

which ran on the Erie and Niagara branch between Buffalo and Niagara-on-the-Lake twice each day; on which with never failing regularity he made his double round trip each day for almost twenty years. Through three changes of ownership and several passenger agents "Paddy" Miles, as he was generally called, held his position and so dominated conditions that the train came to be known as "Paddy Miles' train," and the Branch as "Miles' Railway." He was superintendent, train dispatcher, and general passenger agent, in his own opinion, all moulded into one, and acted accordingly. As he stood on the dock with hands thrust deep into his breeches pockets and a scowl upon his forehead, he seemed to consider it was rank treason for anyone to pass up the river and not get off and use his train. Yet this was only on the surface, for Paddy was at heart a good soul, who took a very personal interest in the earnings of his Branch.

The *Buffalo Exposition* of 1900, bringing together as it did tourist business from all parts of the continent and of the world, threw exceptional business over the line. It may be said with certainty that every tourist who visits the American continent visits without fail the Niagara Falls, as one of the great wonders of the world. With the expanded facilities which have been given him, a very large proportion also visit the Niagara River and its water attractions, and cross the lake to Canada at Toronto. This was clearly evidenced at the Buffalo Exposition, and the largely increasing traffic then arising, all of which was satisfactorily dealt with, without any shortcomings or mishap.

In January, 1901, Sir Frank Smith died, being the second of the original Board to pass away. His judgment, forceful determination, and large capital, had been main-