

the Lake, and the Niagara River. These, together with the opening of a new route to the south shore by service between Toronto and Olcott, in connection with the International Electric Railway, will open a new era of contributing traffic.

Beginning with one steamer, the "*Mother of the Fleet*," the Line from one trip a day has, in its 35 years of endeavour, grown to be nothing short of "*The Niagara Ferry*," served by swift steamers, of increasing size, making six trips from each side, leaving every two hours during the day, and by persistent advertising and increasingly reputable service, the Company has made the "*Niagara River Line*" known throughout the travelling world, and created a business and carrying capacity which has risen on heavy excursion days to no less than 20,000 to 26,000 passengers moved on one day. What the "*Kyles of Bute*" route is to the tourist public of Great Britain and Europe, the *Niagara River Line* is to the tourist public of America. Toronto has trebled its population and in great industrial enterprises is forging ahead of all other cities in Ontario. Niagara Falls, with its wonderfully increasing factories created by the concentration of the electric power in its midst, has grown from being solely a summer hotel town to a great manufacturing community. Buffalo, with a population at present of 500,000, is expanding marvelously. The Richelieu & Ontario Company, for which the Niagara Company collects the passenger business of the south shore through the gateway of the Niagara and places it for them in Toronto, has exceedingly increased their accommodation and made known their service as a contributor to the route from the St. Lawrence to the ocean.

Whatever success there has been in the past, the prospects of the future shine brighter still.