

FERRY LANDING: by foot of Bertie:::

1796: Upper landing: known as Black Rock ferry.

At this time this was the only crossing above the Falls, for emigrants and later blacks escaping into Canada on the underground railway.

In the early years it operated without licence., Earliest leasee on American side: Col. O'Neil. On the Canadian side Hugh Gilmore operated without a licence. He had come over from Penn. in 1793. In 1796 Henry Windecker purchased the land on which the ferry stood, and with it was awarded the Ferry lease. Lt. David Cowan purchased the property, and with it the lease.

In 1801. John Warren Sr. Commisinoary and Inspector of Customs applied for the lease of the Fort Erie Ferry on behalf of his son John Warren Jr. In this year this site became the Official Lnding. John Jr. recieved the lease and kept it till his death in 1832.

FORT ERIE FERRY:::

1789: This year Fort Erie was the headquarters of the great trader John Richardson, one of the founders of the Bank of Montreal.

1796. There is written evidence that Black Rock Ferry, as it was called then, operated in the days of the Revolutionary war. Soldiers crossed here, and mentioned it in their letters. It was the only crossing point above the falls of Niagara. By it's means thousands of the first settlers in Niagara and the middle west passed to their destinations.

The Rock itself on the American shore was an outcrop of the local limestone, 200 or 300 ft. long and extending a natural wharf into the river. It was on the west side of the river road at the junction of Front st.

Silas Carter a miller along the Lake records" that by this crossing many of the early settlers in Canada, journeyed to western homes, and over it the first emigrants into Michigan were carried on their pilgrimages to found a new state. At the time the Government of Canada was offering grants of land to emigrants from the U.S.A., and so many people gathered at the Ferry landing that a settlement soon grew up.

1805. Major Frederick S. Miller was commandant of the forces at Black Rock. He resided there in the early 1800's . His name is listed as the first licenced ferryman at Black Rock Ferry, when the State began to exercise jurisdiction over it , in the years 1805-6. He kept a tavern there and his Ferry, until 1810 when he moved to Cold. Spring. His son Wm. T. Miller was Capt. of the Walk in the Water.

Another early ferryman on the American shore was Col. John "Neill. At the time the Ferry was just a scow rowed by three or four men, with sweeps and steerer, and by a fifth sweep near the stern. It was carried by the swift current downstream to the Canadian shore well north of the starting place. Once unloaded it was pulled up the slow waters close to the Canadian shore, by the men themselves or sometimes by a horse. There was no schedule , and the fare was fifty cents for horse and rider. Philo Balcom was also ferryman at this time.

One of the earliest ferryman on the Canadian shore was Hugh Gilmore of Pennsylvania. He operated the Ferry for a number of years without authority. His home and stores were destroyed during the war and he returned to the U.S.A. It then was operated by Henry Windecker.

1812. During the war of 1812 the business at the Ferry was steadily increasing. Emigration to Canada had been considerable, and the large four horse wagons were constant visitors. The settlers frequently crossed at the Ferry to deal at Douglas's store, for glass nails etc.

1812. Under Col. Warren Sr. who was Collector of Customs from 1798- 1812 , the Ferry had operated from a spot on the Canadian shore, just south of the foot of Bertie St. His son John Warren succeeded him as leasee of the Ferry and also as Collector of Customs. His home was just south of the foot of Catherine St. and in 1825 he moved the Ferry landing there. After his death his wife intern succeeded him, and for over twenty-five years the Warrens enjoyed the benefits of operating their horse ferry , from that location. His wife the former Charlotte Stanton married on his death to Kenneth Mackenzie , who again aquired the Ferry lease.

Just before the outbreak of the war a man by the name of Orange Brace , leased the Ferry for some time and workinf along side was a Mr. St. John. It was discontinued during hostilities, and put into operation again at the close of the war.

1814. Once more in operation the Ferry was run by a man called Lovin Hodge.

1816. Fort Erie was renamed "Waterloo" and the Ferry was called by all "The Waterloo Ferry"

1820. Legislature in the U.S.A. decided that there aught to be a better Ferry and horses came to do the work of the men. a team of horse working on a treadmill, propl'ed the clumsy craft between the U.S.A. and Canada. Loads of hay were carried between the horse.

On the American shore a man called A. Stannard was the last to perate the Ferry from Black Rock itself. With the building of the Great Western Canal, the rock was removed for the passage of ships. The Government passed an act to compensate Stannard for his loss of business. A new landing on the American shore was put into operation at the foot of Ferry St. In 1824 what remained of the rock was blown up.

1821. James Haggart operated a Feery from "Black Rock" and later the Ferry St. landing to a spot by Bowen Road on the Canadian shore. He remained in business with several other partners till 1861.

1823. page 271. "Kerby"

On the 28th. of May 1823 the Executive Council of Upper Canada had made an order that all the Ferries at the Port Of Entry, were to be leased to the Collector of Customs at an nominal rent; on the condition that he should account to the Government for the actual rent paid to the under-tenant; probably with the intention of facilitating and insuring the full collection of the import duties.

1826. A lease was given to Helden Allen and Orange Doan. The Ferry was to run from a spot by Sqaw Island in the U.S.A. to the landing on Putman farm on the Canadian shore, by the foot of Dufferin St.

1831. Richard Moone had a Ferry lease, and his boat ran from Porter Ave on the American shore to his landing by the site of the old Fort.

1832. page 272. Kerby: " On its meeting of the 27th., 1832 the Council taking into account the late Col. Warrens meritorious service; and the helpless condition in which he had left his family, and moreover adverting to the general situation of travelling over the past summer, by which the Ferry was deemed of little benefit: recommended that it should be leased to her, for three years at the former rent; of seventy five pounds per annum. This lease had been since continued in effect, but the leasee had since married, and the Ferryboat had passed into the hands of a company; one of whom lived in Black Rock where he owned a wharf and had built a bridge over the canal for the accomodation of passangers. The Water Witch" Mackenzie & Lewis , and Haggart of Black Rock horse operated.

page 261: Kerby.

George Hardison was given the position of Collector of Customs and with it the Lessee of the Ferry, after it left the hands of the Warrens. Hardison had failed to account for a considerable sum of the duties collected, so the position was offered to Kerby.

Page 265; Kerby::: In this year a letter was sent to Kerby for observation. It was a memorial addressed to the Lieutenant Governor, signed by many of the townspeople of Bertie, making charges against him for dereliction of duty as Collector of the Customs, and as Magistrate. Kerby applied at great length.

Apr. 27, 1835. " These charges are stoutly denied. All of which I am prepared to prove are void of the truth; and I trust Your Excellency will see fit to grant the request of the petitioners, praying that a public investigation may be granted; that I may have the opportunity of clearing myself of these false imputations, so injurious to my character. I venture to assert, that three fourths of the signatures on the petition are not prepared to answer to the consequences; it having originated in my opinion, amongst a few designing men of their number, avowedly for the purpose of prejudicing the minds of the people against me. And if they are suffered to go on this way uninterrupted, what security or protection have I, or any other public official, to be thus unwarently insulted by such unfactionous set; and that too, at the moment you may least expect it.

1840. page 272. Kerby: June 27th. 1840. Kerby acknowledged a receipt of a letter from the Lieut. Governor's Secretary, offering him the Superintendence of the Fort Erie Ferry:: saying.

" It will be a gratification for me to be placed in the situation to assume the Ferry Superintendence at this place. In conjunction with the duties of the Collector of Customs, I shall be prepared to apply the decisions of the Magistrate etc., in relation to the rent and the rates paid. And you will be pleased to present my best thanks to His Excellency for his kind remembrance of Me".

1840. page 272. Kerby: Letter to James Haggart of Black Rock: Aug. 12,

1840. " This serves to acquaint you that the sole control of the Ferry on this side, is about to be placed under my direction; and also Superintendence as Collector of Customs at this port; and with the view of improving the facilities of the crossing at this side more quickly, it is my intention as soon as possible; that is as soon as a wharf is prepared, to cause the landing to be higher up, say say midway between my Milland this sight, probably higher up. My object in addressing you so early, is to apprise you, also that I am in daily expectation of receiving my appointment; to enforce the loading of goods and the coming of the American boats, to a certain wharf. That my office will be moved to the above landing place, and that your ferry boat will be required to land and report there.

As Kerby failed to make an agreement with Mckenzie, who had married Charlotte Warre after the death of her husband; or with his partner who owned the Ferry boat then in use, and also the wharf on the Canadian side by the foot of Catherine st.; he was obliged to seek some other person who would be agreeable to supply boat and wharf. Sept. 16, 1840. Kerby to S.B. Harrison secretary for the Lt. Governor.

" It was not until yesterday that I felt myself enabled to assume the Superintendence of the Ferry at this place, under the management of a trusty person Nelson Forsyth; and although Kenneth Mckenzie the late encumbert of this side, who has had the full benefit of it's employment up to the present period, without my causing him any interruption; he has still manifested every disposition since last Saturday, the day I apprised him of my intentions to ferry from the other side upwards of fifty of my passengers, and he appears determined to do so. I feel that the Att. General should be apprised of this preparatory to the Assize at Niagara to the end, that Mr. Mckenzie may be sensible of the error of opposing me.

Shortly after Kerby seized Haggart's boat the old horse ferry, which failed to report at the port of entry, and it was to be returned only at the payment of a fine. He informed Mckenzie, Lewis and Haggart of his intentions to proceed against them, and to recover damages.

William Duff Miller:"They ply their boats from the old wharf, destroying the advantages Mr. Kerby reasonably expects to enjoy, as Lessee of the Ferry from the Government.

Notwithstanding all this I am fully persuaded that Mr. Kerby acted from an honest motive; being strictly honest and honourable a man, and ever disposed to perform whatever duties his Government may have intrusted with him. The errors committed have proceeded from error in judgement in my opinion".

1840: Kerby letter to the Govenor General that he had again taken in hand the Horse Ferry.

Relative to my situation with Mr. Mckenzie, late encumberant of the Ferry at this place, that in difference to my lease already made known to him by notice; he Mr. Mckenzie in conjunction with Mr. Lewis inkeeper, persists in opposing me daily, in the most vexatious manner, with small boats etc. thereby collecting little benefits arising from the ferry, to my prejudice and injury; after having embarked to a considerable exspence in the purchase of a horse ferry and other samll boats; and Mr. Forsyth in the construction of a wharf for a safe landing place; affording every facility to the travelling public. This horse powered boat was called the Bee.

Kerby had continual trouble with other boatmen of the town and he was forever writing the Government, with the hope that they would put an end to the trouble. After many letters one such report was made to the Govenor by the Executive Council.

" The Executive Council have carefully considered the complaint of Col. Kerby stating certain interference with his right of the Ferry at Fort Erie; also the complaints of the petitioners , stating an attempt by Mr. Kerby as collector of Customs to enforce the loading of goods and the comming of the American Ferry boats to a certain wharf.

The Council has considered the opinion of the Hon. Att. General respecting the right of Ferriage. On this point the Council are respectfully of the opinion that Col. Kerby must assert his own rights of ferriage by legal proceedings, and that the Government cannot properly interfere. And so to Mr. Kerby's right to limit the entry to one wharf, the Council would consider the opinion of the Att. General. If Mr. Kerby should be found to possess the legal right to limit the port of entry in this manner, the Council with the information before them cannot approve of the course persued by the Collector of the Customs nor can they forebear to remark, that although Mr. Kerby had no intension of acting in a manner to deserve or provoke censure: the facts disclosed, give appearance of the office of the Collector of Customs being made subservient to the interests of the lessee of the Ferry and the owner of the wharf, who actually conduct the Ferry to an exstent that should make the Council doubt seriously the compatability of the office of the Collector of the Customs, and the lessee of the Ferry, being held by the same person."

The Warrens for twenty-five years had enjoyed the benefits of their Ferry running from this location (by Catherine St.) and they were reluctant to give up without a fight. They claimed for the same number of years the office of the Collector of Customs had been at the said place; that it had been the actual place of business , the location of public houses, and the most convenient place of crossing from the opposite side of the river"

James Stanton magistrate of the village, and a local merchant, also a brother of Mr.Charlotte Warren Mckenzie, wrote the Govenor along with many of the villagers; complaining of Kerby's orders, to have the Ferry moved upstream 1/3 of a mile. Later a report by William Duff Miller Inspector of Licences said:" The old Ferry wharf is decidedly the most advantages landing. From Black Rock , a boat would sooner cross from the Upper Ferry, as it saved the time of going up the eddy from the old Ferry wharf; but in winter when the eddies are full and the currents free of ice; it is certainly more convenient to land at the old Ferry wharf, then to go upstream against the current to the new Ferry landing. And also the entire beach below the old Ferry wharf has when free of ice a good landing place for small boats; but this is not the case above the upper Ferry, to any great exstent. The steam ferry Waterloo crosses and recrosses from the old Ferry wharf in almost a direct course in consequence of it's power; and makes it from shore to shore in a little over three minutes. The great cause in strife , seams to be the removal of the Ferry from the old place to where it is now, as by the Hon. James Kerby and the opposition he meats, in the said removal: By Messrs. Mckenzie : Lewis and Haggart.

1840. This year Kerby leased the Ferry to Nelson Forsyth for three years, and it was he who built the wharf and operated the Ferry at the new upper landing. His home was at the foot of Forsyth house, however he had his office in a small building by the Ferry landing on the riverfront. About this time a partner of Forsyth a MR. John Mc. Farlane was appointed by Kerby as his Deputy Collector of Customs. They were in business together on the west side of the river road in the village , a place called the Forsyth House.

The Steamboat Waterloo a sidewheeler was operating at this time , from the lower Ferry dock, by Mr. Haggart. It's weight was 98 tons, and it's Capt. was James Walker.

During the 1840's a small cluster of homes had sprung up at the foot of Ferry Road (Bowen) . Along with them were a warehouse, a blacksmith shop, a dance hall and two hotels, Bucks and Stevens. Mr. Freebury ran one of the hotels for a time and his wharf was nearby. By this landing was a customs shack and a shingle mill owned by messrs. Stockdale and Tait. It was here that the Fennians later landed. After the battle the shingle mill was torn down.. From this wharf, Freebury's Landing there was a considerable business done in passenger service, a most of the boats were very small, actually only rowboats.

1841. This year the ferry business of Nelson Forsyth began to loose, in opposition to the steamboat the Waterloo, owned by McKenzie, Lewis and Haggart. Nelson left the employ of Col. Kerby and moved downstream to the sight of his fathers home at the foot of Phipps st. It was about two miles downstream and he took his horse ferry there, in expectation of intercepting the traffic approaching Waterloo by the river road. This was done without any knowledge of Kerby. He informed his solicitor Charles Hall of Niagara on Nov. 5, 1841. Quote:" That Nelson Forsyth is very loth to move back the horse boat, the Bee from his fathers place, for reason that he would have nothing to do here, as messrs. McKenzie Lewis and Haggart, still persist in the int^husion, with double vigour. It is freely spoken that previous to the tenth 1841 that Lewis and McKenzie were apprehensive that the case would be decided in my favour; and that Lewis had put the whole of his property out of his hands; and I have every reason to believe it indeed was ended in my favour, to morrow I am confident it would be the case; thurth^r he would leave the country. Lewis's object is to harrass as long as he can, then leave the country, bag and baggage: Kerby"

1841 page 295 Mr. Hall's letter to Kerby as his Solicitor:-

"I have had the pleasure of seeing Mr. Forsyth to-day and conferred with him on the subject of the Ferry. He informs that the Horse boat belonged to his brother; and that he runs her upon his own responsibility in opposition to Mr. Lewis; and that you have boats sufficient at your Ferry to answer the purpose. If you have nothing to do with Mr. Forsyth running the boat where it is and derive no share of the profits from it; and give him to understand that it is without your approbation or sanction; and that you are adverse to it, and forbid his ferrying at that place; then it cannot injure your cause even if he should continue to Ferry. On the other hand if you should in any way sanction his continuing to do so, it will be approving Lewis's acts."

the Bee - Forsyth's boat was called the Bee; was a sidewheeler; and its power was provided by two horses, one on either side of the boat in racks turning the paddlewheels. He ran it from just in front of his Father's place (which later became the Sherman Dock) to a dock just west of Scaw Island on the American shore. It operated in the summer months only; and later met with an accident while transporting sheep across the River. The sheep bolted on the trip and they were all lost in the swift current of the river. It had operated for only two seasons; and during this time N. Forsyth was part owner, captain and the supposed Customs officer; when he wished reporting to Kerby at his office upstream.

At long last in 1841 Kerby announced to the Hon. Henkes: the Inspector of Public Accounts; "The limits of the Port of Entry were at length decided to include both the wharves at which the Ferries had been landing. This is from my Mill at the head of the Rapids down to Waterloo a distance of $\frac{1}{2}$ of a mile, and the situation of Fort Erie upward of a mile above my Mill."

This included both the Upper Ferry and the lower.

page 301; Fort Erie Dec. 30-1842.

"May it please your Worship; The Ferry at this place is carried on in the greatest disorder, and the contempt of the rules and regulations of the Ferries made in the General Quarter Session of Peace; The Government Ferry is idle for want of employment; and everyone who owns a boat ferries at times. A traveller is ferried over a half price, at other times he has to pay double price and is often detained for hours to the great injury of the travelling public. In 1841 Kerby instructed William Hamilton to notify Brock Forsyth, and all other owners of Ferries on the River of the Port Of Entry as it now stood. By now Mr. Lewis had moved to Black Rock; however he and Nelson and Brock Forsyth all owned boats; and continued to run them contrary to Kerby's orders.

page 308; Letter to Mr. Henkes June 8th-1841;

"Mr. Nelson Forsyth of this place, the proprietor of a Horse Ferry Boat has this moment called to inform me that to-morrow next day he would commence crossing from his father's place (a distance of two miles from the Port of Entry) directly

over to Black Rock dam on the American side, and on returning would bring over no goods, excepting trading carriages etc. not subject to duty. And in so doing he did not consider himself bound to report at this Port Of Entry. I contended that he had to report according to Law; as the Port Of Entry, was defined. He persisted in stating that he had taken legal advice upon the subject; and should do it.

page 310. Letter from Kerby:-

"As Collector of Customs at this Port -I do all in my power to suppress smuggling; and although I have succeeded in making a few at great risk; yet a great deal of it is still practised. I pray that His Excellency, be furnished with the present Communications and the Documents, that accompany it. A Mr. Forsyth's landing place is a rendezvous for Smugglers; and I trust His Excellency will see the necessity of putting a stop to it; in a great measure by the means above suggested."

Nelson Forsyth thought continually to have his landing considered in the Official Port of Entry. In 1841 Nelson and Brock mutually resigned the Order that had made them deputies for Kerby.

Trouble continued; and two attempts were made to destroy the steam Ferry the Waterloo running between Black Rock and the lower Ferry Landing.

In 1845 -July the 14th. Kerby wrote a Petition himself offering to surrender his lease of the Ferry from Waterloo to Black Rock; and praying that a new one would be granted him; this time stating the limits. A recommendation was made that the surrender of the lease should be granted and that another granted to him of the Ferry for seven years; at the same rent under the following description;

"Our Ferry at Fort Erie Rapids in the front of lot No. 3, the Township of Bertie across the River Niagara in the district of Niagara aforesaid; and Black rock in the U.S.A., and commonly known as the Ferry at Fort Erie Rapids; extending 1 mile and a half on each side of the Port at which the Ferry usually is kept; say in front of lot No. 3 as aforesaid."

Kerby's wife had died in 1839; and his mother shortly after. Then the husband of his eldest daughter passed away; leaving him to care for both the widow and her daughter. He sold the interests in his Mill in 1851 after a fire destroyed his office and Records; and the pressure of other public offices prompted him to give up the Customs Job and with it the Lessee of the Ferry shortly hereafter although it was to be in effect till 1852. Kerby who's name will be long remembered in the Records of The Collector Of Customs and the Lessee of the Ferry died of Cholera in 1854.

1850::: The steamboat The Wave. In the death notice of Isaac Brock Forsyth it mentions that he stepped off the Wave a steamboat while passing Forsyth's Point and was drowned in the Niagara River. This would be the landing at the foot of Dufferin, and lower Black Rock on the American side.

Cygnet. In 1850 James Haggart started a ferry at Freebury's landing at the foot of Bowen Road to Hertel Ave in Black Rock. It was another sidewheeler called the Cygnet. It's Capt. was Dick Taylor. This Ferry like almost all of those to date operated only in the summer months, and with a steady loss of business; it ran only for two seasons. James Haggart had been Capt. for one season. After 1850 there was no longer any attempt to run a Ferry from Freebury's landing.

In the U.S.A. Ferry St. was made the official landing, and at that time the Indians were given the right of free ferriage.

1850. In spite of Kerby's orders the Ferry continued to operate by Catherine St. then known as the lower Ferry, 600 yds. from the upper Ferry.

1855. The Troy a steamboat owned and operated by the railroad to carry cars and passengers ran from the foot of Erie St. in Buffalo to a landing just north of the old Fort on the Canadian shore.

1857. The International Steamboat sister of the Troy was put in service by the railroad Oct. 5th., 1857. It ran from the foot of Porter Ave. on the American shore to the landing just north of the old Fort. It was run by the Buffalo and Lake Huron Railroad, which later became part of the Grand Trunk. It's Captains were W.T. Squire and Capt. James Macy, and it's engineers were John Macy and James Fraser. It's capacity was eight coaches or fourteen cars. It continued to run till Nov. 6, 1873. It burned at the Fort Erie docks 1874.

1860. The ferry The Alliance was put into operation by Mr. Haggart. *1871-IRON CAR FERRY BUILT F. ERIE CPT. POINT EDWARD ONT TO FORT GRATIOT MICH*

1866. Lewis and his partners were still operating the Ferry the Waterloo from the foot of Catherine St. in front of his place of business. It made daylight trips only, and was a wood burning steamer, with a load capacity of 98 tons, carrying both freight and passengers. Its capt. for a time was James Walker, and the owners Haggart, McKenzie and Lewis. The William Thoppson ran from this wharf. Capt. Dougall. owner Thorton A. Thompson and Auchonville. It was a sidewheeler.

The Newton:

not to be confused with the Newtown which ~~came~~ came much later in the 20's.

The landing at the foot of Bertie was called "Wings Dock" at this time.

The landing by Wm. Forsyth's home was called Forsyth's Point.

1868. The Grace Dormer , owned by Haggart was put into service.

It's last run at Fort Erie was Nov. 17, 68 then it was used as a pleasure boat to Grand Island. Capt. Morgan.

1869. The Ivanhoe a railraod Ferry was put into service by the Buffalo & Lake Huron Railroad , and made regular trips.

1871-2 The second "International Car Ferry was built in Fort Erie, of Iron fabricated in England. It had a capacity of 21 cars, and unlike the car ferries before, it was stern propelled. It only made one trip between Buffalo and Fort Erie. She then made a trip from Buffalo to Point Edward Ont., and emmediately went into service there. It ferried cars from Point Rdward to Fort Gratiot Michigan, and remained in service till 1890.

1884. The Union was built in Kingston, in 1864; and at that time was called the Watertown. It was bought by Haggart and renamed the Union. Cyrus Dean Sr. was Capt. and Cyrus Dean Jr. Engineer. It came to Fort Erie in 1884 and operated here till 1902. It sank at the dock by the International Bridge in 1909. This boat was a sidewheeler and carried passangers, and horse and buggies. In later years the Capt. was George Dean and the Engineer Jack Dean.

1885. Another Ferry Company was formed and the service renewed again this time with the barge "Victoria being pulled by the Ada Barrett . It ran from the Sherman Dock at the foot of Dufferin St., in Victoria to the foot of Amherst St. in Black Rock. It made half hourly trips. It's owner was R.G. Barrett a large landowner in the village. The president of the company was C. Riselay. In Jan. 1886 after six months operation, an accident occured crippling the tug, and the service was discontinued.

1885 15. THE NIAGARA a rather small boat was put into service this year. It operated from the Upper Ferry landing by the foot of Bertie St. It was the first of the Ferries to be carried down the river by the ice. Because of the conditions of the river, the Captain Mr. Shelar was unable to steer the boat, and it hit the International Bridge, and sheared off the smoke stack, and part of the pilot house. in later years, Capt. William Mc.Murray took over the duties on the Niagara, from Capt. Shelar.

1900
1909

During the early 1900's the Ferry service was again temporarily discontinued. Mr. Weber president of the International Ferry Comp.; cancelled the service over a dispute with a non-union crew working on the Niagara. He dismissed it's Capt. Mr. Mc. Murray, and in his place put another of his employees a Capt. Parsons.

1886: Mr. R.G. Barrett put into operation a fine new steamer named the J.W.Steinhoff. For three years this ferry plied between the foot of Dufferin St. on this side and Hertel Ave in Black Rock. The service was very good, running both summer and winter, however only operating for three years. It Capt. was a Mr. Maines.

1890. The ferry Macot, the first to have electric lights.

1896. The Hope carried freight and passengers from the Sherman dock in Bridgeburg to Hertel Ave. in Black Rock. It's service ran irregularly during the summer months and it's captain was Cyrus Dean Sr. and his son the engineer. (1902)

The Sherman dock was wrecked by ice in 1900 and the Hope then operated out of the upper landing at the foot of Bertie to Ferry St. in Buffalo. It's Capt. then was George Dean and in later years Capt. O' Neil. She had been put in operation after the Ferry service had lapsed for eight years, and ran only in the summer months. The first year she ran for only two months, in 1897 she ran for four and in 1898 about three weeks. In 1902 the Hope moved to the upper landing and remained in service till 1912.

1898;

THE ORLEANS:::

L. 11810. B. 33.7 built 1898.

The Ferry Orleans was built in Levis Quebec for the Bardol family . It was used to bring American customers , to the Fort Erie dock, where they boarded the Sandfly Expreess for the Erie Beach amusement Park. The Bardol family was competitors with the Fix family in the Ferry business. In 1907 the Bardols bought out the Fix brothers, and continued to run the Ferries till the close of the Beach in the early thirties.

In 1931 the Fix brothers bought the Orleans from the Bardol family for a cost of \$ 32.500. It was the second of the Fort Erie Ferries to be carried down river by the ice flows, and twice had to have it's top deck replaced.

During the second war years, ferry customers dropped off considerably, for by that time most of the traffic between Buffalo and Fort Erie was using the Peace Bridge. It was then decided, as had been the custom many years ago, to run the Ferry only in the summer months.

The Orleans had the distinction of making the last run on the Niagara, Labor day 1950. The old ferry was docked at Grand Island , and in 1955 she was sold for scrap. Verified by log book in possession of Mr. Hengleman, worker on ferry, Orleans.

In 1953 the paper reported that the Ferry business would cease to exist. For the last few years it had only been operating during the summer months. The land was purchased by Eugene Agrett and the spring of 1953 will see an open air fruit market on the site, and this fall a permient store will be built on the site of the Ferry landing.

1907: THE FRANKLIN: This year Paddy Fix along with a Mr. Mc.Neil, of Buffalo , bought the old Welcome in Detroit and brought it to the Niagara River and renamed it the Franklin. It had been built in 1894 at ST. Clair Michigan; was 80.0 in length and in breadth 21.0 . Although not suitable for automobile service, it was in use till 1926. It finally was abandoned on grand Island in the early 30's.

1910: THE NIAGARA FRONTIER: was the largest of the Ferries to date. it was built in Buffalo , this year was 119.8 in length, and 38.9 in breadth. It was steel hulled, and had a capacity of 35 automobiles and 700 passangers when fully loaded. It cost approximately \$75,000.

Following a long contest to pick a name, it was finally christened the Niagara Frontier , by the daughter of the President of the Erie Beach Ferry Comp. F.J. Weber.

Owned by the Erie Beach Comp., the Ferry was used to take care of the large crowds comming over from Buffalo to visit the amusement park.

The Niagara Frontier , was sent to Sault ST. Marie after her service on the Niagara: 1916.

1913 : THE FAVOURITE which had run as an excursion boat on the Niagara; from the foot of Ferry St., to Electric Beach on Grand Island for two years, was purchased by the International ferry Comp. , and fitted out for Ferry Service between Fort Erie & Buffalo.

At this time the Fix Brothers were operating in competition with the International Ferry Comp. They had two boats the Sea Breeze and the Clarence Fix, neither of these suited for auto. traffic. They also owned the Welcome(Franklin) and for a time the Favourite. In 1913 they took over the charter from the International ferry Comp. and laid up their own boats; taking over those of the other Ferry Comp.:The Hope & the Niagara Frontier.

1917: THE GRAND ISLAND a rather squatty boat, in length 102.2, breath 29.0 , owned by the Fix brothers was put into operation this year. It proved to be the hardest of all the Ferries to operate. It drew too much water, and it was always running aground in the shallow waters on the Canadian shore. After service on the Niagara, it was converted into a sand sucker.

1920: THE JAMAICA & the NEWTOWN two large sidewheelers , owned by Frank Bardol; were put into service at this time. They were used to take care of the Beach crowds coming from Buffalo. In order to transport these two Ferries to the Niagara River they were transported through the Erie Canal. It was necessary to cut them in half and load them with stone, in order that they would pass under the many bridges on the route. Once at their new location they were completely rebuilt.

1928: The Fort Erie Ferry; mar. 28th.

Mr. W.M. Klehm , manager of the Fort Erie Ferry Comp., announced the resumption of the Ferry Service that had been closed since Dec. The Fare rates are to be:::

PASSANGERS:	5¢	
AUTOMOBILE & DRIVER:	15¢	
1 Truck	25¢	: light load.
1 Truck	50¢	: heavy load.
2 ton truck	40¢	; light load.
2 ton truck	75¢	: heavy load.

Hours to be 6.30 A.M. - 6.30 P.M. every $\frac{1}{4}$ hour.
no evening service.

extra runs to be added at peak periods.

1933::: THE CITY OF TOLEDO: L. 250.6 E. 33.7. tonnage 670.
Memorial Day.

The Toledo was brought to Buffalo during the 1932 Centennial. She had been built in Toledo in 1891, but was completely rebuilt before going into service on the Niagaraa. It was a large paddle-wheeler, and when fully loaded could hold a capacity of 80 cars. She was the easiest of the Ferriest to operate, and could handle easily in the swift current of the River. The Toledo operated till the late 40's, and was scrapped in Hamilton in 1948 .

Ferry tickets:15¢ Bridge 16¢. June 30,1933-book \$ 1.25

1936. Orleans ran into the International Bridge taking off stack and wheelhouse, and lifeboats.

1937 July 20. The old Niagara Frontier Ferryboat, sank at Sault St. Marie.

1942. Oct. 4. The Ferry service was discontinued for a time.

1950. Labor Day. The Orleans had the distinction of making the last run with Capt Wm. Staffan at the wheel.

1951. The Ferry building in Buffalo which had been erected in 1924 was demolished July 30, 1951.

1953. Progress has finally sounded the bell for the Ferry landmark buildings at Fort Erie. The property was sold to the Agrett family, and they will build a large produce and grocery store on the site.