

The Ferry Steamer Hope will shortly be ready for service, when the Niagara will then receive her spring fitting up. Mr. Geo. Dean, will be master of the Hope this season, Sam. Norcross, engineer and Wm. Caapell, fireman. The balance of the crew is not yet chosen.

idea.

**CAPT. G. W. DEAN DIED  
1925 AFTER LONG**

Captain George W. Dean, who died last Wednesday, had been a resident of Fort Erie for the past 45 years. He was born in St. Catharines on October 7, 1863, and married Lillian Walkinshaw. Mr. Dean, for eighteen years, was captain on the ferry boat Union and Hope, and later became superintendent of the Fort Erie waterworks, where he installed the gas engine and pumps. He suffered a stroke of paralysis ten years ago compelling him to retire.

He was familiarly known in the village as Cap. Dean, and had a host of friends which was clearly demonstrated during the ten years he was incapacitated. He is survived by a widow, three brothers and two sisters, Cyrus, Edward and John, and Mr. Arthur Parcell, of Vancouver, B. C. and Mrs. Fred. Brown, of Providence, R. I., his only son, Russell, having predeceased him four years ago.

Rev. C. H. Lowry, Canon Smith and Rev. A. L. Thompson, B. A., conducted the service at Mr. Dean's residence, and Canon Smith the burial service at St. Paul's cemetery.

**INSURANCE**

**WATER IN EACH  
OTHER'S GRASP**

**Girvin and Lighthart in  
Friendly Scuffle Aboard  
Ferryboat Hope When  
Both Lose Footing and  
Plunge Into River.**

**GIRVIN DROWNS WHILE  
CROWDS WATCH HIM**

**Fireman Bell, Fully Clad  
Dives in to Save Him but  
Youth Sinks to Death as  
Brave Man Grasps Cap from  
His Head—Body Not Found**

In the presence of a large crowd on the dock and another on the boat, Harry Girvin, 18 years old, a deck hand on the ferryboat Hope, plying between Buffalo and Fort Erie, was drowned last evening about 6 o'clock, while the boat was about to dock at Fort Erie. Girvin's home was in Fort Erie.

When the boat was nearing the dock Girvin went forward and unlocked the chain. As he stood holding the rail, Charles Lighthart, 17 years old, a friend of Girvin's, came up and the boys engaged in a friendly scuffle. While wrestling with each other they became unmindful of their precarious position, and wrestling toward the edge of the boat both boys fell overboard.

**Both Strike Out Well.**

Each could swim and with difficulty they succeeded in getting away from the suction of the craft and reaching open water. Lighthart struck out for a score about eighteen feet away. The crowd on shore and on the boat were breathlessly watching the boys struggling in the water and putting forth their best efforts to reach land. A cry went up "Man overboard!"

Lighthart was well on his way when Otto Bell, a fireman on the Hope, thinking he was playing out jumped into the water, fully clad, to rescue him. He started in the direction of the boy unaware that Girvin was also overboard.

Girvin was seized with cramps and when the crowd saw him in distress a shout went up to Bell to turn back and save him.

"Girvin's behind you!" shouted some-

one, an expert swimmer, who reached Girvin just in time. He grasped for

A general talk among some of the council and business men regarding ferry and trolley service, took place in the Council Chamber last Monday night. Councillor Gear, of Fort Erie, was present. The company operating the Ferry and hoping to operate a trolley service in connection therewith, came in for some criticism, and also had a goodly number of friends who defended them. The theme of the conversation was to the effect that Bridgeport wants a trolley connection with the Ferry boat, and wishes that Fort Erie and the company could come to some terms of agreement that would allow the line to be built, and it is thought by a number that both parties should give and take a little to that end. The Ferry Company have already made some concessions and possibly would more, for Fort Erie not be outdone in generosity or fair play.

Another paper shows the transfer of this lease to the Chippawa and Niagara Falls Electric Railway Company on April 1st, 1901, upon the expiration of the Bridgeburgh and Black Rock Ferry's 4-year lease. The transfer reads:

"For value received the Bridgeburgh and Black Rock Ferry Company Limited does hereby sell, assign and transfer to the Chippawa and Niagara Falls Electric Railway Company all the right, title and interest in and to a certain lease, hereto attached, dated April 5th, 1897. Dated at Fort Erie, Canada, April 1st, 1901, by Peter P. Miller, president of the Bridgeburgh and Black Rock Ferry Company, and E. C. Maytham, secretary.

The original lease to the Bridgeburgh and Black Rock Ferry from the Crown reads as follows:

KNOW YE that under and by virtue of the powers vested in Us in and by The Revised Statutes of Canada, chapter ninety-seven, intituled "An Act respecting Ferries" and the Act in amendment thereof, and by and with the advice of Our Privy Council for Canada, we have, for and in consideration of the rents, and subject to the provisos and conditions hereinafter reserved and contained and on the part of the Lessees hereinafter named, their Executors, Administrators, or Assigns, to be paid, observed, performed, and abided by, demised and leased, and we do by these presents demise and lease unto The Bridgeburgh and Black Rock Ferry Company, Limited, hereinafter called the Lessees, their successors and assigns, Our Ferry across The Niagara River between Bridgeburgh, in the County of Welland and Province of Ontario, and Black Rock, in the State of New York, one of The United States of America.

TO HAVE and to hold the said Ferry with all its rights and appurtenances unto the said Lessees, their successors and Assigns, for and during the term of four years to commence and be computed from the first day of May, in the year of Our Lord one thousand eight hundred and ninety seven, yielding and paying therefor yearly and every year during the said term to Us, Our Successors, and Assigns, on the first day of May in each and every year, the clear yearly rental or sum of Twenty-five Dollars, the first of such payments to become due and be made on the first day of May in the year of Our Lord one thousand eight hundred and ninety-seven.

PROVIDED always, and these Presents are upon and subject to the provisos and conditions hereinafter expressed and contained that is to say: 1. The limits of the Ferry shall extend along The Niagara River, in front of Lots Nos. 6 or 8, in the first concession of the township of Bertie, in the County of Welland North to one and one half miles, north of Frenchman's Creek, and South to Gilmour Road, and a point in North Buffalo or Black Rock, to be fixed by the Municipal authority of one of the other of those places.

2. Suitable landing wharves or docks shall be secured and at all times maintained by the Lessees which must be safe and available at all states of the river and subject to the approval of the Department of Inland Revenue.

3. The vessel shall be a substantial seaworthy steamer of not less capacity or power than that of the steamer "Niagara" now running between Fort Erie and Buffalo and having projecting guards so as to afford sufficient spaces for horses and carriages.

4. The engine shall be as well as the vessel generally, subject to the inspection and approvals of the Dominion Inspector of Steamboats. The vessel shall be supplied with life preservers and be in all respects fully equipped, having a respectable and efficient commander, and the Department of Inland Revenue shall be at liberty to reject any steamer which may at any time be placed upon the said ferry or the commander thereof, or the said docks or wharf should it be considered that they or any of them respectively are unsuitable to the service or unsafe or inadequate to meet the wants of the public.

5. That the Lessees of the Ferry, for the time being, shall at all times during the continuance of the lease, carry across on the said ferry, without fee, toll or reward, Her Majesty's Mails and upon requisition by the Postmaster General of Canada, the Mails of the United States of America.

6. That the Lessees shall not at any time carry or convey or permit or suffer to be carried or conveyed over the said ferry any contraband article whatever.

7. That the Lessees shall observe all Customs and Revenue Laws of the Dominion of Canada and of the

United States of America.

8. That during the period commencing on the first day of May, and ending on the thirty-first day of October, in each and every year, the said ferry shall commence to ply at the hour of seven o'clock in the morning, Sundays excepted, and shall continue to cross from each side at intervals of thirty minutes successively thereafter until the hour of eight o'clock at night.

9. That the charges for fares and tolls to be made on the said ferry shall not at any time exceed the following, that is to say: Foot passengers, each way, .05 cts.; Children under 12 years, each way, .03 cts.; Horse and rider, each way, .10 cts.; Each head of cattle, .10 cts.; One horse vehicle and driver, for pleasure, each way, .15 cts.; Each additional passenger, .05 cts.; Two-horse vehicle and driver, for pleasure, each way, .25 cts.; Each additional passenger, .05 cts.; Double teams loaded two tons and under, .40 cts.; Double teams loaded over 2 tons and under 2½ tons, .50 cts.; Double teams loaded over 2½ tons and under 3 tons, .60 cts.; Double teams loaded over 3 tons and under 3½ tons, .75 cts.; Single rigs, other than for pleasure, each way, .25 cts.; Vehicles without horse, .10 cts.; Sheep and swine, .03 cts.

10. Notices of the rates of fares and rates of tolls on the said ferry shall be put up and kept up and exhibited at all times, in a conspicuous place on or near the said dock or wharf, and also on the steamer employed from time to time on the said ferry.

11. That the Governor in Council shall be at liberty to alter and modify the tariff charges and tolls hereinbefore contained, should it be deemed expedient in the public interests, and after such notification as aforesaid, the Lessees shall not take or receive any other or larger fares or tolls than those which shall be imposed in such modified tariff during the subsistence thereof.

Immigration Inspector Jimmy Sabine has loaned THE TIMES-REVIEW some interesting and valuable papers, among them being the original lease by "Her Majesty the Queen to The Bridgeburgh and Black Rock Ferry Company Limited, of the Ferry across the Niagara River between Bridgeburgh in the County of Welland, Ontario, and Black Rock, in the State of New York, U.S.A., for 4 years, at an annual rent of \$25.00."

Dated 5th April, 1897, and recorded 24th June, 1897, Lib. 157 Fol. 51, by the Deputy Registrar General of Canada.