

rapids to the lake, a condition from which they have scarcely yet recovered. It was not until the end of May that the river was entirely free from ice. In reconstructing the dock we were able to introduce new improvements which would not have been previously possible.

1909 brought no further changes in the steamers, but a gradual increase in the travelling due to increased energy in the cultivation of new business and careful attention to the convenience and comfort of passengers by the management and efficient staff.

For many years, from time to time, the company has been endeavoring to purchase the Toronto docks which were the Northern terminal of their system. Four times we had been turned out of its occupation and obliged to find landing berths elsewhere. The necessity of holding their Toronto terminal was constantly before the Company and was the only and complete sequence of the holding of the several terminals at the ports upon the Niagara River. At last, in 1910, the opportunity of purchase arose and was immediately availed of. With this purchase the Company completed the policy which had been initiated from its very beginning. This Yonge Street dock property, extending from Yonge Street to Scott Street, has ever been the steamshipping centre of the city, for traffic to all ports on the lake. Its facilities can be still more expanded so that, for the convenience of the public, all the lake passenger lines can be concentrated at its wharves to the mutual advantage of all, a policy which the Niagara Company desired to promote and which has been contributed to by the purchase and concentration of the steamers of the Hamilton Line. This, effected in 1911, concentrates into one management an important passenger business and brings direct connection, as of old, between Hamilton, the Head of