

than that of any of the other steamers on the lake, she was exceeded in speed by the *Cayuga*. Her attack upon the route was met, as the Niagara Navigation Company intended it should be, by frequency of sailings and strict fulfillment of service, leaving no room for any competitor to find an opening, and by the high average speed maintained by all its steamers and particularly the new one. After keeping up a gallant struggle until the end of the mid-summer season, the *Turbinia* retired to her previous route between Toronto and Hamilton.

Another addition to our dock properties was now effected. We had for many years been lessees of the dock at Lewiston, but now, in 1908, became its full owners by purchasing the whole frontage from Mr. Cornell, our lessor, with whom we had for so many years been in cordial working. The dock had fallen somewhat out of repair and very considerable improvements were requisite for the convenience of the increasing numbers of our passengers and for their comfort. Fortunately the larger part of these improvements were postponed to the next season, for during the winter 1908-09, which was exceptionally severe, an extraordinary freshet and piling up of ice on the river occurred.

The lower Niagara River rarely freezes over in all places, much running water being left in evidence and as a rule the ice which has anywhere been formed during the winter goes out into the lake in the spring without any trouble. There are records of two great "Ice Jams" which had happened during the previous history of the river. The earliest of these was in 1825. During this winter the steamer *Queenston* was under construction in the ravine on the Canadian side which opens up from the river just below the Queenston dock. In the spring the preparations