

In 1912, while these pages were being written, has come the final phase.

It will be remembered that in the early days the steamers for Montreal sailed direct from the Niagara River and that the guiding minds of the Royal Mail Line were at Queenston in 1847 and for subsequent decades.

In the slump of steamboat traffic and the decadence of the river business the Montreal steamers had shortened their route, and had made Hamilton, for some time, and afterwards Toronto, the starting point for their steamers for Montreal.

The introduction of the Niagara Navigation Company had produced a change of conditions on the river, and by energy and bold investment, had created an effective local organization, as has been detailed in this narrative.

Gradually passenger business had been attracted and centralized until Niagara Falls had been created in their Annual Rates Meetings by the Railway Companies as the starting point of all "Summer Rates Excursions," and "The Niagara Portal" as the nucleus basing route for all summer tours.

At the same time the Richelieu & Ontario Navigation Co., which succeeded to the Royal Mail Line, has grown in scope and equipment to be the premier steamboat organization of Canada, the controller of the passenger lines of the St. Lawrence system of river, lakes and rapids, and operating the longest continuous route of any Inland Navigation Company in the world. In all, this interval of years its old advertising heading of "*Niagara to the Sea*" had been continuously maintained, it was not unreasonable therefore that there should be a desire to make the old caption a present fact and by acquiring the local organization restore the old-time conditions.