

No 46 Dec. 1920

THAT FERRY

Ray M. Stanley, who has the title of general manager of the ferry company, some time ago issued a winter schedule which, he says, he instructed both skippers to live up to.

The public would like to know if the masters of the ferry boat have permission to ignore the twenty-minute schedule between 4 and 8 p.m. on Sundays? If so, has the ferry company any authority to reduce the service on Sundays when the Dominion-government license calls for the same service on Sundays as on week days after 9 o'clock in the morning?

Otherwise, one of the skippers appears to try to give the best service that weather and river permit. But the other—who said many weeks ago that he would run the ferry to suit himself—changes the schedule to suit himself.

The most serious charge against him is that he is in the habit of making the last trip from Buffalo from three to four minutes ahead of schedule. He was eight minutes early on one occasion some weeks ago. He was three minutes early on December 11th. He was three minutes early on December 28th. Such are well-substantiated assertions of responsible persons.

All of these alleged derelictions except the last one have been reported personally to the general manager. Excuses and promises of investigation have resulted in no improvement. The new Fort Erie council seriously should consider taking up the matter with the Ottawa authorities.

To be marooned in Buffalo over night might be well-nigh a tragedy for young women and girls who may be unlucky with street cars.

FERRY WINTER SCHEDULE

IN EFFECT NOV. 1, 1920

Leave Fort Erie	Leave Buffalo
x 6.10 a. m.	x 6.20 a. m.
x 6.30 "	x 6.40 "
x 6.50 "	x 7.00 "
x 7.10 "	x 7.20 "
x 7.30 "	x 7.40 "
x 7.55 "	x 8.05 "
x 8.15 "	x 8.25 "
x 8.35 "	x 8.50 "
9.00 "	9.15 "
9.30 "	9.45 "
10.00 "	10.15 "
10.30 "	10.45 "
11.00 "	11.15 "
11.30 "	11.45 "
12.00 "	12.05 p.m.
12.50 p. m.	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	2.45 "
3.00 "	3.15 "
3.30 "	3.45 "
4.00 "	4.15 "
4.25 "	4.40 "
4.50 "	5.00 "
5.10 "	5.20 "
5.30 "	5.40 "
5.50 "	6.00 "
6.10 "	6.20 "
6.30 "	6.40 "
6.50 "	7.00 "
7.10 "	7.20 "
7.30 "	7.40 "
7.50 "	8.00 "
8.15 "	8.30 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	10.00 "
10.15 "	10.30 "
10.45 "	11.00 "
11.15 "	11.30 "
11.40 "	11.50 "

x not on Sundays

MRS. WHITE AT THE FERRY

Consternation among Commuters when dreaded woman officer appears

Woman commuters who disembarked from the ferry at Fort Erie between 5 and 6 o'clock on Monday night were shooed into the customs office by the male inspectors. Inside, the women were confronted by the dreaded Canadian woman customs searcher, Mrs. Mary White, who scanned them closely for concealed packages.

A similar procedure was followed at Bridgeburg several days last week.

More fortunate male Fort Erie commuters who were on the outside of the windows looking in said that Mrs. White went over the women much as a policeman would frisk a person suspected of carrying fire-arms.

Mrs. White did not wait for the women themselves to throw their coats open. She took the lapels in her own hands and in one or two instances turned her victims around. One woman asked if the inspector had the right to touch the person of her victim.

"I assure you, madam," said the searcher, "that I have every right. And I assure you that it is no pleasure to me."

"And I can assure you that it is no pleasure to me to have you do it," retorted her questioner, "especially as I am a citizen of the United States."

Mrs. White has been at the border towns breaking in Mrs. J. D. Trench of Bridgeburg, who recently was appointed a customs officer and who will be on duty at the ferry, the International bridge and the Niagara Falls bridges.

Male customs officers who have been interviewed by representatives of this paper say that they have not, so far as they know, the right to treat men travelers in the way that Mrs. White treats the women. For obvious reasons, the men customs officers did not wish their names mentioned.

"How often do you lay your hands on a man who is coming into Canada?" one officer was asked.

"Not very often," was the reply.

FIX BAD SPOT AT FERRY STREET

The dangerous incline for foot passengers on the Ferry-street wharf is being raised eighteen inches. Ferry patrons have been complaining of it for weeks. A serious injury to some person was feared.

The skipper on the night shift last week operated an eccentric schedule part of the time, it was said. On Saturday evening he began the half-hour service at 7 o'clock instead of 8 o'clock. It is claimed, further, that he left the Ferry-street wharf ahead of time on the last trip. Five persons who were at the dock at 11.50 p. m. saw the boat half way to the Canadian shore.

FERRY BOAT

LOST IN FOG

Thick weather interfered with service on Monday night

The ferry made only two round trips and one half trip after dark on Monday night. Fog was the reason.

On the last trip, the Newtown, with skipper Bert Sen in command, floundered around the river for 24 minutes hunting for the Fort Erie dock. He was unsuccessful.

His efforts were frustrated to a large extent by some persons with such a keen sense of humor that he gave the engineer contrary signals to those blown from the pilot house. There are three signal points on the Newtown accessible to passengers. Two of them are now nailed down.

By the time a deckhand was placed at each signal point with instructions to toss overboard the comedian who tried to cause trouble, the boat was close to the piles off Rolla Hibbard's boathouse, 500 yards below the Fort Erie wharf.

Ed. Thompson heard the tooting and went to the river bank when he saw the Newtown heading dangerously close to shore. He shouted "Keep off! Keep off!" The Newtown kept so far off that it later found itself at Ferry street.

It was then after midnight, quitting time for both crew and United States customs and immigration officials. The 140 passengers and 42 automobiles were backed off. After consultation with the skipper, the purser returned the tickets. The automobiles had the choice of remaining in the city all night or returning to Canada by way of Niagara Falls.

The Canadian holiday and the fact that only two earlier trips had been made all evening accounted for the number of cars on the boat.

Interfering with engine-room signals on a steamer is a felony under the laws of both Canada and the United States. The Newtown, being an American boat is American territory except while under custom jurisdiction at the Canadian wharf.

Although it is a week since the village council had a letter sent to General Manager Ray M. Stanley of the Ferry company directing attention to the fact that the company's agreement with the village calls for the last trip from Buffalo not earlier

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village council had a letter sent to General Manager Ray M. Stanley of the Ferry company directing attention to the fact that the company's agreement with the village calls for the last trip from Buffalo not earlier than 11.50 p.m. each night, Mr. Stanley has not yet replied. The last trip is now 11.45 from ferry street.

There are still many complaints as to the quality of service rendered by the company. It is declared that patrons have to be mindreaders to know when the boat is going to run.

Although it is not yet November 1st, the half-hour service (approximate) obtains during the middle of the day and the half-hour service is resumed at 7 o'clock at night instead of 8 o'clock, as the charter provides.

On Sunday no attempt was made to run twenty-minute trips in the commuting hours. The run of cars from the Canadian shore was heavy around 6 o'clock but despite that, the ferry lay several minutes at the Ferry street wharf each trip beyond the time consumed in unloading and loading cars and foot-passengers.

The only formal action that the council has taken in the matter, according to the records of the clerk's minute book, has been to protest against the last trip being made five minutes earlier.

FORT ERIE FOLK MAROONED IN BUFFALO

Heavy Snow, and Shortage of coal, cause irregular Ferry service.

Even the Fort Erie ferry service was in a state of semi-collapse as the result of the fall of seventeen inches of snow. Beyond the fact that several of the crew were late to work, the steamer Newtown, up to 3 o'clock, in command of Captain Matthew Lutz, staggered back and forth across the river very well. But at 3 o'clock the crews changed and the schedule became a scrap of paper. By 5 o'clock, when the steamer is supposed to hop merrily between the two countries every twenty minutes, the best that Captain Bert Sen could do was a trip every 30 minutes. From 8 o'clock until midnight the trips were hourly.

The snow on the main deck of the Newtown yesterday morning evidently was heavier than 48 automobiles would have been, it brought the deck nearer the water. It took fifteen minutes to get the night watchman out of his igloo and 8½ hours for the deckhands, to clear the decks of snow.

Only a score of automobiles were carried all day yesterday. The day before the number was nearly 200.

Captain G. W. Wright, in command of the ferryboat Newtown on Sunday evening, left Ferry street on the last trip eight minutes ahead of time by the clock in the pilot house. The schedule calls for the last trip at 11.50 p. m.

He had failed to make the 11.30 o'clock trip from Ferry street so could not make the 11.40 trip from Fort Erie. The consequence was that he

had to leave early enough to get automobiles and passengers back to Ferry street before midnight, as United States customs and immigration officials will not work overtime unless they are paid and the ferry company is said to be reluctant to pay them even in emergencies.

A number of Fort Erie folk, including several women, are said to have been marooned in Buffalo.

No explanation of the incident was forthcoming from the ferry company, Ray M. Stanley, the general manager, said that he would issue fresh instructions to all the skippers to live up to the schedule as nearly as may be. He said that they already had such instructions.

On Tuesday night the twenty-minute service ceased at 7 o'clock, instead of 8 o'clock, as the schedule calls for. There was no apparent reason for the change. The fall of snow that evening was light.

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Captain Wright, who was with the ferryboat on Sunday evening, is the skipper who said a few days ago that he guessed he'd run the ferry to suit himself. He claims that he was instructed to reduce the number of trips in this case on account of the shortage of coal.

When asked if the ferry steamer Orleans would soon be in service, General Manager Stanley said that he had ceased to prophesy. There is still some work to do to her boiler.

General Manager Stanley appears to worry a great deal over the fact that no passengers or automobiles are at present being carried on the 11.55 p. m. trip from Fort Erie. They are not carried because United States customs and immigration officers at Ferry street object to being on hand to receive them. The trip across takes four minutes and it would often be two or three, or even five minutes after midnight before the last of them could be inspected. The United States customs and immigration officers' day ends at midnight.

Mr. Stanley assured a reporter for this paper that the company was striving to live up to its Dominion government license. He contended that they were surpassing the requirements in some particulars. As he interprets the license, the company may have its boat tied up for

the bridge. For the crew to go home will be illegal this winter and so long as the new license holds good. It will be tough on the customs and immigration officers on both sides of the river but the company is doing its best not to have them working a minute overtime at either end of their day.

The editor notes these provisions of the license for Mr. Stanley's and Mr. Bardol's benefit as well as for the benefit of the patrons of the ferry.

It is perhaps unnecessary to cite the clauses relating to the forfeiture of the bond for non-fulfilment of the terms of the license.

1920 Ray Stanly: General Manager of Ferry Comp.

Nov. Capt. of Newtown: Capt Wright.

1922. Capt. Mathew Lutz.

1923. Capt. David Welch.

1922. Sidewheeler Newtown damaged in storm.