



SOUVENIR OF ROCHESTER

Its Attractions and Pleasure Resorts



COMPLIMENTS OF

THE ROCHESTER RAILWAY COMPANY
1899

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MAIN STREET, LOOKING EAST

TO THE READER

Greeting:

The object of this little book is to bring before the pleasure seeker the beauties of Rochester, long known as the Flower City, and of its twin pleasure resorts, Ontario and Windsor Beach, situated on the fair shores of Lake Ontario.

It embodies, briefly, views and descriptions of some of the leading places of interest in Rochester; and it also tells about Ontario Beach, the most popular lake resort in the State, which for attractions and amusements is unrivaled, and has justly won for itself the sobriquet of "The Coney Island of Western New York." It describes, also, lovely Windsor Beach, the ideal picnic resort, with its pleasant groves and camping grounds, which in summer time becomes known as the "White City." Here, with your church, Sunday-school, shop, or society picnic you can enjoy a day of pleasant recreation and innocent amusement.

Trusting this little souvenir will serve its purpose, and that before deciding upon your summer outing you will not fail to consult with us, that we may co-operate with you in making it a success, we remain,

Yours truly,

ROCHESTER RAILWAY COMPANY.



POWERS BUILDING AND POWERS HOTEL

Rochester

OULD the handful of hopeful and sturdy pioneers who, less than a century ago, founded the village of Rochesterville, have foreseen the result of their primitive beginnings and the fruition of their early toils and endurings for posterity, how cheerfully had been made the sacrifices; how trifling had seemed the hardships incident to the pioneer life.

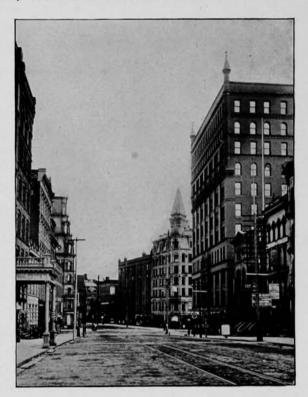
Where, less than ten decades ago, the waters of the virgin Genesee turned the overshot wheel of the single primitive mill erected by Ebenezer Allan, which supplied with flour and meal the few hundred inhabitants occupying an area of twenty-five miles, is now a teeming city of approximately 175,000 souls, covering an area of 11,200 acres, and containing real estate valued at \$100,500,000; and on the stream which then meandered between tree-fringed banks, unhampered by artificial confines, are scores of other mills, and busy manufacturing plants of various sorts, employing 50,000 people, and turning out products to the enormous amount of \$350,000,000 annually.

The growth of Rochester's manufacturing industries has not been less marvelous than that of its population; in fact, we have in this particular an application of the principle of cause and effect. In 1880 the city's manufactories numbered 735, and in 1890 the number reached

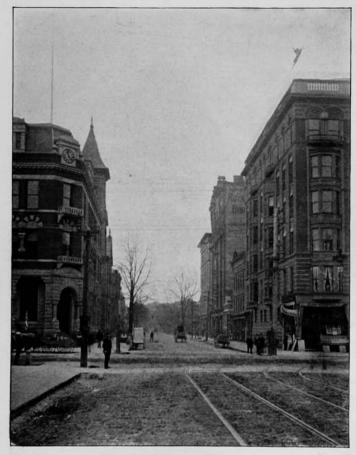
1892, a phenomenal increase of approximately 260 per cent. During the same period her population had jumped from 89,000 in 1890 to 134,000 in 1890, an increase of over 67 per cent. While this development of the city's resources and population proved a source of satisfaction to those whose domiciliary, commercial, or other interests were here, it was

no less a matter of interest to the residents of rural towns within a radius of forty miles, who were, and are, not unappreciative of the advantages of a near-by large city of easy and convenient access. These advantages are numerous, and the daily rush of out-of-town visitors proves how well they are availed of. So close has been the relation of the rural populace, and so common the association, that there has been developed between them and this mid-Western New York metropolis, a sort of attachment which discloses an interest, in many cases, not less than that felt by those "to the manor born."

Not all who visit Rochester, however, are attracted by commercial or social considerations alone. There are recreative attractions and advantages that appeal to a large proportion of those in suburban communities, and it is of these we would speak more especially; not only for the information of those to whom this field of pleasure and interest is new, but for the setting forth of features hitherto unknown to or unavailed of by a large class who come here to enjoy the opportunities for recreation offered at one or two specific localities only. There is another class, too, who may be helped to pleasantly pass a few hours that would otherwise hang heavily upon their hands; comprising those who come to Rochester on a shopping or other business errand, and who, having accomplished it in a short time, are compelled to spend in tedious idleness the hours that intervene before the departure of the homeward-bound train. The unrivaled means of rapid transit from point to point afforded by the Rochester Railway Company afford opportunity for visiting all localities with



EXCHANGE STREET, LOOKING NORTH



SOUTH CLINTON AND MAIN STREETS

expedition, leaving, for those whose stay is limited, more time to spend in enjoyment and sight-seeing—and there is much in and around Rochester to be seen.

THE STREETS

Few cities of the size of Rochester, or even larger, have so many beautiful streets or are, as a whole, kept so clean and free from unsightly objects and debris that give offense alike to sight and smell. The cleanliness, smooth, even pavements, deep curbs, and general neat and trim appearance of our principal business thoroughfares are no less a subject of commendation and praise from visitors than are the residence streets, which, also, are well paved and curbed and, in addition, are lined with shapely, well kept shade trees, beneath the cool shadow of whose generous branches one may ride or stroll by the hour, viewing the handsome residences adorning either side, with their green-carpeted lawns dotted with shrubbery and fringed with beds of manyhued flowers. Some of the streets are veritable arboreta. notably Oxford street, Portsmouth terrace, Vick park, Dartmouth street, and Sibley place, a visit to which would be amply repaid.

To the cleanliness of our streets, the excellence of our sewerage system, and the purity of our water supply may be attributed the fact that Rochester is enjoying "good health," compared with which her material wealth may well pale into insignificance. In point of mortality Rochester shows, with one or two exceptions, the lowest percentage of all the cities in the State; a

proud boast and one reflecting no little credit. By night every street is adequately lighted by electric arc lamps, even to the remote and obscure by-streets on the outskirts of the city. No prettier sight can be imagined than a view of Main street when its myriad arc lamps, rhythmically arranged in pairs, have been lighted. In effectiveness and brilliancy its beauty is not unlike that of the Champs de Elysees.

The twenty-eight routes of street cars operated by the Rochester Railway Company are so disposed that one may reach any part of the city expeditiously. It is no uncommon thing for parties to charter a car, the cost for which per

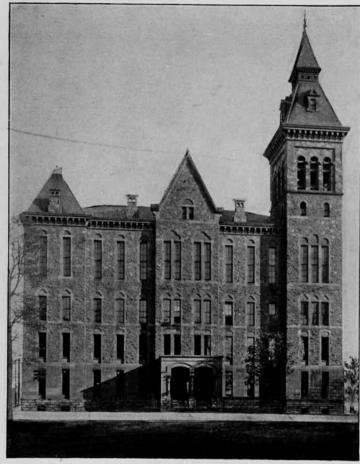
hour is but a trifle more than for a carriage, and the carrying capacity ten times greater, and tour the city, over every route, whereby they are enabled to visit all points of interest, including the parks.

BRIDGES

The river divides the city, necessitating thirteen bridges, of which those at Driving Park avenue, Vincent place, and Platt street are the highest above the water, averaging over two hundred feet. From either of these, and especially the former, may be had a superbly grand view of the gorge and the river below; while from the Platt street bridge a fine view of the



COURT STREET VIADUCT



THE CITY HALL

upper Genesee falls may be obtained; and from Driving Park avenue bridge one may see the lower falls to excellent advantage. The Andrews street and Court street bridges, in the central portion of the city, are of similar construction, and beautiful in the symmetry of their proportions and as examples of the architectural art. The Erie Canal aqueduct crosses the river midway between the Main street and Court street bridges, and has been well called a triumph of engineering skill.

The original aqueduct was completed in 1823, at a cost of \$83,000, the event being celebrated by great pomp and ceremony, in which many military and civic organizations participated. The present structure was completed in 1842 and cost \$600,000.

The Main street bridge is a thing of utility and necessity rather than one of beauty, and it is safe to say that seventy per cent. of the strangers visiting Rochester cross and recross it without a thought of its existence, there being nothing to distinguish it from any other portion of the street. It extends from No. 61 to No. 97 East Main street.

THEATRES

For non-residents of the city to avail themselves of first-class theatres at an inconsiderable cost has been hitherto one of the impossibilities; but by the introduction of the increasingly popular summer opera and stock companies, comparatively new innovations, opportunities are afforded whereby the occasional visitor may be placed



GRANITE BUILDING

on a level with his city cousin in this respect, these organizations playing, at reduced prices, during the summer months, when theatres have hitherto been closed; and usually these performances are given afternoons as well as evenings, giving time for the return home on an afternoon train. I reputation for the high as well, for its progress-

The Lyceum Theatre has more than a local reputation for the high class attractions presented upon its boards, and, as well, for its progressive and signally successful management. Its summer bills, as well as the regular attractions, may be relied upon as being of a meritorious order. The Baker Theatre was completed during the past winter, the initial performance being given on New Year's eve. It is under the management of Schubert Bros., who are also the promoters and owners of the Schubert Stock Company, an organization of histrionic artists of a high order. Their summer performances will prove a strong attraction for out-of-town visitors. The Cook Opera House, converted last fall into a vaudeville theatre, is a very popular resort, both summer and winter, the excellence of its attractions and the low prices of admission drawing crowds daily. At this resort four performances are given every week day.

The Rochester Railway Company's lines pass all of the depots, and by them it is possible to reach either of the three principal theatres in the



WILDER BUILDING



GERMAN INSURANCE BUILDING

city, many of the cars passing the several entrances, and none of them passing more than a few steps away.

NURSERIES

Rochester is easily the first city in the world in the seed and nursery business, in which pursuits not less than sixty-four individuals and firms are engaged. Of world-wide repute is the firm of Ellwanger & Barry, whose nurseries are the largest

and most complete in this or any other country. During the spring and summer months their broad acres are abloom with roses and other flowers, beautiful in color and with the odor of which the air is redolent; long rows and inviting beds of herbaceous and other plants, foliage, etc., greet the eye everywhere, and one is gratefully impressed with this expanse of floral nature. Visitors are numerous and ever welcome. The grounds are located on Mount Hope and are easily accessible by the Rochester Railway Company's cars, which pass the entrance at frequent intervals over two different lines. A visit to these grounds would not be without profit.

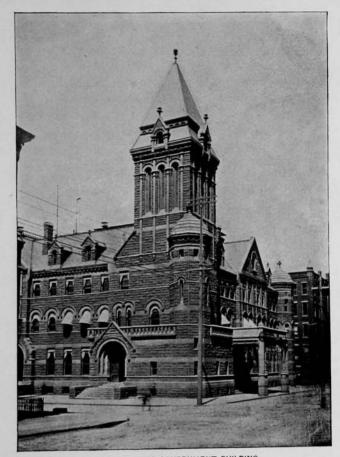
The celebrated nurseries of James Vick's Sons, famed for their beauty and extent, are also located on the lines of the Railway Company, though at greater distance from the city.

BASE BALL AND ATHLETICS.

Rochester will retain its position in the Eastern League of baseball clubs this season, and the interest in the National game in this city will not be allowed to lag. Bicycle and other races, and other events of athletic interest will be numerous.



CHAMBER OF COMMERCE BUILDING



UNITED STATES GOVERNMENT BUILDING

The Rochester Railway Company's lines run direct to ball grounds and athletic courses, with which direct connection may be made from all railroad depots. The same is true, also, of fair grounds and circus grounds.

SOME FINE BUILDINGS

The highest ideals in the construction and architecture

of business buildings are revealed in the scores of fine modern commercial homes erected in Rochester within the past decade, as well as in public buildings and private residences. For many years the Powers block, famed the world over as containing the Powers Art Gallery, enjoyed the distinction of being the finest building in Rochester, or, in fact, Western New York; but the rapid development of the city and the coincident demands of commerce compelled the erection of buildings rivaling it in symmetry, beauty, and architectural excellence.



THE BAKER THEATRE



THE CARROLL BUILDING

were added some years later. The height of the tower, from the ground, is one hundred and seventy-five feet. The building is fire proof, and transit is furnished by five fast elevators. The Powers hotel building, adjoining on the west, is not architecturally pretentious, but is nevertheless a fine structure.

THE GRANITE BUILDING. This building was completed in 1893, and its erection was a result of the phenomenal increase in the business of its projectors, Messrs. Sibley, Lindsay & Curr. Its height and size make it an object of prominence, and for miles away it is one of the most conspicuous of Rochester buildings. The visitor is attracted by its beauty and its generous proportions, both of which are cause for no little

POWERS BUILDING. More than ordinary interest attaches to this grand pile, not alone for its beauty and stateliness, but from the fact that its site was the first upon which a dwelling (a log cabin) was erected in that locality. This was in 1812; in 1818 it gave way to a hotel building, which in turn was succeeded by the present structure, the construction of which was begun in 1865. The original building, however, did not include the eighth and ninth stories or the steel tower, which



THE LYCEUM THEATRE



BURKE, FITZ SIMONS, HONE & CO.

admiration and wonder. It is twelve stories high, aggregating 158 feet. The first four stories are of granite, and the remaining eight are of Perth-Amboy pressed brick, except the columnar and arch work, which is also granite. It is modern in every appointment, and is a worthy rival of those models of architecture in the eastern and western metropoli. The owners occupy a large portion of this and the adjoining building with their retail dry goods business, the wholesale branch being conducted in the seven-story building in the rear, fronting on

North St. Paul street. This firm became identified with the business interests of Rochester in 1868, since which time their name has been a synonym for everything desirable and up to date that could be found in a department store. This house is the mecca of the out-of-town shopper, as well it might be.

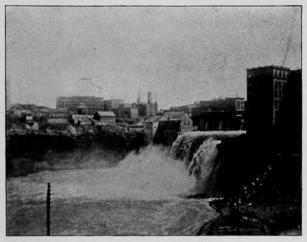
THE WILDER BUILDING. At the time of its completion this was the tallest building of its kind in Western New York. It is exclusively an office build-

ing, for which purpose it is admirably adapted, both in arrangement and locality. From the roof of this building, as also from the Granite, Chamber of Commerce, and Powers buildings, may be had a splendid panoramic view of the city and environs, including Lake Ontario, eight miles away. Access is had by fast elevators. This skyward trip is full of interest and enjoyment.

CHAMBER OF COMMERCE BUILDING. The era of "sky scrapers" had hardly dawned before Rochester enterprise, backed by ample capital, asserted



ROCHESTER CANDY WORKS



UPPER FALLS, GENESEE RIVER

the city's claim to recognition and prominence for this class of buildings, no better nor handsomer example of which can be found than the Chamber of Commerce building. Founded in solid rock, excavated to a depth of sixteen feet; steel framed and fire proof; with twelve stories having a total height of 212 feet; an architectural study, it stands a monument of the architect's art and the builder's skill, unrivaled and grand. In this building is located the Rochester Chamber of Commerce.

BURKE, FITZ SIMONS, HONE & CO. Although somewhat severe in the plainnesss of its outlines, and unassuming as a work of exterior architectural excellence, this building is of interest as being the home of one of the largest and best known wholesale and retail dry goods establishments in Western New

York, as well as the oldest, having been founded in 1849. The business of the house is confined ex-

clusively to dry goods and kindred lines, and the name and fame of the firm is well known throughout the western part of the State. The visitor is struck by the broad expanse of plate glass windows, the interiors of which are always attractively decorated; and by the beauty of the broad and deep-arched vestibuled entrance.

GERMAN INSURANCE BUILDING. The contrast between its narrowness and the height to which this building ascends—ten stories—has earned for it the appellation "the toothpick building." It is handsomely built of brown sandstone and pressed brick, with rows of bay windows on two sides. In this building are located the Rochester German Fire Insurance Company and the German-American Bank, two institutions famed for their solid financial standing.

THE CARROLL BUILDING, on the corner of East Main and Elm streets, was erected a few years ago as a necessity growing out of the uptown movement of some of the larger business concerns. It is now occupied by C. H. Carroll & Co.



THE AQUEDUCT

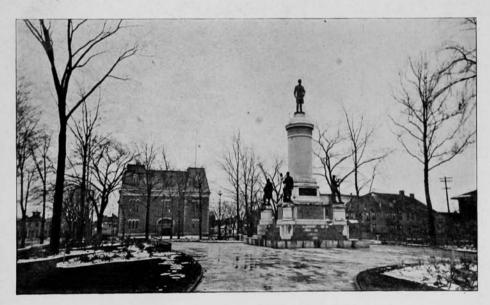
as a dry goods emporium. Since the establishment of their business there, its development has been so great and so rapid as to necessitate additional space, and now, in addition to the four large floors occupied by them originally, their business is extended to four of the large stores in the Palmer building, adjoining on the west, all of which have been refitted and are connected throughout by arched openings. Five lines of the Rochester Railway Company's cars pass this popular shopping center.

PUBLIC BUILDINGS

Among other buildings of interest to the out-of-town sight seer are the City Hall, the Government building, and the new Court House. The latter is worthy of a visit for its beautiful and elaborate marble and onyx interior, of the

grandeur of which some faint conception may be had from the fact that the building cost over one million dollars. Imbedded in the walls of the interior are the original millstones that were in the first grist mill erected in the city, to which previous reference has been made.

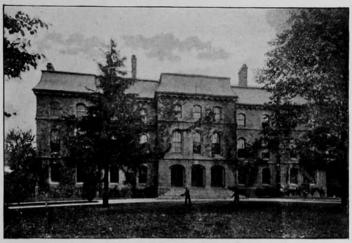
The United States Government building, built of granite and Medina sandstone, with interior finish of marble and iron, is an ornament to the city. This building contains the post-office, the offices of the collector of internal revenue and collector of customs, the chambers of the United States courts, and the Rochester branch of the weather bureau.



STATE ARMORY AND SOLDIERS' AND SAILORS' MONUMENT, WASHINGTON PARK



THE ROCHESTER THEOLOGICAL SEMINARY



ANDERSON HALL, UNIVERSITY OF ROCHESTER

latter being a correctionary institution for refractory youths. In addition to the common schools of the city there are sixteen parochial schools under the general direction of Bishop McQuaid, having an excellent staff of teachers and modern curriculum. The school buildings are, for the most part, handsomely designed and commodious in extent; in fact, nearly all the school buildings of the city, of both systems, are models of architectural design. The private schools of the city are numerous and efficient, especially the young ladies' seminary of learning, the convent schools, and many

Educational Institutions

FEW cities are better provided with educational institutions than is Rochester. The public schools are thirty-eight in number, the buildings being large, modern, and well located. The high school, or Free Academy, though large and roomy, is inadequate to meet present day demands, but will soon give way to a larger and better building. The institutions outside of the public school system comprise the University of Rochester, the Rochester Theological Seminary, St. Bernard's Catholic Seminary, the Western New York Institution for Deaf Mutes, the Rochester Business Institute, Wagner Memorial Lutheran College, Mechanics Institute, and the State Industrial School; the



SIBLEY HALL, UNIVERSITY OF ROCHESTER



REYNOLDS LABORATORY, UNIVERSITY OF ROCHESTER

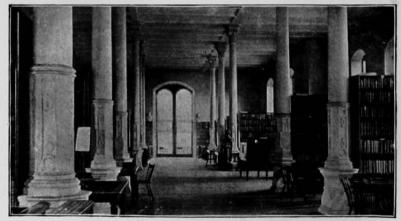
The Rochester Theological Seminary was founded in 1850, and the buildings include the seminary proper, the library, a large dormitory, the German students' home, and the chapel. The library contains 26,000 volumes. Up to the present time about 1250 students have been graduated into the ministry.

St. Bernard's Catholic Seminary is located on the Charlotte boulevard, on the Rochester and Charlotte line of the Rochester Railway Company. It was established by the Rt. Rev. Bishop McQuaid in 1893. The imposing building is of Medina sandstone and one of the points of interest on the boulevard.

The Western New York Institution for Deaf

boys' academies. It will thus be seen that in the matter of school facilities Rochester occupies a leading position with the larger cities of the State.

The University of Rochester is a Baptist institution and was founded in 1850. It is known as one of the best of the State's universities, and the hundreds of brainy, able men who have matriculated there, and who are occupying stations of honor, trust, and responsibility all over the world, prove her worthiness to occupy the exalted position that has been accorded her. The buildings and the twenty-five acre campus are located on University avenue, on one of the Rochester Railway Company's lines.



THE LIBRARY, UNIVERSITY OF ROCHESTER

Mutes is located on the East Side boulevard, and is reached by the Summerville or North St. Paul street cars of the Rochester Railway Company. The site comprises seven and one-half acres on the banks of the Genesee. The institution is a private corporation, under the management of a local board of trustees, but is under State patronage by special enactment of the Legislature. The buildings are commodious and homelike, and are valued at \$125,000. The average attendance is about two hundred.

The Rochester Business Institute is located in the Young Men's Christian Association building. Instruction in this institution is confined to those things of which young men and women are certain to find need when they are confronted with the realities of practical affairs. While the institution has been conducted primarily upon the principle



Y. M. C. A. BUILDING

that the instruction it provides shall bear directly upon future requirements in a business or material sense, it has been the aim to make that instruction broad and comprehensive. This well known institution has enjoyed unprecedented success since its establishment a third of a century ago, and many a business man in this and other cities of this country owes his success to the principles inculcated in this most excellent school.

The Young Men's Christian Association was organized in 1875.
Their building at the corner of South St. Paul and Court streets was completed in 1890, and cost \$180,000. It contains a perfect equipment for the varied departments of the association's work, and a Music hall. The gymnasium contains a full line of apparatus, swimming bath, 1100 lockers, and a bowling alley. The reading-room contains seventy-five papers and periodicals, and the library 1500 volumes. The association conducts educational classes in practical subjects, 135 men being at present enrolled. Trades receptions are held during the winter, and a course of concerts and lectures given for the benefit of the members. The Rochester association holds the largest meetings for men in the country. The membership is now over 1800 in all departments.

Entities controc

Che Parks of Rochester

HE park system, exclusive of eleven small squares or interior parks of ten acres and less, embraces approximately six hundred and thirty acres, divided among three principal parks. The entire system, including the larger city public squares, are easily and quickly accessible by means of the Rochester Railway Company's lines. The aggregate cost of the land for



ON THE HIGH BANKS

these pleasure grounds was nearly \$300,000, and during the past decade a sum exceeding this by one-third has been expended for their maintenance and improvement. A summer or fall visit to Rochester would be incomplete without a visit to one or all of these beautiful spots.

SENECA PARK

It has been well said that in preserving the magnificent wooded banks of the Genesee the Park Commissioners have have done much to conserve the interests of



OF THE GENESEE RIVER, SENECA PARK

the people. In this park we have the incomparable efforts of nature in one of her rarest opportunities. The park lies on both sides of the river and contains a long section of the canyon of the Genesee, which rises over two hundred feet from the water level and is densely clad with native forest growth. A charmingly picturesque lake of five acres or more, fed by natural springs, lends an added beauty to the landscape. This is encircled by promenades and driveways; the crest of the river bank is also skirted by paths, of which an occasional one leads, by wild and tortuous route, to the water's edge.

The buildings of the park include a large pavilion, located on the highest eminence, and the buildings in which is kept the zoölogical collection, representative of indigenous fauna. The park is a series of natural terraces and plateaus, and nature has been lavish in the distribution of wild shrubs, trees, and flowering plants. Aside from the construction of roads and paths, the park is practically in its primitive condition, and the thousands who visit it prove how much it

is enjoyed and appreciated. Of the 212 acres, 141 are on the east side of the river and 71 are on the west. Both sections of the park are provided with ball grounds, as well as with fields and courses for other athletic events.

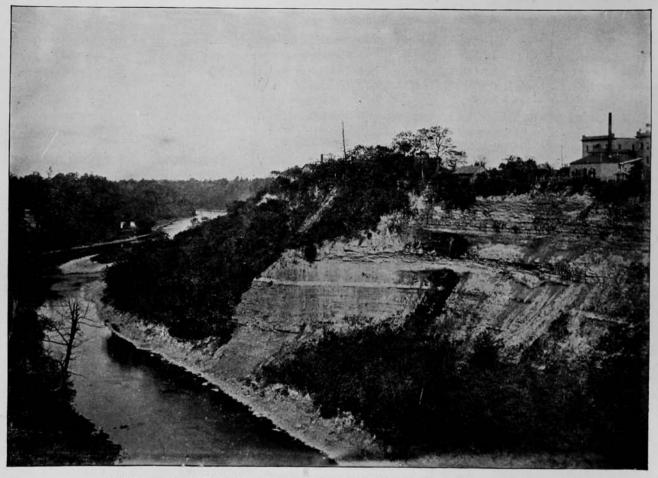
Seneca Park is reached by the North St. Paul street or the Summerville cars of the Rochester Railway Company's lines, affording a delightful and interesting ride of a half hour's duration through an entertaining portion of the city and immediate suburbs.

GENESEE VALLEY PARK

Dame Nature, ever proverbially liberal in providing for the needs of her children, to say nothing of their wants, seems to have outdone herself in her anticipatory



RIVER ROAD AT ENTRANCE OF GENESEE VALLEY PARK



GENESEE CANYON, BELOW LOWER FALLS, SENECA PARK, SHOWING ANCIENT SILURIAN (NIAGARA) STRATA



OLD PATHWAY IN SENECA PARK



GENESEE PARK, FROM THE ELMWOOD AVENUE BRIDGE

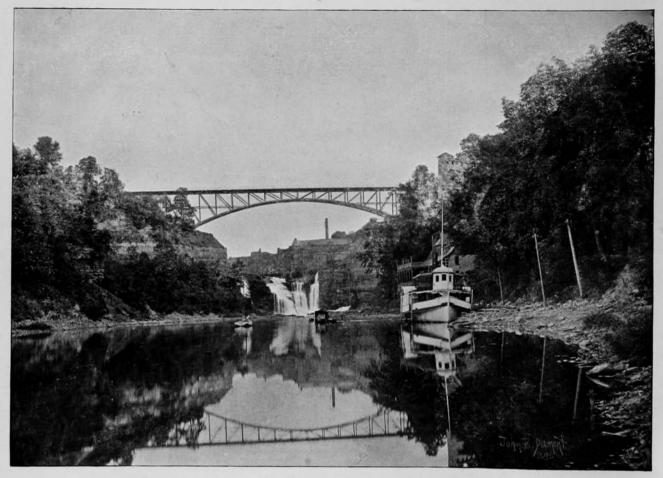
housewife or the restless, active, fun-loving youngster might find new life, attractive diversion, restful quiet, or broader opportunities for recreative pursuits. Such a spot is Genesee Valley Park, on the southern border of the city. It consists of 340 acres, of which 258 acres are on the east

side and 85 acres are on the west side of the river. The land is practically level, somewhat rolling, and possessing many elements of beauty. Shrubbery, through which sinuous paths and drives wind

preparations for their pleasure and recreation; and not content with the creation of so beautiful a spot as Seneca Park, surrounded by every circumstance and condition to make it an ideal outing place, she created still other broad expanses of meadow, placid stretches of river, and cool and shady woodlands where the tired artisan, the worn office devotee, the weary



ON THE RIVER, GENESEE VALLEY PARK



AT THE FOOT OF THE LOWER FALLS



ROAD THROUGH SENECA PARK

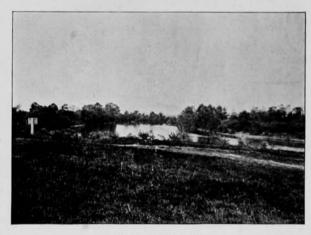
find here a wide latitude for their indulgence. The Rochester Railway Company's cars run directly to the entrance, making the distance from the city in twenty minutes. The cars run at frequent intervals—every ten minutes—making close connections with other lines. The ride is through an interesting portion of the city, the tracks skirting the river for some distance.

HIGHLAND PARK

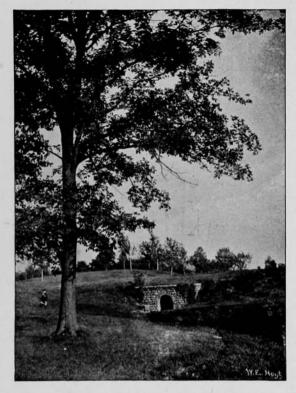
This park is sixty acres in extent and contains the city waterworks reservoir, in which is a fountain whose crystal waters are projected to a height of a hundred feet. The purpose to turn the reservoir site into a park had its inception in the gift to the city, for park purposes, of twenty acres of land by Ellwanger & Barry, the fruit of whose generous

their way, is abundant, and five acres of natural forest growth, and a large area of young groves, supply ample shade and lend a charm and picturesqueness to the landscape. On the broad lawns deer, elk, and sheep wander at will. Among the buildings are a large pavilion, a bicycle rest, and a picnic shelter. This is a favorite place for out-door events of civic and fraternal organizations, and, during the summer evenings, the breathing place for thousands who leave the heat and oppressiveness of the city for its cool breezes and grassy banks.

On the west side of the river are located two bass ball grounds, a bicycle track, and club houses of two athletic associations. The broad, smooth river, with its graceful curves and shady banks, affords an ideal place for rowing or canoeing; and those who are fond of piscatorial sports may



LAKE IN SENECA PARK



SCENE IN GENESEE VALLEY PARK

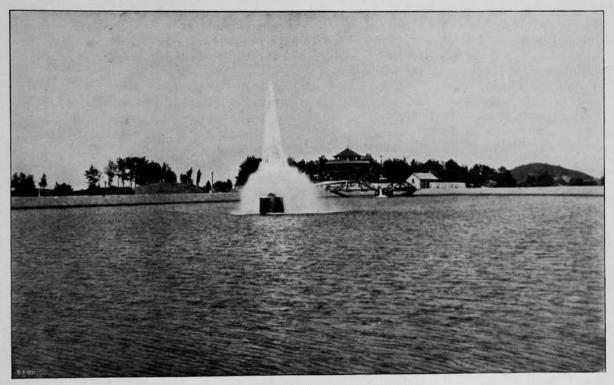


GENESEE VALLEY PARK

donation is now seen in the pleasure and enjoyment of the thousands who avail themselves of its delightful opportunities for recreation.

From the eminence an unobstructed view to the south reveals mile upon mile of landscape of extraordinary beauty, while immediately below are scores of beds of flowers and clumps of blooming foliage. To the north the city stretches out before the eye, its tall and massive buildings and the church towers and steeples rearing their heads, standing as mighty monuments to the progress of the nineteenth century, and further beyond is seen the deep green

waters of Ontario. Away off to the east, at a distance of thirty miles, the horizon is bounded by the Bristol hills, while at ten miles is seen the village of Fairport, and still nearer, in a frame of green-clad hills, is the village of Pittsford.



FOUNTAIN IN MT. HOPE RESERVOIR HIGHLAND PARK

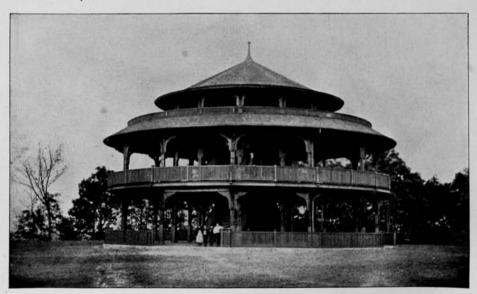
The site of the park includes part of a moraine extending from the river to a point several miles east, the south slope of which has been developed in accordance with Messrs. Ellwanger & Barry's purpose to make of the park an arboretum. Here are over eleven hundred species and varieties of the eighteen hundred sorts indigenous to this latitude. The sight of this slope during the flowering season is entrancing and one may well believe that one is in a veritable fairy land, the hordes of bright, laughing children frolicking on the banks—for this is a "children's park"—giving added strength to the figure. The north slope is devoted to evergreens, of which there are numerous varieties, beneath whose spreading branches are arranged long rows of picnic tables and settees.

In 1890 Messrs. Ellwanger & Barry donated to the children a beautiful pavilion, illustrated herein, circular in form, three stories in height, sixty-two feet in diameter and forty-six feet to the apex. This was formally presented to the children in September, 1890, of whom there were present at the time over ten thousand.

This park is reached direct over the lines of the Rochester Railway Company, which pass the Mt. Hope avenue entrance. A short distance further on are the Monroe county buildings, and a short distance to the west is

MT. HOPE CEMETERY

which, although not in the popular sense a park, yet possesses many interesting and attractive features. This beautiful resting place of the dead is largely made up of numerous wooded hillocks in close juxtaposition. The slopes are terraced, and well kept driveways lead through the grounds. The cemetery contains many handsome monuments and mausoleums, and



CHILDREN'S PAVILION, HIGHLAND PARK



is well worth a visit. It may be reached by either of two lines of the Rochester Railway Company.

THE FALLS.

The Genesee river falls are three in number: The upper falls is eighty-four feet in height and, though hemmed about by factory buildings, is an inspiring sight at high water. It was over this precipice that the famed Sam Patch made his final and fatal plunge in 1829, in the presence of thousands of people. His body was found in the gorge the following spring. A fine view of this fall may be had from Platt street bridge. The middle falls is twenty-six feet high, and the lower falls has a height of ninety-six feet. The latter may be advantageously viewed from Driving Park avenue bridge; the falls on the one side and the deep gorge on the other form scenes amply repaying the visit. These localities may be easily reached by the Rochester Railway Company's lines.

Rochester owes its phenomenal growth to the unusually fine water-power which the river and its several falls afford. Nature's provisions will ultimately be augmented by the construction of a large storage dam across the river near Portageville, by means of which an adequate supply of water may be assured throughout the year.



ENTRANCE TO MT. HOPE CEMETERY

Che Rochester Railway Company

N THE annual report of the Rochester Chamber of Commerce was made a statement concerning this company which our very natural pride justifies us in quoting; viz., "The finest and most satisfactory street-car service in the United States is that supplied to Rochester. This has been so often stated and so clearly proven, that it is no longer a matter of contradiction." It has been our aim to live up to this good opinion, and if any apology seems necessary for our conceit we trust it may be found in the excellence of the service given to the people of Rochester, and



PRIVATE CAR, ROCHESTER RAILWAY COMPANY

the flattering success resulting from our efforts to supply every accommodation and facility for rapid transit that might with reasonableness be expected. The Rochester Railway Company now has eighty miles of track laid in the city, occupying upwards of fifty miles of streets; there are 163 motor cars operated electrically, and 79 trail cars. The cars run at a headway of from four to seven minutes, while their average rate of speed is twelve miles an hour. This affords rapid transit to all parts of the city, the routes being laid out to conveniently serve the people of every section.

The original and only street-car company for many years in Rochester was the Rochester City & Brighton Railroad company. In the winter of 1890 two new companies—the Crosstown Street Railway Company and the South Park Company—obtained franchises and began the laying of tracks, but in the spring the three roads were consolidated under the name of the Rochester Railway Company. At that time the total street-railroad trackage in the city

was about forty miles; the cars—of the "bobtail" variety and without conductors—were operated by horses. The contrast between that primitive system and the present elaborate outfit, and the rapidity with which the metamorphosis was brought about, is well calculated to inspire with awe and wonder any but a nineteenth century people.

The company, in addition to the above-mentioned property, controls the lines to Ontario Beach and Windsor Beach, adding about 21 miles to its trackage, making a total of 101 miles. The lines of the company have been extended to the parks and, in consequence, people are able to reach all suburban resorts or parks they may desire to visit. The fare to any part of the city is five cents, and the company has adopted a very liberal transfer system which permits of travel on two cars a distance of seven miles. The receipts of the company average \$2500 a day and are constantly increasing. The property of the company is estimated to be worth nearly \$10,000,000. The president of the company is

Hon. Frederick Cook, the vice-president and general manager is Mr. T. J. Nicholl, and the superintendent is Mr. J. W. Hicks, to either of whom communications in relation to transportation may be addressed.

The company enjoys an unique and world-wide distinction in one particular, at least, and that is in having on its lines the only double track twelve-way street or steam railway crossing in the world, so far as known. This grand crossing, so called, is located at what is commonly known as the "four corners" -the intersection of Exchange and State streets with Main street. The illustration on next page is from a photograph taken upon its completion, and before the street was repaved. Its construction was a striking example of engineering skill, and its operation, considering the number of cars crossing that point, is almost incredible in the almost total absence of casualties, either to cars, vehicles, or pedestrians. The cars crossing or turning at this point number three per minute, or 3240 for the eighteen hours per day that the lines are operated.



INTERIOR VIEW OF THE PRIVATE CAR

So famous has this crossing become that an eminent French engineer, who was visiting in New York, made a trip to Rochester for no other purpose than to see it. He could not, he said, return to Paris without having seen "ze grande crossing," as he termed it.

The suburban lines of the company are through a beautifully picturesque section of country, which lends interest to the ride and gives one a fine and ever changing view. The lines of this company are now extended to Charlotte, on



TWELVE-WAY CROSSING, ROCHESTER RAILWAY COMPANY

the north; Brighton, on the east; and Lincoln Park, on the west, affording a very complete and adequate suburban service. Upon the completion of the recently projected line from Rochester to Sodus, with which the Rochester Railway Company's lines will connect at Brighton, this service will be materially extended, embracing several of the villages between the terminal points. The new line will afford a very pleasurable and interesting ride through one of the rarest bits of country to be found anywhere, and will insure a rapid and convenient means of communication between Rochester and suburban points that have hitherto been comparatively isolated. Those living along this line may reach Rochester or any of its resorts by the most direct route and one change of cars only.

Steam Railroads

F STEAM railroads entering Rochester, including main lines and branches, there are eleven, affording unexcelled means of ingress and egress to the thousands of suburban residents who visit the city annually in a business or a social way. These cover, within a radius of forty miles, approximately one hundred stations, large and small, and the trains are scheduled to run, especially during the summer months, on such a plan that patrons may come to Rochester in the morning, spend the day in business, pleasure, sight seeing, or what not, and return to their homes by an evening train.

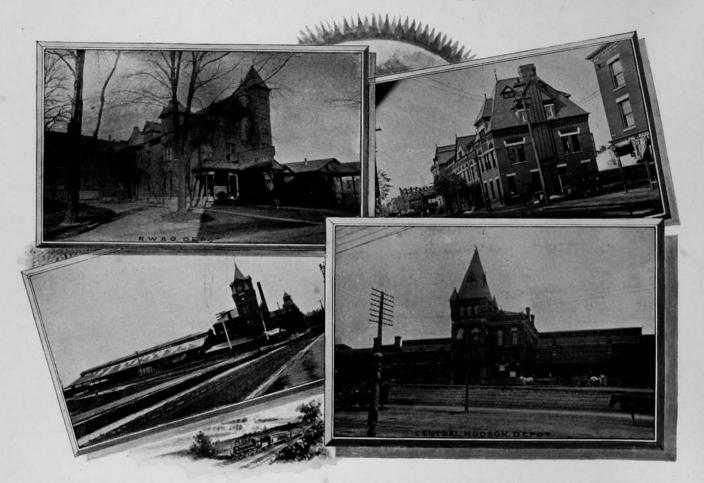
The last company to project their lines into the city was the Lehigh Valley Railroad Company, accomplished by the construction of a short spur from their main line at Rochester Junction to their depot on South St. Paul street. They have also absorbed the Honeoye Falls & Lima railroad, affording rapid and direct communication between that territory and the city, and making it possible for the people of that section to avail themselves of the advantages of Rochester and its summer resorts.

The Western New York & Pennsylvania railroad runs into Rochester from a wealthy and thickly populated district, and its cars are often laden with the intelligent and industrious residents of the communities through which they pass, who, intent upon a day of recreation and jollity, look Rochesterward for the realization of their purpose. With improved service, fine roadbed, and fast trains, this company is excellently equipped for their increasing passenger traffic.

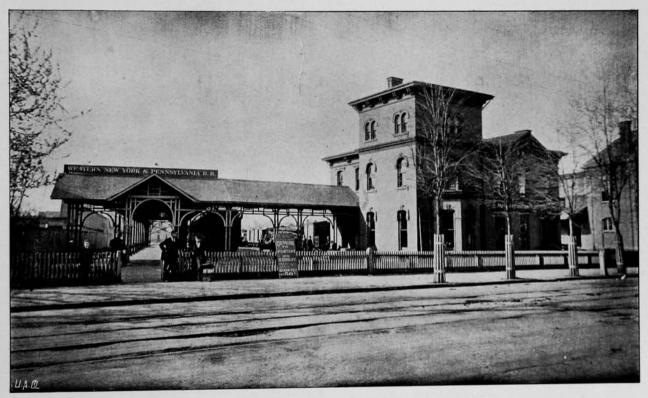
Among the pioneer railroads of Rochester the Erie still holds its place in the people's regard. It covers a large contiguous territory to the west and south of Rochester, and its excursions to this city and neighboring lake resorts—Ontario Beach, Summerville, and Windsor Beach—draw largely upon Darien, Attica, Batavia, LeRoy, and Avon on the Attica branch; and upon territory lying between this city and Corning. It is a favorite route for the people along those branches. The summer Sunday service on the Rochester-Corning branch is a popular feature.

No railroad has a more enterprising, courteous, and obliging passenger organization than the Buffalo, Rochester & Pittsburgh Company; and this is true along the entire line of service, from the genial general passenger agent to excursion agent, conductors, and trainmen. It runs through a densely populated country, and during the summer months does an enormous excursion business. Its Sunday excursion trains to Rochester are run at a low price, and thousands of people through the season avail themselves of this convenience to spend a day pleasantly at the lake.

The Northern Central Company cover a territory in which, in Rochester traffic, they have no competition, reaching the city over the N. Y. C. lines from Canandaigua. The people in this territory are favored with an excellent service.



FOUR RAILWAY_STATIONS IN ROCHESTER



THE WESTERN NEW YORK & PENNSYLVANIA RAILROAD STATION AT ROCHESTER



LOOKING DOWN THE GENESEE RIVER - ST. BERNARD'S IN THE DISTANCE

Glimpses by the Way

THE tourist, having visited the prominent buildings and streets of the city, the nurseries, Highland and Genesee Valley parks, and other points of interest in and to the south of the city, now turns attention to the downriver attractions, Ontario Beach, Summerville, and Windsor Beach.

Taking a fast Charlotte car at the "four corners," we are soon whirling rapidly along lakeward. Passing down State street, under the elevated tracks of the New York Central, we pass in succession the extensive power plant and car barns of the Rochester Railway Company, and scores of fine commercial and manufacturing buildings. At our right is the river, lined with factories teeming with industry. If we have not already seen the upper falls of the Genesee, we may get off at Platt street and, turning to the right, walk out upon



RIVERSIDE ENTRANCE

the bridge, two hundred feet above the swirling, raging current, and majestically spanning the rugged gorge, and, from this lofty eminence, we may behold in all its beauty and grandeur the tumbling cataract made famous nearly three-quarters of a century ago by the fatally foolhardy leap of Sam Patch. At the east end of the bridge is located the extensive plant of the Genesee Brewing Company, whose sparkling ales and lager, bottled for family use, have won a merited reputation.



Resuming our ride, we pass on through "Frankfort," the oldest portion of the city, founded in 1812 as a rival to "Rochesterville." On the way we pass the plant of the Rochester Brewing Company, on Cliff street, where is made in large quantities the cooling liquid amber which many enjoy to quaff in the heated season. At Lyell avenue we make an oblique turn on to Lake avenue. From this point to the "Ridge road" is a succession of fine residences, whose broad, terraced lawns and well-kept shrubbery present a grateful view. At Driving Park avenue we may alight and wend our way to the bridge which spans the gorge at this point, from which, at an elevation of two hundred and

twelve feet, we may obtain a commanding view of the lower falls, on the north, and, turning to the south, are afforded a fine view of the canyon of the Genesee, deep, rugged and wild. As we draw nearer to the outskirts of the city we see acres of platted ground and many broad new streets dotted here and there with handsome modern dwellings.

At the "Ridge road" we leave Lake avenue and continue our journey over the Charlotte boulevard through a charmingly beautiful and picturesque rural section. As we speed along to the music of the humming motor and the singing of the rapidly revolving trolly wheel, we catch here and there impressive bits of nature; flying bicyclists essay a race with us, and mettlesome teams prance spiritedly as we flit



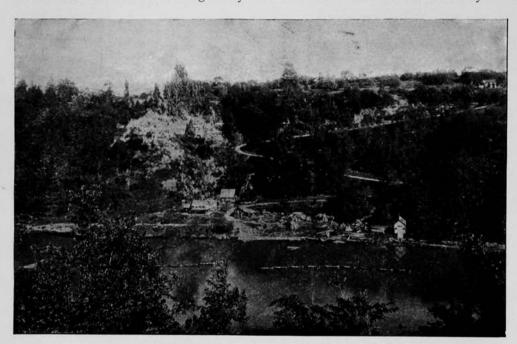
LOWER FALLS OF THE GENESEE



ST. BERNARD'S SEMINARY

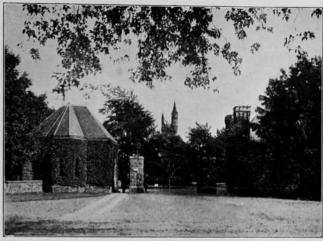
by them. Beneath the shady branches of a seemingly never-ending row of stately maples, we speed on. At our left is Kodak park, the home of one of Rochester's largest and most famous industries. The site covers nearly fifteen acres of lawns and flower beds, amid which are several manufacturing buildings.

Further along on the boulevard we come to St. Bernard's Seminary, comprising a number of fine buildings of Medina sandstone, sitting high above the roadway on a beautifully terraced park, a monument to the energy and indefatigable effort of its founder, Rt. Rev. Bishop McQuaid. Adjoining it on the north is Holy Sepulchre Cemetery, whose entrance looks like the gateway to some feudal castle of mediæval days. Within are winding paths and



BREWER'S DOCK, LOWER GENESEE RIVER

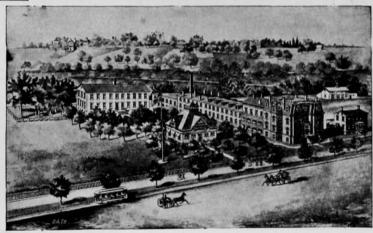
driveways, handsome and imposing monuments, and a profusion of shrubbery and flowers. A ride of two minutes brings us to Riverside station, opposite which is Riverside Cemetery and entrance. Here are a hundred acres of rolling land, well adapted to the purpose for which it has been selected. Nature has left little for art to do, but the supplementary efforts of the landscape architect have been productive of a most beautiful spot. With its shrubbery and flowers, artificial lakes, artistically contrived drives and paths. and velvety green plats, this is indeed an ideal resting place for the dead.



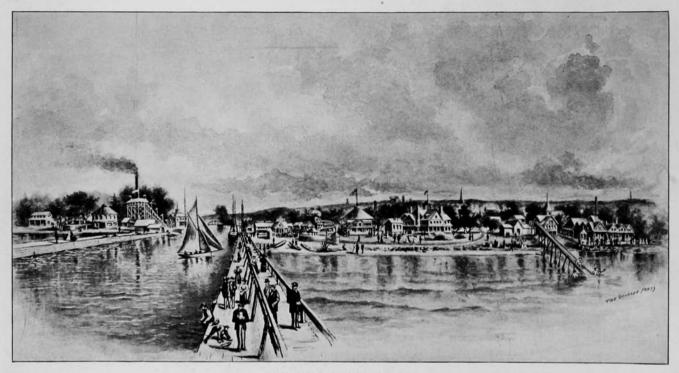
ENTRANCE, HOLY SEPULCHRE CEMETERY

must be quick of eye and alert of sense to catch them all. At our right is the river, with its coal trestles and docks, and numerous barges. Close by is a large smelting works, and not far distant is the immense swing bridge of the R. W. & O. railroad. Passing the auxiliary power-house of the Rochester Railway Company, we enter the suburbs of beautiful Charlotte, through which we pass to the lake front. The village is progressive, and its thrifty inhabitants are enterprising in all that contributes to its welfare. It is provided with electric lights and a waterworks system.

On we go, the eye bewildered by the ever changing and beautiful landscape. Along the route are scores of handsome summer residences of Rochester's elite, among them that of A. G. Yates, president of the B. R. & P. railway. Huge sprinkling carts ply the roadway hourly, keeping down the summer dust and adding to the pleasure of the ride. Across the river we may see verdure-clad hills and wooded dells, and occasionally catch glimpses of the distant lake's green-hued waters. Looking back, we see here and there a tall building looming up out of the far-behind city. The broad, smooth boulevard forms a delightful drive, and numerous fine turnouts pass and repass beneath the shade of the rows of stately trees that line it on either side. As we approach the lake, objects of interest present themselves in rapid succession, and we



WESTERN NEW YORK INSTITUTE FOR DEAF MUTES



BIRDSEYE VIEW OF ONTARIO BEACH

Ontario Beach

O CITY in Western New York is more highly favored than Rochester in the way of summer resorts and outing places. Nor is any section of country more advantageously located with reference to quick and convenient access to such resorts than the counties

west of Seneca Lake.
The shores of Lake Ontario abound in delightful spots in which a summer day's outing may be had, but none of them offer the beauties, advantages, and conveniences to be found at Ontario Beach, whose features are not unlike those of the seaboard resorts.

Leaving the car after our ride from the city, we step out upon the broad promenade and make our way through the surging throng on a sight-seeing tour. A short distance down the wide walk is the Bartholomay Pavilion, with its broad, two-storied verandas. Strains of music are floating out through the wide-open doors and windows. Stepping in, we behold a scene of animation and enjoyment. The broad expanse of floor is thickly set with scores



THE BARTHOLOMAY PAVILION



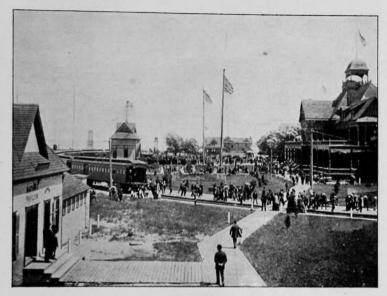
THE COTTAGE HOTEL, FROM THE LAKE

of refreshment tables, at which are seated, in twos and fours, hundreds of peoples who, as they sip their various beverages, smoke their fragrant cigar, or partake of a lunch, listen to and enjoy the concert or the vaudeville performance furnished by the management. Pursuing our way, we next reach the Cottage Hotel, a structure of architectural uniqueness, whose broad piazzas, vine clad and shady, are suggestive of the coolness and comfort that prevail there. Scattered about the piazzas are dining and lunch tables, glistening with pure white linen and silverware. Attentive and courteous servants are ready to take our order, which we select from a handsome menu card. The cuisine is most excellent and all the surroundings lend

an added zest to our appetite. Strolling out, we turn on to the promenade facing the lake and, seating ourselves, smoke our cigar in contentment and enjoy the cool breeze. Stretching out before us is the dark green of the swelling

waters, merging in the far-off horizon with the azure blue of the sky. Hither and yon we see the white specks of yacht sails that dot the water, and occasionally the darker canvas of a schooner or brig. Away off there to the left is a thin, long line of smoke that marks the course of an incoming or outgoing steamer. Immediately in front of us is the broad stretch of beach, upon whose sands the wavelets unceasingly splash and break. Hordes of children are playing on the sandy level, or wading in the shallow waters.

To the west of us the coast has a more rugged and broken appearance. Summer cottages extend far up the shore, their grassy lawns and vine-clad, latticed arbors presenting



THE ESPLANADE

a charming aspect from the lake. Frequently these cottages, for one reason or another, are unoccupied by their owners for one season or so, and can be rented very advantageously. Some distance back from the lake front, in a quiet and airy location, is the Infants' Summer Hospital, an institution for the care and treatment of infants whose parents live in the city and are unable to give them the advantages here afforded. It is supported by voluntary contributions and is one of the noblest charities ever instituted.

Retracing our steps, we make our way eastward to the esplanade. As we stand before the Hotel Ontario there is spread out before us a scene of life and splendor; huge beds of flowers and banks of foliage, playing fountains, the broad, circular

promenade lined with benches, the long beach, and the gently undulating waters. On all sides are merry, happy crowds of pleasure seekers. Extending nearly a half mile into the lake is the government pier, at the end of which is located the lighthouse. This pier forms a favorite promenade and is a popular resort for scores of followers of Isaac Walton.

At the pier, coming and going at frequent intervals, are various pleasure craft, from the steam or naphtha launch to the more pretentious and larger side-wheel steamer. On one of these we may take a trip to other points on the lake. If we chance to be there on a moonlight evening we will have an opportunity to enjoy one of those delightful moonlight excursions of the popular



PROMENADE TO THE LAKE



HOTEL ONTARIO ONTARIO BEACH

steamer "North King," cruising about on the lake in the soft, silvery light of the moon, while from the upper deck a band furnishes sweet music.

To the left is a bath-house, and far out from the shore is a long and steep toboggan slide, where bathers congregate to enjoy the exhilarating and wildly mirthful pleasure of a sliding plunge into the waves. Facing the hotel is the band

stand, from which, on certain afternoons and evenings, military bands discourse inspiring music. At various points about the broad grounds are numerous amusement devicesthe switchback, the Russian railway, a merry-go-round, the maze, etc., which are liberally patronized. Candy and pop-corn booths prove an attraction for the children, and for more grown-up folks than would care to confess it. Dispensaries of soda water and ice cream do a rushing business, and the numerous refreshment stands minister to the wants of the hungry, or if we have brought our own lunch we may go to the picnic tables.

The Hotel Ontario is a threestory structure and is equipped as befits a first-class hostelry. Its broad porches furnish a cool and sightly resting place, one section of which is set apart for refreshment tables. The service is everything that could be desired, and its advantages are generously availed of. The audito-



THE AUDITORIUM, ONTARIO BEACH



SUMMER COTTAGES ON THE LAKE SHORE

steam as the great craft starts on her way across the river. Above us is the club house of the Rochester Yacht Club, and beyond that is the huge swing bridge over which the R. W. & O. railroad passes. The shores of the river are

lined with all sorts and sizes of craft, and ever and anon some boat scurries out of our path. Extending toward the lake are the two long piers inclosing the river channel, where local and international steamboats find a landing. As we approach the other side we see, on the left, the quarters of the U. S. Life Saving Corps, the surfboats lying on their ways, and both they and their brave crews ready on a moment's warning to respond to a call for assistance. On the right are the quarters and armory of the First Separate Naval Division, the State's Naval Militia. Of this division over sixty responded to their country's call during the Spanish American war.

With more clanging of bells, clanking of chains, and creaking of gates we reach terra firma on the Summerville shore. At our right, as we emerge from the gate-house, is the famous Paul rium, just to the east, is a new building, constructed with special reference to its requirements. Vaudeville and concert performances are given afternoons and evenings, which may be enjoyed while we partake of refreshments, liquid or otherwise.

Going to the right, we pass the Russian railway, a popular diversion, from which proceeds a chorus of ear-piercing screams and laughter; a little further along, we pass the merry-go-round and come to the Summerville ferry, just to the right of which is the ball ground and grand stand.

Aboard the ferry-boat we hear the "clangclang" of the engineer's bell, the clanking of chains, the slamming of gates, and the hiss of

VIEW FROM THE DECK OF THE FERRY BOAT



PICNICKERS

Boynton chute. Shall we take a ride? Very well. We get into the car and are taken up a steep incline to the top of a lofty tower. There are other inclines, but they are fitted with rollers, and the car is a four-seated affair like a flat-bottomed row-boat. We take our seats in this and say "yes" to the "are you ready" of the gondolier, when — zipp! rumble!! splash!!! we are down to the bottom, our vehicle floating about in the waters of the large basin below. Oh! but that was

exhilarating, even if it did take our breath away, and we are not wet with even so much as one drop of water. Alighting at the landing, we direct our steps to the pavilion, a large octagonal two-storied building, where one may refresh the inner man as best suits him. Adjoining are the broad picnic

grounds, around which are arranged tables and seats. Groups of merry-makers occupy the grounds, making the air to ring with their laughter and joyousness. Across the driveway, nearer the beach, is a huge electric fountain. This throws several gracefully drooping streams which, at night, are illuminated by variously hued rays of light which are projected upon them from some unseen source, producing a beautiful and dazzling effect. On the beach we find the same scenes that characterized the beach on the other side of the river - bathers, happy children wading, here and there a lounger on the sands, hidden by a huge umbrella, and lost in the depths of an entertaining novel. An enjoyable stroll takes us down the beach-side over a shady promenade; to our left is the broad expanse of sand and the rippling wavelets, and to our right a long row of neat, comfortable, and cool looking summer cottages, whose occupants, leaving the heat and turmoil of the city streets, have come hither to enjoy rest, quiet, refreshing baths, boating, fishing, the cool breezes, and all that contributes to "a real good time." And who shall say that they do not breath a sigh of genuine regret when the chill autumn blasts admonish them of the necessity of returning to the warmth and protection of their more substantial city homes.

At the boulevard, which forms the boundary between Summerville and Windsor Beach, we find a large collection of summer cottages, located, however, farther inland.



A MOONLIGHT EXCURSION

Many of them are fantastically decorated with Chinese and colored lanterns, the night effect being beautifully attractive. Passing the cottages, we come to Windsor Beach and the White City. The site is on a plateau situated on a high bluff, stairways down to the beach being provided at intervals. It is an ideal spot and possesses more of an element of quiet than the localities just visited. The Windsor Hotel is a large two-story structure, with a veranda of generous proportions running around three sides. Inside is a large refreshment hall and cafe. This is a favorite evening resort for the cottagers and dwellers in the White City, and evening dancing parties are a frequent and enjoyable diversion. Adjoining are roomy picnic grounds, with accommodations for various sports and games, and shady groves.

Adjoining the Windsor Hotel grounds on the east and extending over an area of about fifteen acres, is one of the most unique features of the lake front -the White City-a community of summer campers. The plat is laid out in broad streets, both sides of which are lined with tents of various shapes and sizes. All have board floors, and are provided with all the conveniences of a frame cottage. Families from the city come hither for the heated season, those members whose business is in the city going back and forth morning and afternoon over the Summerville line



A PART OF SUMMERVILLE



SPORTING ON THE BEACH

of the Rochester Railway Company, which also maintains stations at Windsor Beach and Summerville. The tents are water-proof and are well secured, so that there is danger neither of getting wet nor of having the tents blown away. The tent dwellers are a happy and contented people and no palace can afford them more enjoyment than they get out of their arab-like abodes. Theirs is practically an out-door life for the better part of four months, and what with bathing on the sandy beach, boating, and fishing, the days fleet by full pleasantly.

The streets of the city, many of which bear names identical with Rochester street nomenclature, are leveled off and are always in a neat and clean condition; in fact, the cleanliness of the place is one of the first things to impress the visitor. The site is thickly wooded and this, together with its elevated position, insures a delightfully cool air.

Again taking a car on the Rochester Railway Company's

Summerville line, we return to the city via the east side boulevard, which passes through a fine section of country, affording views of many a landscape gem on the way. A half-hour's ride brings us to Seneca Park, where, if we choose, we may get off and spend an hour or two enjoyably. If not, we go on and are soon entering the city limits. At our right, as we speed along, is the Western New York Institute for Deaf Mutes, which is illustrated on page 41. A visit at this institution would prove of interest and full of instruction. It has a world-wide reputation, not only for the grand work accomplished there, but for the originality and excellence of its system and methods.



THE CHUTE

A minute's ride brings us to the large plant of the Photo-Materials Company, recently absorbed by the Eastman Company, and a short distance beyond is Driving Park avenue. We may now be said to be fairly in the city, and the houses and other buildings draw more and more closely together. Further on we pass the largest optical works in this country, an imposing building on the river bank. Opposite this is the home of the justly celebrated Bartholomay beer,



A STREET IN THE WHITE CITY, WINDSOR BEACH

where is made annually thousands of barrels of the lager that has made this concern famous.

We are soon passing beneath the elevated tracks of the New York Central, and come into full view of the fine monument recently erected by the colored people of Rochester to the memory of that incomparable representative of their race, Frederick Douglass.

A ride along North St. Paul street, between rows of massive manufacturing buildings, soon brings us to the "new four corners"—St. Paul and Main streets—and our journey, which we are loath to give up, is at an end.



THE NEW HOME OF THE H. B. GRAVES HOME FURNISHING HOUSE STATE, MARKET, AND MILL STREETS.



AN EXCURSION PARTY

Your Innual Excursion

"OOD accommodations for excursion parties," as advertised by some resorts, is a glittering generality, and may mean little or much. The conditions and features that meet the requirements of one class of excursionists might be wholly inadequate or unsuitable for others. A church or Sunday-school party would demand conditions and surroundings varying from those which the nature of events would demand for a clam-bake or an outing of a miscellaneous class of people.

At Ontario Beach, Summerville, and Windsor Beach is given a wide field, in which may be found surroundings and fitness adaptable to any and all societies. Those who choose to have a quiet

and comparatively secluded spot may go to Windsor Beach; those who seek the crowd, the excitement, the goodnatured, restless, fun-loving and perhaps boisterously happy throng, may choose Ontario Beach. Proper accommodations and conveniences are common to both localities, and both are ideal spots for these events. At either are bathing facilities, boating, fishing, ball grounds, and provisions for other field sports. Steamboats and pleasure craft of other varieties continually ply the waters, and excursion trips to other points on the lake shore are made hourly, affording opportunity for an enjoyable ride. Lodges, societies, schools, or other organizations having in contemplation an outing

of this character can not do better than to perfect their arrangements for a trip to the shores of Ontario. The locality is easy and quick of access from Western New York towns, the excellent railroad facilities of Rochester, whose lines reach out in almost every direction, placing it within easy reach of a large territory. The rapid communication afforded by the Rochester Railway Company's lines between the city and the lake resorts above mentioned, makes it possible for excursionists to travel to and fro at will. Any communications or inquiries regarding excursion matters may be addressed to T. J. Nicholl, general manager of the Rochester Railway Company, who will cheerfully furnish all required information.



Che Children's Picnic.

HE children; God bless them! What wouldn't we do to secure their happiness and enjoyment? How their merry voices and gleeful laughter ring out upon our ears, brightening our lives, lightening our cares. For them our labor of love is a delight, and the pleasure we extract from the contemplation of their childish sports and happiness amply compensates us for every sacrifice we may make for them. With what impatience and anticipation do they await the promised picnic, and what visions of a happy time fill their little heads. Then comes the eventful day; the filling of the generous basket is watched with eager interest, and when at last it is ready and set aside, with its covering of snowy linen, it becomes an object of great solicitude lest it should be forgotten. With martyr-like fortitude the ordeal of combing out the tangled hair

has been submitted to with unexampled patience, and the little white dress, with its bright, streaming ribbons, has been critically adjusted. The little fellow has donned his knickerbockers and Fauntleroy waist and impatiently awaits the start.

Arrived at the grounds a scene of glad animation greets the eye; groups of children everywhere are enjoying the huge play spell to repletion. "Ring around rosy," "drop the handkerchief," and other juvenile sports hold sway.

The swings and hammocks never before contained so great weight of joyousness. Over there are the tables, which the fond mamas and friends are preparing and lading with a bountiful supply of goodies, and when dinner is announced! What a babel of infantile voices! What exclamations of delight! And how the hungry hoard of little men and women eat and chatter.



This is a picture, but a faithful one, and can be often seen in materiality at Windsor Beach throughout the summer months. Are you a misanthrope? Is life a burden to you? Go spend some time at this popular place and mingle



with the happy crowds that throng to the picnic grounds. It will do you good. Not only is the spot itself an ideally beautiful one, with its shady groves, grassy fields, shady beach and shallow waters, but it is easy of access over the lines of the Rochester Railway Company, and every convenience necessary is at hand for picnic arrangements—tables, pure water for drinking and cooking, swings, and other pleasure devices.

Sunday schools, fraternal societies, or other organizations will find this a very desirable locality for the annual picnic. Not only can the grounds be had free of cost, but the management endeavors to contribute to the comfort of the visitors and the success of the occasion.

In addition to its own attractions these grounds are but a short distance from Summerville and Ontario Beach, a visit to which would prove of interest and be enjoyed.

It is true that Windsor Beach is just the place for the little ones to spend the summer hours. It is delightfully situated and its attractions are unsurpassed. All

who go there are pleased with the surroundings, are benefited by the pure air and the many other features. The children seem to be more satisfied here than anywhere else. Go where you will, better grounds will not be found for picnicking, base ball, lawn tennis, bathing, and numerous other sports that please the children. It is a pleasure to see the boys and girls, and there are many of them, indulge in the numerous games afforded, at this perfect, airy, and

health-giving resort, down by the lake.



"Nature in all its beauty" blossoms out like the June rose at this resort, where one can find perfect rest and enjoyment, entirely away from the cares of life. The old as well as the young enjoy the advantages of Windsor Beach. Thousands visit this spot during the heated term, via the lines of the Rochester Railway Company. A more pleasant ride to the lake cannot be had. Take your children and drink in the beauties of Windsor Beach, and be fanned by the breezes from off Lake Ontario. The rest will do you good; the cool breeze will refresh you; the little ones will be all the more benefited for having had a day's vacation, and you will be agreeably satisfied with these picnic grounds and the many other features offered the visitor.



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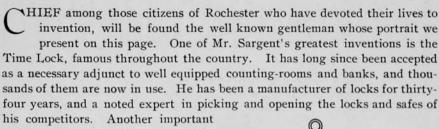


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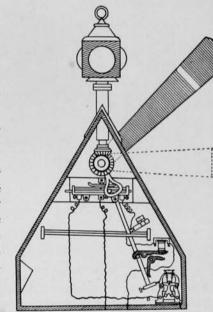


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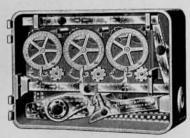


and invaluable invention is the Railway Semaphore Signal, now being placed upon the market. It is so constructed that it gives a signal of warning to the engineman of a moving locomotive when there is a train or some other obstruction on the track ahead of him. Mr. Sargent has also invented a Double-arm Quadruplelight Highway Signal, for safeguarding street and road crossings over railroad tracks. His patent Smoke Consumer is a much needed device for clearing the atmosphere of cities. He is now president of the Sargent & Greenleaf Co., The Pfaudler Vacuum Fermentation Co., The Waterloo Gold Mining Co., and The Sargent Automatic Railway Signal Co.



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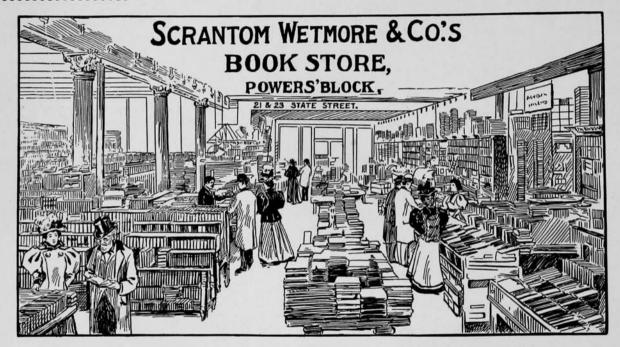
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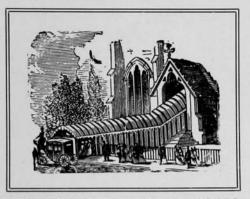
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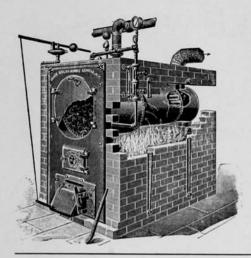
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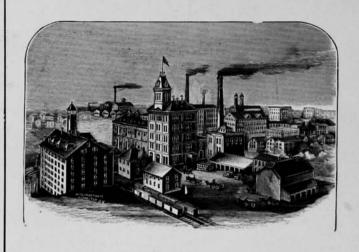


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