way by the steam railroad systems of the New York Central, the West Shore, the Michigan Central and the Erie Lines. Besides these, an electric trolley line connects with the street railway systems of Buffalo and Niagara Falls. This road makes direct connection with another very important trolley line extending from the observation tower, already mentioned, opposite Prospect Park at the Falls, along the American side of the gorge, down under the cliff, along the shore of the river, under the cantilever and railroad suspension bridges, past the great Whirlpool rapids, semi-circling the vast Whirlpool itself, along the picturesque rapids to Lewiston, a distance of about seven miles of the most strikingly beautiful and varying scenery in the world.

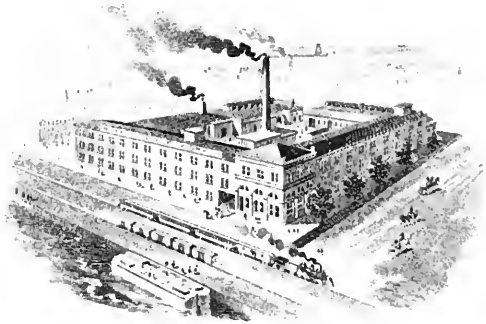
These and other enterprises and many minor attractions, established and to come, will serve to expand and perpetuate the fame of Niagara throughout Christendom.

R. C. H.

SOME REPRESENTATIVE BUFFALO ENTERPRISES.

THE BUFFALO SCALE WORKS.

PROBABLY no one institution, among Buffalo's many and varied industries, has been so instrumental in carrying the name and fame of Buffalo to all corners of the world as has the Buffalo Scale Company. This old established company has, for nearly forty years, been annually sending out to nearly every corner of our own land, as well as to very many foreign countries, an infinite variety of high grade scales, upon each one of which has stood out most prominently the word Buffalo. From the very nature of the product manufactured, which, in its use, decides in each transaction as between buyer and seller, it will at once appear that for long continued success in the production of such machines, and in gaining and keeping the confidence of the business world in their use, the first and great essentials are "highest quality" and "greatest accuracy." From the very first this has been the chief aim of the company; and as a result, many thousand miles from home, the word Buffalo is synonymous with highest quality and greatest accuracy in all transactions where weights and measures are the determining factors. The variety of machines manufactured cover a wide range, from the smallest postal scale, such as this Company has furnished the United States Government many thousand of, to



BUFFALO SCALE WORKS.

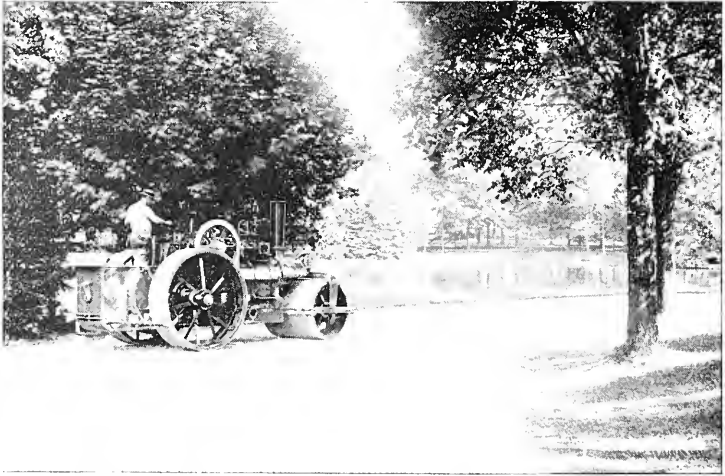
the ponderous railroad track scale which will, easily and accurately, record the weight of a heavily loaded train. It will readily be seen that the Buffalo Scale Company can consistently be placed among the first of Buffalo's most representative industries. It occupies an extensive and complete plant, fully equipped with every mechanical appliance that can assist in the manufacture of the articles for which they have attained a world-wide reputation. The officers are: George G. Linen, president; T. L. Richmond, treasurer; F. A. Avery, secretary, and J. H. Usher, mechanical superintendent. For many years the company has been represented at all the principal expositions, and has received highest awards. In this connection their representative will be pleased to welcome visitors at their exhibit in Section A of the Manufacturers' Building at the Cotton States and International Exposition,

THE PITTS AGRICULTURAL WORKS.

The Pitts Agricultural Works, one of the oldest, most successful and important industries of Buffalo, was founded in 1850 by Hiram and John A. Pitts, two brothers, who came from Maine, where they had gained for America the honor of giving to the world the first portable threshing, separating and clearing machine, which has served as the model for all others.

The present establishment occupies six acres of floor space. It has turned out more than 25,000 steam and horse-power threshing outfits and furnished machines to every grain-growing country in the world, adapting their machines to the exigencies of the section where used. The works also turn out the most improved farm and soil-preparing tools.

Another department of this great enterprise will attract especial interest at this time when the agitation for good roads is so wide-spread and emphatic, namely that of improved road machinery. One feature of this



STEAM ROAD ROLLER.

department is a double engine steam Road Roller, made in three sizes, and very heartily approved of by municipal experts, contractors and country road builders. That these rollers meet the requirements of the most exacting official is evidenced by the fact that they have been purchased by the United States Government for use at the West Point Military Academy, after the most critical examination and the severest tests in competition with all others.

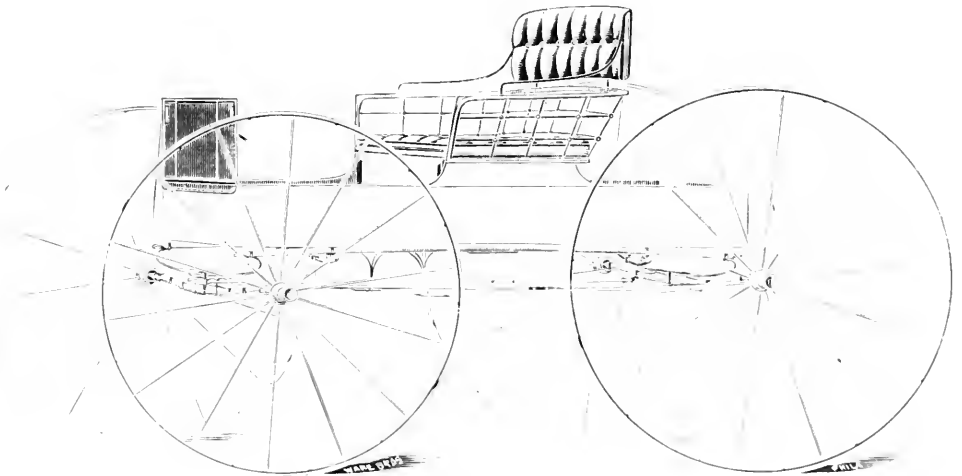
The officers of the Pitts Agricultural Works are Carleton Sprague, president; C. M. Greiner, secretary; John B. Olmsted, attorney, who will be pleased to mail catalogues on application or give any desired information.

BUFFALO SPRING & GEAR WORKS.

The Buffalo Spring & Gear Company is probably the best known throughout the world of any manufacturers in its line.

Their peculiar and successful methods of advertising has made their name familiar among carriage makers in all quarters of the globe. Vehicles manufactured by this company have for several years been exported into Asia, Africa, Australia, Europe and the islands of the sea. Their customers in this country extend from the Atlantic Ocean to the Pacific, showing conclusively the excellent shipping advantages enjoyed by manufacturers in Buffalo.

Some ten years ago this firm introduced to the trade "Vehicles in the White"; that is, carriages complete in every respect except painting.



"PALO ALTO" WAGON.

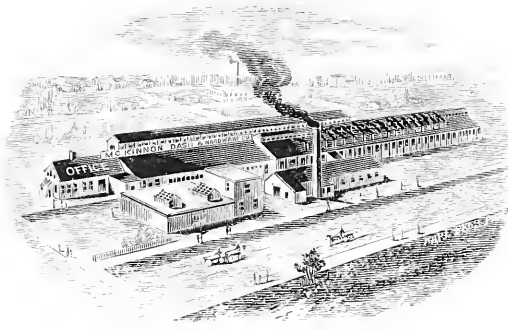
This enables carriage makers to see what they are buying before it is covered with paint and varnish, and that means everything to purchasers of high-class work.

The Buffalo Spring & Gear Company enjoy the reputation among the trade of making a very superior grade of work and of the most unique and salable styles. As an example of the wearing quality of the vehicles manufactured by this firm, it may be stated that a gentleman in Hamburg, Germany, covered a distance of nearly 5,000 miles riding in a cut under buggy selected from regular stock.

The Buffalo Spring & Gear Company are also the sole owners and only manufacturers of the most popular riding spring on the market known to the trade as the Thomas Coil Spring. Thousands are riding to-day on this luxurious spring who do not even know its name. Every reputable wholesale carriage builder in the world is using them. So much for one of our leading carriage industries.

THE MCKINNON DASH & HARDWARE COMPANY.

One of the most flourishing of the more important manufacturing enterprises of Buffalo is the McKinnon Dash & Hardware Company, limited, which manufactures on an extensive scale patent dash frames and attachments, supplying jobbers and carriage makers all over the American Continent. Their especial brands of dashes are the "Niagara," with channel bar dash frame covered with the finest leather, and the "Buffalo," practically a solid foot dash, but neater in appearance and stronger than if the



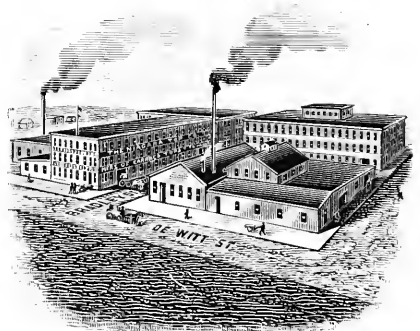
MCKINNON DASH AND HARDWARE COMPANY.

feet were forged solid with the frame. The dashes are great favorites in the market. The McKinnon Company also manufactures side rail Surrey dashes, wing dashes, raised rail dashes, fenders in various styles, curtain roll-up straps, prop block washers, shaft trimmings, apron flaps and numerous other valuable devices indispensable in first-class carriage building. One of the important specialties, used in all the company's dashes, is a concealed head bolt attachment, in various styles, and unequalled in utility by anything produced in competition.

The officers of the company are S. F. McKinnon, president; L. E. McKinnon, treasurer and manager; W. A. Notman, secretary. The Buffalo address is No. 250 Amherst Street.

THE NIAGARA TOP COMPANY.

A unique and thriving industry of Buffalo is that of the Niagara Top Company, the business of which has grown to very important proportions since its organization in 1886. This enterprising company is producing a large and excellent line of carriage appurtenances, including tops, cushions, dashes and backs, and is shipping large quantities all over the United States, to Australia, and other foreign markets, where "the N. T. Co.'s" goods have justly earned a splendid reputation. The business of the company is in the hands of practical and experienced men. To its other lines has recently been added bicycles of superior make, which, however, are being sold at very reasonable prices,



NIAGARA TOP COMPANY.

THE SNOW STEAM PUMP WORKS.

The Snow Steam Pump Works, whose extensive plant is situated between Seneca and Clinton streets just east of Bailey Avenue, was incorporated in the early spring of 1890, and its first products were placed on the market less than five years ago. Starting with a small plant, consisting of foundry and machine shop, and employing a very small number of mechanics, this company has grown to such proportions that its plant has been increased more than ten fold, and it is employing to-day more than 400 skilled mechanics, and the shops are running day and night to keep abreast with the orders booked. This company manufactures steam pumps and pumping machinery from the smallest size of boiler feed pump, weighing less than 120 lbs., up to the largest water works pumping engine of the most modern type and weighing all the way up to 800 tons and more.



SNOW STEAM PUMP WORKS.

This company stands to-day in the front rank competing successfully with the oldest and largest pumping engine manufacturers in the world. Its products go all over this country, and a heavy demand for them has been established in Europe and other parts of the world. The uniform superiority of the design and the great care taken in the selection of the material, and skilled labor used in the goods manufactured by this company, are sufficient guarantee that the plant of the company will continue to grow in size, and no doubt in a few years hence the Snow Steam Pump Works will be one of the largest, if not the largest, pumping engine manufactory in the country.

BUFFALO AND ART-PRINTING.

In the "art preservative" Buffalo has acquired universal fame for artistic excellence and volume and variety of business. Particularly noteworthy is the complete art-printing works of The Matthews-Northrup Co. Here every variety of letter-press printing, both black and colored, and every style of engraving for printing, and bookbinding are done. This pamphlet is a fair specimen of what is produced by this splendid establishment. In association with it are the publishing enterprises of Geo. E. Matthews & Co., proprietors of the *Morning Express*, daily, and *The Illustrated Sunday Express*, both superb examples of intelligent and enterprising journalism.

BUFFALO'S SMOOTH AND CLEAN STREETS.

That the officials of Buffalo are enabled to keep the streets of the city in a remarkably cleanly condition is due to the fact that more than 200 miles of those streets are paved with asphalt. Thanks to Pitch Lake, situated in the island of Trinidad, British West Indies, Buffalo is the best paved city in the

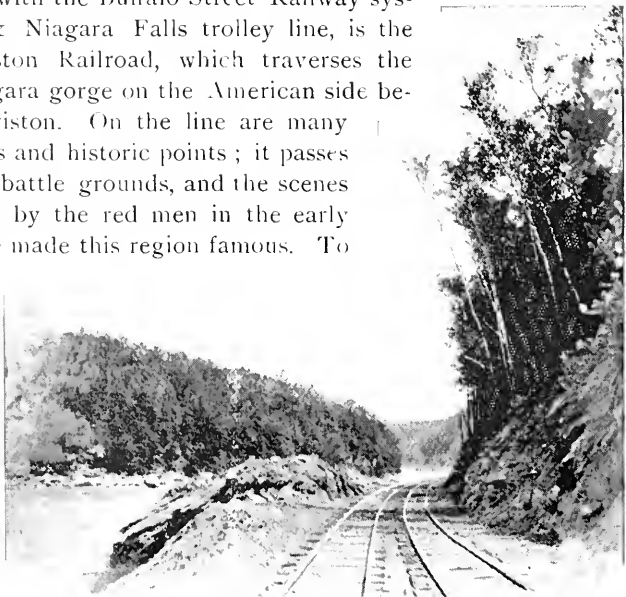


A SPECIMEN OF 200 MILES OF BUFFALO STREETS.

world, Paris and Washington not excepted, for about four million square yards of Buffalo's streets are surfaced with asphalt from that wonderful lagoon, brought thence and laid here by the Barber Asphalt Paving Company, which, although it has laid its fine paving in over forty other cities of the United States, has the most to justly boast of in the work it has done in Buffalo.

THE GREAT GORGE ROUTE.

In direct connection with the Buffalo Street Railway system, and the Buffalo & Niagara Falls trolley line, is the Niagara Falls & Lewiston Railroad, which traverses the whole length of the Niagara gorge on the American side between the Falls and Lewiston. On the line are many caves and caverns, rapids and historic points; it passes under old forts, through battle grounds, and the scenes of the bloody massacres by the red men in the early settlers' days, which have made this region famous. To see Niagara as it should be seen, cheaply, thoroughly and quickly, the tourist should take the best, most complete electric railroad route in the world, The Niagara Falls & Lewiston Railroad.



BUFFALO HOTELS.

Buffalonians have good reason for feeling proud of her existing public buildings, and of those projected or actually in the course of erection. Among the former the leading hotels of Buffalo are a source of eminent satisfaction, particularly the largest and finest of them all, the Iroquois, which is eminently an example of the city's enterprise, inasmuch as it was built, and is owned, by the Buffalo Library Association, at a cost of about \$1,000,000. When completed it was leased for a long term of years to Messrs. Woolley & Gerrans, two thoroughly competent, enterprising and thorough hotel managers, who have improved and beautified the property in many ways. It is a handsome and commodious, well-arranged brick structure, absolutely fire-proof, and is fitted and furnished with metropolitan elegance, comfort and completeness.

The location of the Iroquois is the most central of any hotel in the city, within easy distance of the railroad depots, theatres, churches and



HOTEL IROQUOIS, BUFFALO, N. Y. WOOLLEY & GERRANS, PROPRIETORS.

public institutions. It is reached directly by all the electric trolley railways of the city.

The Iroquois is a "first class" hotel in the most complete sense of the term. It is the recognized "headquarters" for conventions, and is the favorite rendezvous of tourists.

Messrs. Woolley & Gerrans are also proprietors of the magnificent Grand Union Hotel at Saratoga Springs, N. Y. Under their management for several seasons the glories of that splendid palace have been renewed with increased brilliancy.

SARATOGA.

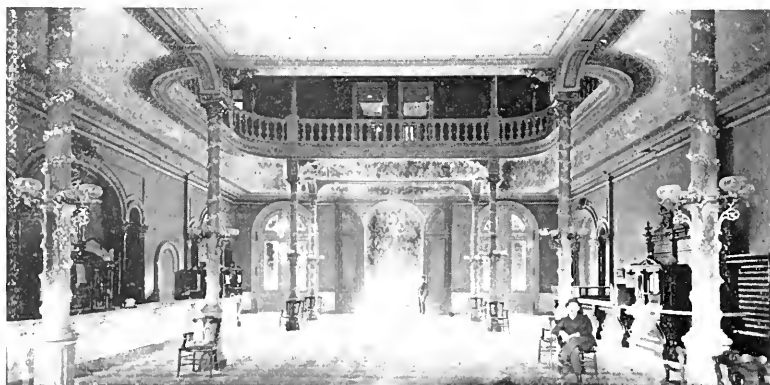
Niagara Falls and Saratoga, both within the borders of the Empire State, are unquestionably alike at home and abroad, the most famous places on the American Continent. Niagara Falls must ever endure as nature's grandest marvel, and Saratoga Springs appears to be destined to maintain and perpetuate the fame as the foremost pleasure and health resorts on the western shores of the Atlantic Ocean, for with her marvelous healing waters,

her beautiful environments, her proximity to the picturesque regions of Lake George, Lake Champlain, the Adirondacks, Catskill and Green Mountains, her facilities of access from Buffalo, New York, Boston, Philadelphia and other centers of culture, luxury, art and wealth, her



THE PARK — SARATOGA.

own social aristocracy and her manifold forms of and opportunities for refined recreation she stands alone, the first and foremost. Buffalo is especially interested in Saratoga, because her chief hotel, the largest and most imposing summer hotel structure in the world, the Grand Union, is leased and managed by the proprietors of Buffalo's chief hotel, the Iroquois. Messrs. Woolley & Gerrans have had control of the Grand Union for several seasons, and will reopen it again for the season of 1896, which will last from the end of June until early in September. The Grand Union was built and furnished at an enormous expense by the late multi-millionaire, A. T. Stewart.



OFFICE OF THE GRAND UNION — SARATOGA.

BUFFALO AND ATLANTA.

Cotton States ^{and} International Exposition

❖ The Most Direct and Desirable Route ❖

. . . IS VIA . . .

Lake Shore & Michigan Southern R. R.

C., C., C. & St. L., Big Four Route.

Queen and Crescent Route.

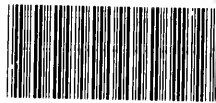
Southern Railway.

Lake Shore & Michigan Southern R. R. between Buffalo and Cleveland,
Big Four Route between Cleveland and Cincinnati and Queen and
Crescent Route between Cincinnati and Chattanooga, Southern
Railway between Chattanooga and Atlanta.

**SPLENDID EQUIPMENT THROUGHOUT AND EXCELLENT
SLEEPING CAR ACCOMMODATION.
RAPID TRANSIT AND ADMIRABLE SERVICE.**

FOR FURTHER INFORMATION APPLY TO:

T. S. TIMPSON, Eastern Passenger Agent, L. S. & M. S. R'y,	} 221 Main St., BUFFALO, N. Y.
J. B. SEITZ, City Passenger Agent, L. S. & M. S. R'y,	
C. S. BLACKMAN, Gen'l Eastern Agent, C., C., C. & St. L., 46 Exchange St.,	BUFFALO, N. Y.
A. J. SMITH, General Passenger and Ticket Agent, L. S. & M. S. R'y,	CLEVELAND, OHIO.
D. J. COLLYER, City Ticket Agent, C., C., C. & St. L.,	CLEVELAND, OHIO.
D. B. MARTIN, General Passenger and Ticket Agent, C., C., C. & St. L.,	CINCINNATI, OHIO.
W. C. RINEARSON, General Passenger Agent, Queen and Crescent Route,	CINCINNATI, OHIO.
A. J. LYTLE, Division Passenger Agent, Queen and Crescent Route,	CHATTANOOGA, TENN.
S. H. HARDWICK, Ass't General Passenger Agent, Southern Railway, . . .	ATLANTA, GA.
W. A. TURK, General Passenger Agent, Southern Railway,	WASHINGTON, D. C.



Positive Facts and Plain Figures.

BUFFALO

- HAS 9 theaters, 60 public schools, 180 churches.
 HAS an inexhaustible pure water supply.
 HAS possession of unlimited electric power.
 HAS 3,500 manufactories, 100,000 operatives.
 HAS 900 acres and 16 miles of park driveways.
 HAS 150 miles, perfect system, electric street railways.
 HAS 700 miles railway tracks, 26 lines.
 HAS 200 miles of asphalted streets.
 HAS 51 elevators, capacity, 16,550,000 bushels.
 HAS 14 flour mills, capacity, 1,400,000 barrels.
 HAS the largest coal trestle in the world, nearly one mile long.
 HAS 21 commercial banks, capital, \$5,300,000; surplus, \$4,100,000.
 HAS 4 savings banks, deposits, \$31,926,601.
 HAS cheap coal and natural gas in abundance.
 IS the most healthful large city in the United States.
 Coal receipts, 1894, 6,577,600 tons.
 Customs receipts, 1894, \$473,830.50.
 Postoffice receipts, 1894, \$659,819.35.
 Lumber receipts, 1894, 650,315,690 feet.
 Live stock receipts, 1894, 8,894,510 head.
 Internal Revenue receipts, 1894, \$1,355,188.96.
 Grain receipts, 1894, by lake, 161,401,815 bushels.
 Flour—largest depot in the world—receipts by lake in 1894, 11,488,530 barrels.
 Vessels arrived in 1894, 4,795, tonnage, 4,323,537; vessels cleared in 1894, 4,869, tonnage, 4,466,365.
 Rate of taxation—City, \$15.39 on valuation of \$1,000. County and State, \$5.075.

==== Population, 335,709.====

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