

the shipyard of the old-time Niagara Dock Company, whose launching slips for the many steamers which they constructed are still in evidence. On the doors of the large warehouse alongside the wharf, there were then still to be traced the faint remains of the names of some of the vessels, which of old time used to ply to the port. The ground floor of the building appears to have been divided into sections, in which space for the freightage or equipment of each of the several vessels was allotted. Over the door of each section were the names for the occupants, as originally painted.

*Schooners—Canada, Commr. Barris, Cobourg, United Kingdom, St. George, William IV., Great Britain.*

These names were now carefully restored. The steamers which ran regularly on the Niagara route have already been mentioned, these others used the port as convenient for laying up for the winter, with the advantage of the proximity of the dockyard for repairs. The *Cobourg* built at Gananoque in 1833, ran between Toronto and Kingston, with Lieutenant Elmsley, R.N. in command. The *St. George* was built in Kingston in 1834, and was mainly occupied between lake ports on the North Shore Route.

These doorways and the names now easily read above them bring us into immediate contact with the early enterprises on the river and form connecting links between the navigation interests under the opening conditions and those of the present time. The route has the charm of a constant unravelling of history.

Another wraith there is in connection with this Niagara dock which cannot be omitted. For many years a passenger on the incoming steamers would see a man in conductor's uniform standing on the dock watching the arrival. This was Mr. Miles, conductor of the Mail Express train,