

THE REPORTER

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SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

FALL 2019

The Highs and The Lows

This past summer in Port Dalhousie has been one of the most memorable in recent years, bringing with it both highs and lows for the community. Of course the main “high” point being the lake’s water levels that once again stole away our precious beach for the better part of the season. The high water also forced the closure of the beloved carousel (or merry-go-round as its referred to by older Port Dalhousians) for most of the summer. But some intrepid residents and visitors, undeterred by the flooding, still managed to enjoy the scraps of green grass and sand that rose above the water. In this issue we present an article on the causes of the high water levels and as it turns out, the reasons are a bit more complicated than attributing it to any one factor.

Some see the beginning of the construction of the Royal Port condos as a high point, others see it as a low point. A personal low point is the ceaseless banging of the pile drivers over the last couple of months, which someone likened to living in Mordor. One thing we can all agree upon though is we’d better get used to it because right around the corner is the beginning of more construction with The Harbour Club condos.

Also in this issue The Reporter interviews St Catharines Mayor Walter Sendzik in which he addresses some of the problems and concerns that will arise around the ongoing and future construction projects as well as other Port-related issues.



Brian Narhi once again entertains us with one of his well-researched historical

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Water Water Everywhere...



Who or What do we Blame for the Loss of Lakeside Park beach?

It seems that everyone is concerned about high lake levels and is looking for someone or something to blame. There is, however, no easy answer. It is very concerning that Lakeside Park has had a number of difficulties in the last few years. Between the ongoing construction, the loss of the western entrance, pier replacement, the parking lot flooding, and the beach being underwater, the park has essentially been unavailable for public use for quite a while. The City had officially closed the Carousel, the beach, and for a while, Lakeside Park and the Carousel opened on August 3rd and the beach shortly afterward. Flooding prompted another brief closing a few days after opening.

Flooding in Lakeside Park is not really a new phenomenon. In fact, historically the park didn’t even exist and in 1826. It consisted mainly of a sandbar between the first pier and Twelve-Mile Creek. In the middle of it was a small natural harbour to allow boats to turn around.

With new concrete piers and all, the Second Welland Canal was opened in 1848. Some solid land appeared when the old canal and the harbour were filled in with wagonloads of material from as far away as Fonthill and Grimsby.

When ferries started coming from Toronto in the late 1800s, the idea of creating a park was born and this really came together when the streetcar line was ex-

tended to Port Dalhousie in 1901. This allowed the NS&T to use rail cars to bring in fill and thereby double the size of the park. They also began building an amusement park. Subsequently, extensive renovations done by the NS&T and completed in 1925, fortunately coincided with a buoyant economy so that people now had some money to spend on entertainment and travel. Port boomed as a result.

According to Sid Brookson the park has flooded before, especially in the early 1950s.

“The first time the Park was flooded by high water was in 1947 and then again in 1950, 1951, and 1952. 1952 was the worst flood of all.”

“The first time the Park was flooded by high water was in 1947 and then again in 1950, 1951, and 1952. 1952 was the worst flood of all. Telegraph poles used for bumper rails in the parking lot floated from north to south. (The parking lot slopes from South to North.) At least 9 inches covered the whole area.”

Sound familiar? The park was always

a low spot. The question is: Why is it flooding now?

1) One of the favourites to blame is the International Joint Commission (IJC) that oversees the level of Lake Ontario and makes the decisions regarding the amount of water coming over the Moses/Saunders dam in Cornwall. The latest object of derision is what is known as the 2014 plan which was implemented in the fall of 2016 and raised the allowed maximum level by 6 inches before the dam would be opened to lower the lake level. This was designed to stop vital wetlands from shrinking and allow somewhat greater fluctuations. It was anticipated that, because of a warming climate, evaporation would overcome the additional rain. Who really knows? This may explain in part why the Government of Canada was amenable to raising the piers by an additional 6 inches and to paying for it, because it is in keeping with that agreed plan of 2014. Construction is currently delayed on the piers and there is a battle on about whether the pier should be raised another 6 inches (above the 6 inches already agreed to) and, secondly, about who is going to pay for it.

2) Who can stop the rain? Record setting spring rain and snow melt in the upper Great Lakes also directly affect the level of Lake Ontario because there is no barrier or dam between Lake Superior and Lake Ontario to control it. Those lakes are also experiencing their highest levels in

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articles, this time the subject is the rich and vibrant history of sports in Port Dalhousie. Port has been a hotbed of sporting activity over the last 150 years with over 16 competitive sports having been played from 1896 to the present day. Who knew?

Charles Ansell was a prominent Port Dalhousie resident, Operator of Muir Bros. Dry Docks and owner of Port Weller Dry Docks, a public benefactor, Reeve of the town and noted philanthropist. The Rotary Club of St Catharines Lakeshore recently installed a ship's propeller at the park named in his honour, officially completing it's 20-year development. An interesting article on Mr. Ansell also appears in these pages.

We have mined Sid Brookson's personal journals again and this time he comments on what it was like to live in Port during the Prohibition years. For you youngsters out there that occurred between 1920 and 1933. It seems bootleggers were no strangers to Port and some of their tactics used in evading the long arm of the law were quite creative.

Along with an article on Alternative Transit and updates on the NS&T Trolley Stop, we are also pleased to present our regular features, the Councillor's Report, the PD Beautification & Works report, the Restaurant Review and the opinion column From Where I Sit. Filling out this issue are featurettes and photographs, and of course last but not least, advertisements from our business partners in Port Dalhousie Ward. Remember, *"You can't buy happiness, but you can buy local."*

Finally, a big thank you to all of our terrific hard-working volunteers, and the writers and photographers who kindly donate their time and expertise, all for the enjoyment and enlightenment of you, the readers.

So with summer on the wane and another autumn season of falling leaves and frosty nights in front of us, please keep safe and warm, and don't forget to give your loved ones a hug.

We hope you enjoy our Fall issue.

Peter Wing

many years. This is largely unpredictable and unstoppable because it just goes over the falls and through the Welland Canal into Lake Ontario.

3) According to Professor Blair Feltmate, Head of the Intact Centre on Climate Adaptation, at the University of Waterloo, there are two additional reasons. Namely, that climate change is altering the intensity of the rainfall; we are getting more in a shorter time and the run-off is, therefore, much more intense. This is also because we have removed over 70% of the natural infrastructure (vegetation). Plants and trees are normally responsible for absorbing and mitigating the effects of rainfall.

4) Back to the IJC. The Commission is valiantly attempting to balance many interests including the lakefront environment, power generators, municipal water intakes, recreational boating (how soon we forget that not long ago we had marinas with no water!). Then there are shipping interests, which means that enough depth must be maintained in the lake where it is needed while not creating too much current in the St. Lawrence downstream as that would make it unsafe for ships to pass through. It is a very delicate balancing act. They are currently already well over their maximum flow rate and are now discharging at a rate of 10,400 cubic meters (tonnes!) per second to please those around the lake.

5) Finally, Montreal is subject to flooding from two directions, not only from the St. Lawrence and Lake Ontario but also from the Ottawa River which has no controls on it. This combination can be devastating. Increasing the St. Lawrence outflow by lowering Lake Ontario by 1 centimeter, for example, would raise Lake St. Louis by Montreal Island by 10 centimeters.

Experts suggest that we have to anticipate increased highs and lows in the future. If there is anyone out there who can predict the rain, perhaps you should let the IJC know so that they can lower the lake in anticipation. The reality is that given all these factors, we must, in our building planning, anticipate this and reinforce our lake-front infrastructure every time we build on the waterfront or consider whether we should build there at all. For Lakeside Park it means we should decide to raise the pier by the additional 6 inches, but likely, we should also raise the park and beach to anticipate this uncertain future.

What can you do? Plant lots of trees, raise your window wells and get a good sump pump because this is going to happen again as we deal with what has been termed an "evolving normal". Let's allow the IJC to do their very delicate balancing act. Surely none of us have the desire to step into their difficult shoes. ■

Hank Beekhuis



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Port Dalhousie and Prohibition

From 1920 to 1933, During the so-called “dry” days in the USA, a lot of Bootlegging went on in Port.

“The Niagara, St. Catharines & Toronto Railway had two offices in Port Dalhousie, one on the east side of the canal and the other on the West side. . The east side was used for freight and express and the west side for boat traffic, passengers and freight. An empty boxcar would be placed on the siding and was used for express shipments mostly from the rubber company. This car was picked up daily and transferred to the CNR at Merritton. During the so-called “DRY” days in the USA, a lot of bootlegging went on from the siding on the west side. Daily for a period of a week or so five carloads of liquor were shipped into Port Dalhousie, from Walkerville (Hiram Walker in Windsor) and was billed to an agent and marked for export to Cuba. This was quite legal, but the railways responsibility ended at the dock in Port Dalhousie. The liquor was not packed in cases but all in bags and mostly in two ounce, or one shot

“At night the bags of liquor would be unloaded onto the motorboats and they would head out onto the lake.”

bottles. Alongside the Pier dozens, not one or two, small motor boats would be tied up, several of them owned locally and others from Oswego, Rochester and Lewiston. At night the bags of liquor would be unloaded onto the motorboats and they would head out onto the lake in one long line without lights showing, except for one boat, he would show lights. When going past the Niagara river he would go quite far out into the lake and the US coast guard would chase him, whilst the chase was going on, all the other boats would go on to their destinations and unload their cargo. I was never able to find out if the chase was prearranged, but it happened every time, so you have to assume that it was, also none of the local boats were ever stopped or arrested.

Often times there was a shortage of liquor for the locals in Port Dalhousie, so



as a bag was being handed down from the pier to the boat, the boat would be pushed away from the dock and the bag would fall into the canal. The next day some one with grappling hooks would come and retrieve the “Lost” liquor.

Some boats when loaded would just cross the canal from the east to the west side where cars would be waiting and the liquor would be loaded into them. I understand that these cars transported the liquor to Fort Erie and boats were waiting there to take it to Buffalo. One of the

cars used was a Stanley Steamer which according to gossip could not be caught if chased.

The shippers must have had a very good weather researcher, as to my knowledge we never had any holdup on account of the lake being too rough for the small craft and never were there any cars left on the siding overnight, without them being unloaded. The cars would

come in for a week or so and then miss a week or so, then repeat several times during the summer. All of this happened before the Yacht club was located where it is now, as my office on the west side was located in that general direction. I was the Freight and Express agent as well as the Manager of Lakeside Park at that time.”

An excerpt from the personal journals of Sid Brookson.

THE REPORTER

The Port Reporter is a not-for-profit, all-volunteer, community information newspaper published by the Port Dalhousie Conservancy since 2005. The paper focuses on issues related to the St. Catharines waterfront, the conservation and celebration of heritage in Port Dalhousie and across the city. It also encourages residents to work together to improve our community environment.

It is currently published quarterly, usually in March, June, September and December. 8,500 copies are delivered to homes and businesses in Port Dalhousie ward. It can also be found at Avondale Stores, City Hall, public libraries and in various local business establishments.

Editorial Board Hank Beekhuis / Deborah Kehler/ Peter Wing

Editor/Production Peter Wing

Copy Editors Bram Hoff/Deborah Kehler

Help the Reporter thrive and grow by making a financial donation. Checks can be made out to the Port Dalhousie Conservancy, 600 Ontario Street, P.O. Box 28049, St. Catharines, ON L2N 7P8 or donate through our website @ www.pdconservancy.org. With regret, tax receipts are not available at this time.

Please send contributions for future issues to editor.portreporter@gmail.com. All submissions are subject to a review including both editorial approval as well as copy editing for grammar etc.

Deadline for posting of community events, advertising, & article submissions is the first of the month prior to printing (February 1st, May 1st, August 1st and November 1st). Late submissions are considered at the discretion of the editorial board.

Those interested in advertising please contact our advertising coordinator, Allison Beekhuis at advertising.portreporter@gmail.com. Print ready ads in CMYK colour profile, accepted formats: JPEG, PDF, PNG. Ad design service available; additional art work fee will apply.

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Bruce Williamson
Councillor,
Port Dalhousie Ward
City of St. Catharines

www.pdconservancy.org



The “Wildlife” of Port Dalhousie

If you asked a resident ten years ago what thoughts came to mind when you used the word “wildlife” in conjunction with Port Dalhousie you would have gotten a completely different answer from the one you would receive today.

Port Dalhousie was infamous for the downtown bars and college party scene that drew thousands of young over-exuberant drinkers every weekend, from distances as far as Kingston. Ask any resident of the time what that was like and you’re likely to get an earful.

Fast forward ten years though and you’re more likely to hear stories about foxes, geese, endangered butterflies, insect pollinators, native species flowers and even coyotes. We should make honourable mention of squirrels, skunks and possum, too. Rennie Island has been transformed from a barren wildlife-deprived space, to a naturalized field teeming with native species plants and animals.

Times have changed in Port Dalhousie and things have started to swing towards an environment where residents and nature thrive together.

To honour the renewed interest in

the natural “wildlife” of Port Dalhousie we present the following photos. Residents are encouraged to upload any other wildlife pictures they may have at our Facebook site:

www.facebook.com/PortDalhousieBWC

Yours in BWC



Photographs by Brian Barker

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Mayor Walter Sendzik
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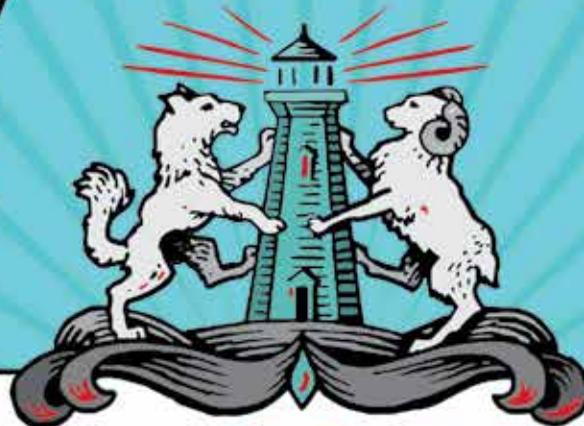
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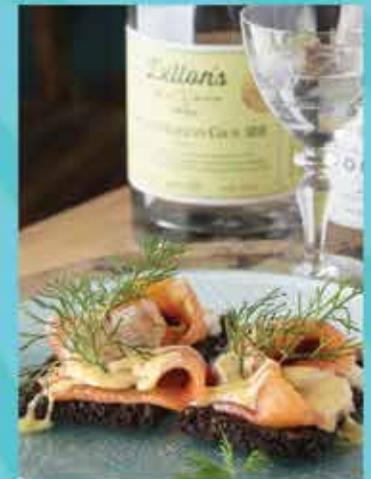
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Charles Ansell: Philanthropist, Town Reeve and Secret Benefactor

The Life-Long Resident of Port Dalhousie was the Founder of Port Weller Dry Docks

Charles Ansell, was a colourful marine entrepreneur who operated the Muir Bros Dry Dock at Port Dalhousie for many years before acquiring the Port Weller site, which he developed into a major Great Lakes shipbuilding facility. It is now the only Canadian dry dock along the waterway system.

Emigrating from England, Charles Ansell settled with his parents in Port Dalhousie in the early 1900's. Living in the Niagara area until his untimely death in his mid-fifties in 1957, he was well known as a life-long philanthropist. A multi-millionaire, he served his community both directly as Reeve and Chair of the Port Dalhousie Public Utilities Commission and indirectly as a secret benefactor. During the Great Depression, he augmented public welfare assistance for many Port Dalhousie families. It is said that coal bins were filled,

and groceries provided but Ansell was never identified as the person behind it. Similarly, he remembered Port's children in many ways. It is recalled that, during the Christmas season, Santa Claus descended from a large pine tree on Main Street, passing out candy and gifts to the assembled youngsters. When the coronation of King George VI and Queen Elizabeth took place, children received mugs bearing photos of the royal couple. Those who knew their origins were sworn to secrecy. This was typical of Charlie's lifestyle and, in the following years, he directed and willed funds to a wide variety of public service organizations ranging from hospitals to the Humane Society.

Extremely successful in business, Mr. Ansell began his career as a junior clerk in the Port Dalhousie branch of the Imperial Bank of Canada. He soon moved

on to Muir Bros Ship Yard where he eventually became General Manager. Shipbuilding and repair have been a part of Niagara's rich maritime history since the early 1800's. During the construction of the fourth (present) Welland Canal between 1913 and 1932, a bare-bones dry dock was built by the Canadian government (above Lock One) to store lock gates and repair and maintain the canal's floating equipment. In April 1946, Charles Ansell, purchased the facility and founded Port Weller Dry Docks. Serving as its President until his passing in November 1957, Mr. Ansell quickly turned the dock into a modern facility producing new vessels and repairing existing ships. The Rotary Club of St. Catharines-Lakeshore and Port Weller Dry Docks were pleased to memorialize Charles Ansell through a park that allows the residents of the community he loved to view the ships and business he created. ■



Marine Propeller Artifact Unveiling Completes 20-Year Construction of Charles Ansell Gateway Park by the Rotary Club of St. Catharines Lakeshore



First announced in April 1997 by the Rotary Club of St. Catharines Lakeshore, the Charles Ansell Gateway Park was designed to honour Charles Ansell (the founder of Port Weller Dry Docks) to celebrate the Marine heritage of Niagara and to showcase the Welland Canal and the St. Lawrence Seaway.

Located at the Port Weller Terminus of the Welland Canal, near the intersection of Lakeshore Road and Bunting Road, the three-acre (1.25 hectare) park site borders the west side of the canal adjoining Lock One and overlooks the Port Weller shipyard. The overall estimated value of the Gateway project as outlined at the time exceeded \$400,000. Sponsored by the Rotary Club of St. Catharines Lakeshore in association with Port Weller Dry Docks and the assistance of its union members the Park links with the popular Welland Canals Parkway and Trail presently extending to Thorold. The project was planned on a series of five-year stages to accommodate financial donations and in-kind volunteer services and materials.

Over the past 20 years, the park has steadily been updated and improved by the Club with parking lots, interpretive fencing, walkways, benches, planting gardens, a viewing station and a variety of marine items. These artifacts, donated by Port

Weller Dry Docks from old ship-build retrofits at the yard, included a lifeboat, an anchor and finally, the St. Catharines-built John O. McKellar ship's propeller, which arrived on site in 2017. The Rotary Club of St. Catharines Lakeshore commissioned two story board signs to tell the story of the ship and propeller. With their unveiling on July 27, 2019, the construction of Charles Ansell Park was completed 20 years after it was first conceived.

After several months of negotiations with the Seaway and with the support of Alan Thoms of the Port Weller Dry Docks and The City of St. Catharines Parks Dept., a site plan was established including a lease extension to cover the property at Lock One. St. Catharines city council endorsed park plans and also approved \$30,000 for the provision of the sanitary sewer and water services. City of St. Catharines, Niagara Region and St. Lawrence Seaway engineers and planners developed plans in conjunction with the Rotary Club Ansell Park Committee. On May 10, 2000, the Gateway site was officially opened with a sign-unveiling and oral presentations held at the park location. ■



Report from Councillor Carlos Garcia Port Dalhousie Ward

Following is my report on my work on behalf of the residents of Port Dalhousie Ward and all of St. Catharines as your representative at City Council over the period from February 2019 through July 2019.

Committee Appointments

At the February 11 meeting, Council appointed me, along with Councillors Porter and Townsend, to the Cultural Sustainability Committee. I was subsequently again selected as Chair of this critical committee. All of our culture-related advisory committees, including Museum, Arts and Culture, Public Art and the 2 Heritage committees report through the Cultural Sustainability Committee. I strongly support the work of these committees and emphasize that arts and culture are not only enjoyed by many but also bring significant economic benefits to the City.

Community Improvement Plan (CIP) Approvals

Staff recommended approval of CIP funds for a number of projects which, in my opinion, were not the type of projects the program was designed for. Funds for these projects, which included several luxury condominium developments (1 in Port Dalhousie), were approved by Council on March 18, 2019. Councillor Williamson and I voted against these as we believe the funds should be there to assist developments with heavy remediation costs which would otherwise not be built – not luxury condos.

Reduced Speed Limits Pilot Project. On April 15, we reviewed the staff report that I had requested on this responding to the many complaints we receive about speeding in old Port Dalhousie. Council approved staff's recommendation: "That Council designate the residential area bounded by Courtleigh Road, Lake Ontario, Main Street and Lock Street to have a 40 km/h posted speed limit with "gateway" signage as part of the Speed Zoning Pilot Project. As well, that Council designate the residential area bounded by Martindale Road, Main Street, Martindale Pond and Lock Street to have a 40 km/h posted speed limit with "gateway" signage as part of the Speed Zoning Pilot Project." The pilot project is scheduled to begin this Fall.

Special Rodman Hall Task Force

There has been widespread concern about the future of Rodman Hall (RH), both about the heritage designated historic building and grounds and the outstanding art collection. Brock University currently owns and operates RH under an agreement that expires in 2023. On April 29 Council approved my motion: "That a special task force made up of representatives of the Arts & Culture Advisory Committee, Public Art Advisory Committee, Heritage Advisory Committee and Museum Advisory Committee be established to:

- Consult with the Rodman Hall Transition Board and / or Rodman Hall Alliance and representatives from Brock University's Board of Trustees;
- Ensure all relevant information has been reviewed on behalf of the City; and
- Make any appropriate recommendations to Council."

Proposed Development at 102/104 Lakeport Rd.

Applicant was initially proposing a 6-storey condominium building with 63 units on this site between the Rib Crib Restaurant and Avalon Pl. This was subsequently revised slightly but was still 6 storeys. Nearby residents were extremely concerned about the application and spoke passionately against it at a Public Council meeting on April 29. They were not against the site being developed but felt it was too large and would cause major traffic and other problems which will be compounded by other condo developments in Port. Councillor Williamson and I objected strongly in support of the residents but Council approved it 8-5.

Funding for Canada 2021 Games

At its May 13 meeting Council approved in principle a total funding commitment of \$10 million to "pursue the establishment of the Canada Summer Games Sport and Ability Centre and a new Rowing Training

Continued next page

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553 Ontario St. (Between Linwell & Lakeport) (905) 646-3030
343 Glendale Ave. (Mountain Locks Plaza next to Sobeys) (905) 641-1199

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65 Main St. E. (across from Pioneer Gas) (905) 945-3344

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80 Dundas St. East (Scotia Bank Plaza) (905) 689-1122

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Centre on Henley Island". This funding was conditional on funding approval from upper levels of government and other partners which has since been received. Other requirements are that the combined funds be satisfactory to fund the full capital cost of the Games. And secondly, that an operating agreement and governance model must be approved by City Council. I expressed my concern that we must ensure the City NOT be responsible for operating deficits at the new facilities after the Games.

Dalhousie Avenue Stairs to Lakeside Park

Also on May 13, we reviewed a staff report recommending an improved design for these stairs and a cost-sharing agreement with the developer of the new condo at the end of Dalhousie Ave. While we, of course, support the improved design, Councillor Williamson and I objected strongly to sharing the costs. These stairs have been closed for over 2 ½ years thus inconveniencing thousands of visitors and residents. They are on public land and were closed because of the construction of the condo and damaged in the process so the developer should fund 100% of the cost – without any contributions from our taxpayers. In the end we lost this battle 9-4.

New Access to GO/Via Rail Station

Council approved funding for a new road to access the station from Ridley Rd. at its May 27 meeting. This road will make accessing the station much easier when full GO rail service starts. I support the building of the new road but objected to advancing \$5.2 million in improvements to Ridley Rd. beyond the new road. My concern was that this will likely push back other road projects that have a higher priority.

Update on Rehabilitation of Port Dalhousie Piers.

Due to record-high Lake Ontario levels and flooding, Bronte Construction had to stop work in mid-May and work resumed slowly in of mid-August. This is the second record flood in 3 years and many are concerned that the new Pier height is not high enough. Accordingly, on July 15, Council passed my motion: "That we inform the Federal Department of Fisheries and Oceans (DFO) and the Federal government through our MP that, given the recurring flooding, the City requests that they raise the height of the finished piers by an additional 6" now (12" total above pre-reconstruction height), and requests that they fund the

incremental cost of \$1,320,000." As of early September we still did not have an official reply.

Status of Lakeside Park and Carousel

The flooding that delayed work on the Piers also led to the closure of the Park and the Carousel. The Carousel opening was delayed from Victoria Day weekend to the Civic Holiday in August –much longer than with the 2017 flood. Then the Carousel was closed again for a few days due to heavy rains and flash flooding. City staff did a great job cleaning up the park and reopened it by August 1 but it took until mid-August for the water to recede enough to clean and re-open the beach. Councillor Williamson and I are looking for ways to better address these issues in the future.

Port Dalhousie Business Association Board of Directors

I continue to work as Council's representative on the PDBA Board. I rely on my extensive business-planning experience to provide all possible assistance to strengthen the existing businesses and revitalize Port. We are facing a very challenging period for Port's businesses because of the

disruptions caused by the work on the Piers and construction of approved condo projects. It is always my pleasure to participate in, and show my support for, the opening of new businesses anywhere in the City, and particularly in Port Dalhousie. Recently, the new Spanish/Mexican restaurant, Patio Andaluz, opened at 5 Lock St.

Supporting Community Organizations

Along with Councillor Williamson, I continue to work closely with the volunteers at the Port Dalhousie Beautification and Works Committee (BWC) and other community organizations in Port Dalhousie Ward. In addition to the BWC, we support the volunteers at the Port Dalhousie Conservancy, the Grantham Optimist Club, the Port Dalhousie Lions, St. Catharines Kiwanis, the St. Catharines Rowing Club and the Henley Regatta, which held its 137th annual event this year.

As always, a very special thank-you to my fellow Port Dalhousie Ward Councillor Bruce Williamson for his invaluable advice and support. ■

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Port Dalhousie, Our New Happy Place!

Laurie Sprague and Her Husband couldn't Resist the Charm of the Old Town

The decision to move part way across the country at this stage in our life didn't come easy for us. While we weren't unhappy in our home province of Newfoundland and Labrador, we often found ourselves longing for change, especially from the never ending winters. When my husband received word that his bid to transfer into St. Catharines was accepted, we excitedly agreed to take the leap and embark on a new adventure together. It was scary moving to a new city not knowing anyone or anything about the place. Deciding where to buy a house seem daunting with so many communities within close proximity to consider. It was on one of our house hunting trips that we stumbled across this picturesque village of Port Dalhousie. We had heard from many locals that the North end of the city was the place to be and that is what initially led us here.

Port Dalhousie resonated with us as soon as we crossed the bridge at Howes Park last summer. The way the land is surrounded by water was the first thing that struck us. Living so close to a lake is appealing for most but especially so for us because it reminds us of Newfoundland. There is just something about growing up near the water that stays with you and must be honored. Lakeside Park with the beach and all the activities is such a fabulous asset to have in one's own backyard. Not to mention Martindale Pond and Rennie Park which are an outdoor enthusiast's playground.

Secondly what caught our attention is the small town look and feel of the neighbourhood. We like the well laid out grid of narrow streets with no two houses that look the same. From colourful beach shacks to modern mansions, Port has an eclectic mix of homes. We were captivated by so many

inviting front porches adding to the neighbourhood charm. These types of architectural oddities made us feel right at home. My husband and I both grew up in St. John's with narrow streets lined in brightly coloured character homes. Large mature trees and an abundance of greenery are also on full display in Port. Many of the streets have a park like feel, especially those punctuated with benches overlooking Lake Ontario. It's a perfect place for an evening stroll to watch those colourful Niagara sunsets.

The final piece of the puzzle that stole our hearts is the relaxed vibe of this quirky little beachside neighbourhood. As we sat outside on Lock Street people watching and pondering our big move, we were enthralled by the variety of lifestyles on full display. We saw families eating ice cream at the local dairy bar, friends catching up over coffee on the patio as well as beach goers, runners and cyclists. It was clear that everywhere around us people seemed happy and there was a real sense of community, one that we were excited to embrace.

We have been here now just eight short months and we already see so much change. We can't help but be hopeful and excited for the future of Port. As long as we honour the history, architecture and culture that make up the soul of this place, the very things that drew us here, I think change will be good. In the meantime we sure are enjoying the outdoor living and warmer temperatures. Frequent walks through the park and evening sunsets over the lake are what dreams are made of. Not every neighbourhood offers this lifestyle. We are excited to put down roots in Port and we feel confident that we have found our new happy place! ■

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Alternative Transit - Wave of the Future?

What do Users Need to Make Transportation Alternatives more Attractive, Enjoyable and Efficient?

We often hear people speak in glowing terms about alternative modes of transportation as a way of reducing our society's dependence on the automobile. This includes utilizing buses, trains, bike lanes, car pooling, Uber, and simply being more pedestrian-friendly. In order to be successful in establishing these alternatives, we need to include all the potential needs and factors from the beginning of the journey to the destination. We must anticipate what users need to make these transportation alternatives more attractive, enjoyable and efficient.

Here are a few examples:

Buses

Even though we would like people to incorporate using public transit into their lives, it is still only a relatively small segment of our population in

Niagara that take buses. Buses on many routes in the city are operating largely empty for most of the day. This is a waste of resources, but because of the necessity of this mode of transport, no one offers solutions on improved efficiency. Maybe the public should be



asked how frequent the bus service should be, where should the buses go and how better to promote their use. In the context of Port Dalhousie's needs, here are some further considerations:

- Should the transit system have a

special "Lakeside Park Bus"?

- Should we change the bus route so visitors to Lakeside Park can stop right at the park and the parking lot is not so overloaded by vehicles?
- Should we provide chairs and umbrellas on a rental basis so visitors don't have to bring them?
- Do we need a better mix of mini buses for lightly used routes and articulated buses for the heavier used routes?
- And what about a trolley bus for our historical district here in Port? (Hey, we can only hope!)
- Will we be able to rent bikes and take buses and trains all on the same prepaid transit cards?

Bicycles

We all know we need exercise, but how many able-bodied people actually use bikes other than for exercise or leisurely rides? Providing bicycle lanes

Continued on page 13

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Lots of Good Sports in Port Dalhousie.

A Condensed but Robust History of Physical Recreation in the Old Town.

The residents of Port Dalhousie have always been a sports-loving, athletically-inclined group of people, which clearly explains how they have acquired and retained their rosy-cheeked, aura of youthful vitality. Surviving newspaper accounts from the past 150 years show that children and adults alike were encouraged to participate in various events, and Port people indulged in displays of athletic prowess ranging from bowling to horse racing. Yes, you read that correctly---horse racing. But more about that in a future issue of the Port Reporter.

One of the earliest references to a sporting event in Port Dalhousie dates from 1873, when it was reported that the "Tug boys defeated the Port Dalhousie sports" in a baseball game held on June 25th. The two teams agreed to a rematch on the 28th for a purse of \$25. Heavy betting ensued over the outcome of that highly anticipated game (*St. Catharines Journal*, June 26, 1873.)

In 1910 it was reported that a Mr. J. Bentz had organized a junior league baseball team in Port which consisted mainly of 13-year old boys. Bentz hoped for a fun and successful season for his team (*St. Catharines Standard*, May 28, 1910.)

Port Dalhousie triumphed over Port Colborne in the inaugural match held on the new baseball diamond at Lakeside Park in the early 1920s.

In 1923, the "Port Braves" baseball team went down in defeat in Toronto, losing 7-6 in the 13th inning. Although the loss was a disappointment, the team eagerly looked forward to the next season and a chance at redemption (*Standard*, Oct. 1, 1923.)

Softball was also a popular pastime during the dog days of summer and in 1934 the "reamers" and "riveters" at Muir Bros. Drydock had organized themselves into rival teams. The "riveters" lost 17-16 in the latest match (*Standard*, Aug. 22, 1934.)

The Port Dalhousie Athletic Association was organized in order to foster and promote interest in various activities in Port including "lacrosse, softball, hockey, baseball, and track and field meets." A girls' baseball team was organized in 1939 under the auspices of the PDAA. A softball club was organized in May 1950, Sid Brookson provided the facilities for the team and Charles Ansell appears to have paid for some or perhaps all of the equipment (*Standard*, June 15, 1945.)

One of the first references to local lacrosse appeared in the newspaper in April 1897 when the Lincoln Lacrosse Club of Port Dalhousie was organized. In 1945 a new lacrosse box was constructed at the old Port

Dalhousie Canning Factory site in order that matches could be held near the village. Three years later the Port Lions Club team triumphed over the Toronto Roden AC with a score of 8-1, and thereby secured the all-Ontario Peewee Lacrosse championship for that year. In 1958, the Port Dalhousie Bantams defeated the team from Kitchener (*Standard*, Apr. 1, 1897; Sept. 8, 1945; Oct. 12, 1948; Sept. 13, 1958.)

In 1896 it was reported that a boxing school had been established in Port. It is not known how long this school or club continued to meet (*Standard*, May 15, 1896.)

In 1912 it was announced that the Port Dalhousie Tennis Club would play against a rival team from Niagara Falls (*Standard*, Aug. 31, 1912.)

In 1913 the Maple Leaf Rubber Factory organized a football team known as the "Rubber Boys" which defeated the "Steel and Radiator" team from St. Catharines 6-0 in a game held on "Read's field" (*Standard*, June 16, 1913.)

A lawn bowling club was organized in 1942 which provided a welcome diversion from the overseas wartime news (*Standard*, May 30, 1942.)

In 1946 the boys of the 1st Port Dalhousie Sea Scout Troop won the H.A. Ulph Memorial Trophy (St. Catharines District Boy Scouts Association Basketball League), in a basketball match played against the 17th Welland Avenue Troop with a score of 27-23 (*Standard*, Apr. 6, 1946.)

It should come as no surprise that many of the Port sporting events reported in the *Standard* were somehow connected to Lakeside Park and the Henley course. The first rowing regatta was held at Port in August 1903. The site was selected due to the fact that Martindale Pond and the old canal provided a long, calm sheet of water in which the event could be safely held. In 1911 the Port Dalhousie Athletic Club was

Cont'd on page 17

The charm, character and vitality of the community was captured in a poem titled "Port Dalhousie," composed by Mr. C. Burrows in 1907. He, too, referred to angling on the canal, the "brawny scullers" of August and the "war canoes," and the bathing houses "from where boys in blouses/ and girls in pajamas sport in the lake/ like comely mermaids in sticky costumes/ stemming the surf where their tresses shake." Burrows referred to the games, dances and rides in Lakeside Park, and afterwards the "youths and maidens" could "if romantic on moonlit evenings/ swap sweet saliva out on the pier."

"Go there, go often, for ozonic breezes/ Refresh your frame with their healthy spray/ None ever die there, but simply wither/ With old age dry up and blow away/ For there you'll find the septuagenarian/ Or the nonagenarian still full of fun/ As spry as grigs are those old Port Dalhousians..."
(Standard, May 15, 1907.)



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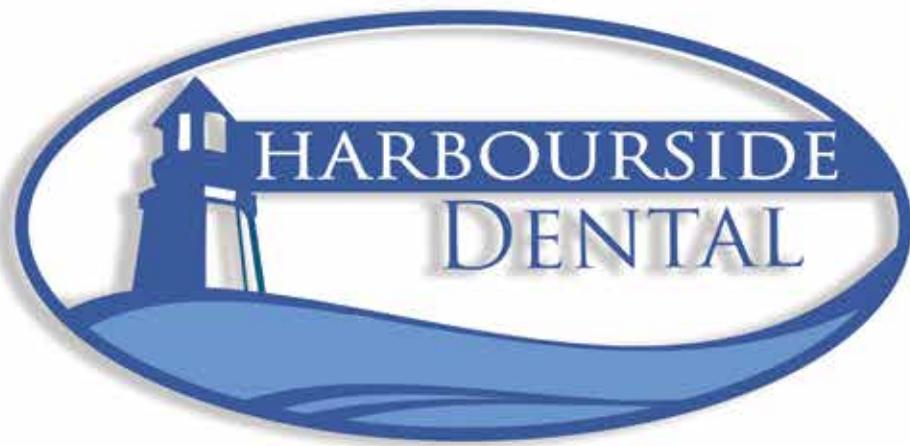
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is a very good thing, but we have to be more

aggressive in promoting their use for commuting, running errands, shopping or other practical uses.

Considerations:

- Is the rest of our infrastructure ready for the increased use of bicycles?
- Should businesses or public spaces be required to supply secure areas to lock up bikes?
- When we build the new GO train station will it include bike storage areas and rentals?
- Do we sweep the bike lanes for road hazards?

EVs (Electric Vehicles)

EVs are the wave of the future, there is little doubt about that. Given the developing flexibility of fuel sources it seems like a no-brainer. When oil - and its byproducts which are also destructive to our environment -

has to compete with solar, wind and electricity then society will begin to change rapidly.

Considerations:

- Our building codes allowing EV charging are beginning to be updated, but is it enough?
- With the resurgence of electric bikes, do our traffic regulations also have to be updated??
- Are we putting up charging stations in convenient locations in anticipation of the increase in use?
- Maybe charging stations in Port Dalhousie and Lakeside Park?

Walkability

One of the great pleasures of Port Dalhousie is its walkability. Unfortunately necessities such as a post office, banks, grocery and drug stores, hardware store, etc. are too far away for many to walk to. There was a time not so long ago that these critical

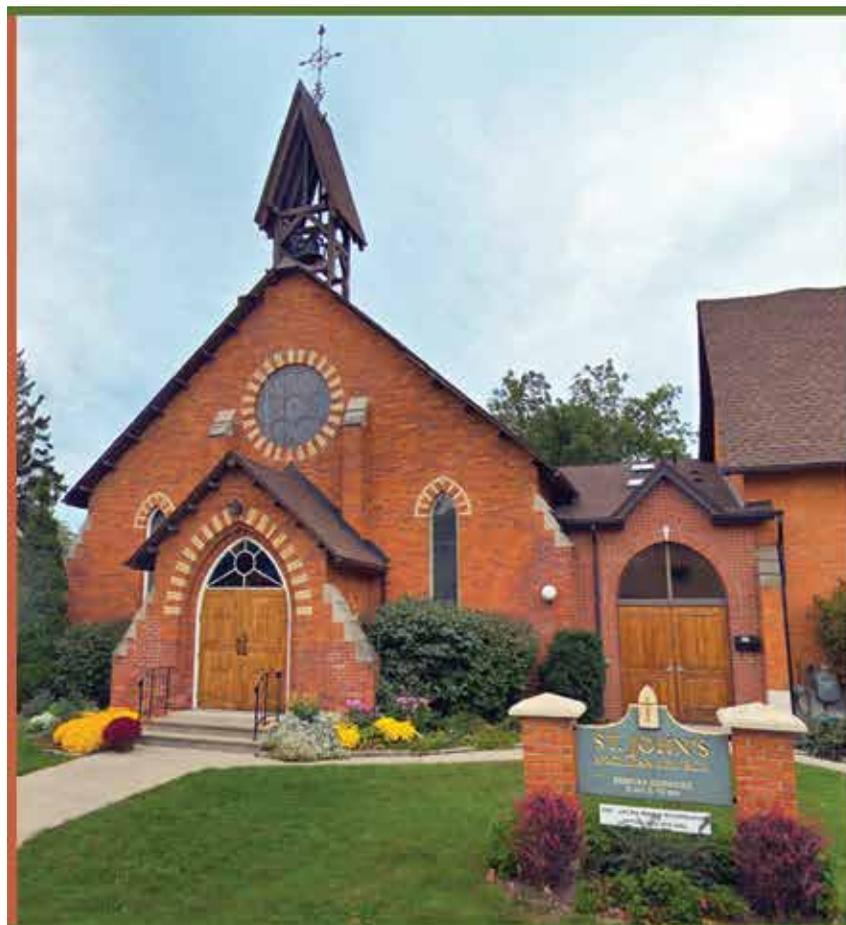
amenities and services were within walking distance, but that's another story. Luckily there is always room for improvement.

Considerations:

- Do we slow traffic enough to allow for pedestrians to cross Main Street safely?
- How about a cross walk at Hogan's Alley so that pedestrians can cross safely and shop on both sides?
- Should we put up historical bollards to protect pedestrians from traffic?
- Can the pathway be connected to create an oval around Rennie Island for a jogging path?
- Sections of sidewalks in Rennie Park are regularly flooded, forcing pedestrians to walk through muddy grass. When will that be corrected?
- What happened to the long-promised left-turn lane at the end of Lock Street so that through-traffic can pass by?

We need to be more responsive if we are going to adapt to the coming

traffic and parking crisis. Until we begin to answer and respond to ancillary questions like these, we will keep using our cars and Port Dalhousie will continue to suffer major traffic and parking congestion. The city needs to seriously plan for improvements and ensure that developers help build the infrastructure necessary to ameliorate these anticipated problems. ■



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The Empress of India

The First in a Series of Articles About the Steamers That Ferried Passengers to Port Dalhousie

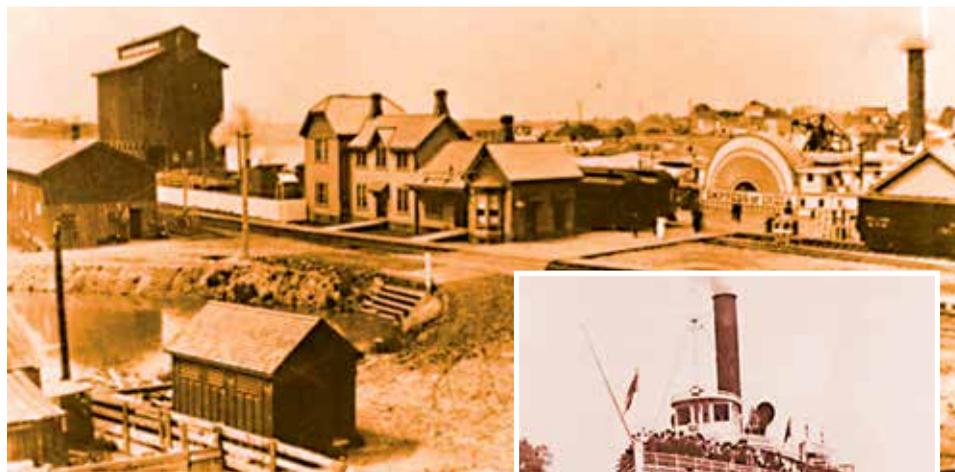
The EMPRESS OF INDIA was a wooden sidewheeler passenger steamer built in 1876 at Mills Point, (Deseronto) Ontario. She measured 170 feet in length, a 26 foot beam and 9 feet in depth. She was named in honour of Queen Victoria, who had been given that title.

Her first year was spent in the general excursion trade out of Toronto. In 1877 she ran on Mondays, Tuesdays and Fridays to the mouth of the Humber River (25 cents). On Wednesdays and Saturdays to Oakville (50 cents). On Thursdays to Burlington Beach and Hamilton (50 cents).

In 1878, her schedule was more ambitious and she operated westwards to Mimico Grove, Oakville, Burlington, Burlington Beach and Hamilton. Eastwards from Toronto, she served Whitby, Oshawa and Bowmanville. In 1879, she confined her travels mostly to the Lorne Park service, which then was a popular and exclusive summer resort and picnic ground located to the west of

Port Credit.

The EMPRESS operated local Toronto excursions until 1883 when she was placed on the Port Dalhousie run. It would appear, in the early years,



EMPRESS was reboilered in 1884 and received further rebuilds in 1886 and 1891.

At the close of the 1898 season, the EMPRESS OF INDIA was withdrawn



The Empress of India docked on the Michigan Side and entering Port Dalhousie Harbour.

that she crossed to Port Dalhousie and passed up through the first lock of the Third Welland Canal, discharging her passengers at Muir's Pond. The EMPRESS started the Port Dalhousie service, in that she was the first major vessel to operate on a permanent basis.

from service and sent to Picton for a rebuild. She was renamed ARGYLE and mainly plied Lake Ontario ports. In 1913 and part of 1914, she was renamed GRIMSBY and commenced operation between Toronto, Grimsby Beach and Jordan Harbour. In 1914, she was renamed FRONTIER. In 1915, she was sold to the Peoples Steamboat Co. of Chatham.

While lying idle in the Thames River at Chatham in 1916, she settled to the bottom, her oak planking showing its forty years of wear. She lay on the bottom of the Thames until 1918 when she was raised. The steamer was towed to Detroit where her superstructure was removed and then the hull was taken out into Lake St. Clair and laid to rest in a swamp near Windmill Point. There, far from Lake Ontario where she had spent her happiest years, her remains rotted until covered over in a subsequent landfilling operation. ■

Roger Bradshaw

The Mayor's Interview

The Port Dalhousie Conservancy Recently Interviewed Mayor Sendzik and Asked Him Questions on Port Dalhousie Issues.

Q. Port Dalhousie is a community under immense development pressure. What are the City's plans to ameliorate the impacts of construction on its parking needs and traffic concerns?

A. It is unfortunate right now that we have so much construction on the QEW combined with different access points to the QEW that are closed. Hopefully, once all those bridge repairs are done, it will reduce some of the back driving that goes through Main St. Unfortunately, the section of Ontario Street between Linwell and Lakeport is still scheduled to take place. The EPA studies are done so that will probably start in the spring and it will be a good, year-long project of putting in curbs, sewers and bike lanes. Our thing is that once it's done, it will be good for 25 years, except for resurfacing. These are major projects, that are going to put pressure on parking and traffic again. Compounding it this year is the lake's high-water levels and, at the same time, having the construction company that's rebuilding the pier taking over half the parking spaces. That will be going on for at least another year. After that Rankin and Sheldon Rosen have condo developments.

Q. What plans have been made by the City to alleviate future parking and traffic problems in Port?

A. With parking, one of the things that we're trying this year - and I still don't think we have it 100% right - is making sure that we have appropriate parking signs that show people coming from other parts of the city that they can park in Jaycee Park, walk across the bridge, go into the park and spend their day in Port Dalhousie. I think we still need more signs coming towards Port.

Q. It may be nice for people who are going to spend the whole day or who go for exercise, but it's 1.6 km away. Is that a reasonable expectation?

A. Right, but it does take daytrippers who are spending some time in Port out of the parking grid. The distance is no further going to Homestead than parking on one side of the Pen Centre and walking all the way to the other side to shop. We need to condition people, at least in the summertime. The other thing we are trying to do is getting more people to recognize that it's safe to ride their bikes. That's why we need to fix Ontario Street; because it's not bike-friendly right now.

Q. Where are the developers going to stage their construction equipment for future projects?

A. As a city, we have to make sure that when it comes to construction, they have staging opportunities that infringe on parking as little as possible. We learned this from Bronte (piers reno), a company that took up significant parking. Let's not set the expectation that a construction company that is going to be building condos has the same access to the Lakeside Lot.

Q. Bronte is behind significantly on the piers' renovation due to high water. Will the west pier be complete by 2021?

A. Construction used to end in November and pick up again in April. Now we are seeing construction go through late December, and start up in early March. So it all depends on what kind of winter we will have. If we have a favourable winter, I think you'll see a lot of activity on the site.

Q. Do you support the existing PD Secondary Plan which calls for a 6-storey limit on developments in the commercial core, and will the city defend the plan at the LPAT (Local Planning Appeal Tribunal) if required?

A. Regarding the second part, I am not going to speak to the defending of it. That will be a city decision and it will be up to our legal team and council. What I will say is that it is a very thorough plan that was put in place. There are opportunities to go higher in the development based on benefits to the community. I think it's a responsible level that has been outlined in the secondary plan. However I think there was some flexibility put into that designation that, if there is some community benefit was found, then that development could go a bit higher. There has to be a strong benefit to the community in order to justify any increase in height.

Q. What would be considered a benefit to the community?

Continued next page

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A. I think that is what council and staff have been elected to identify. It shouldn't be hard and fast, and yes there has to be a negotiation there. You've got ward councillors who are very knowledgeable about the area and I'm sure there would be a community discussion about it. But ultimately, it's the city and the council that would have to make the decision. This is not unique to St. Catharines. When you look at secondary plans or official plans across the province, there is always space for negotiation. It's not open season for height, but its not set in stone either. If there is any consideration of increased height, there has to be significant contribution to the community.

Q. The City has made decisions with respect to historic buildings and unfortunately, we have lost a number of them in the Heritage District. What is the City's view in terms of protecting areas that are left, particularly the Front Street (Lakeport Road) buildings?

A. I think the fact that we've got at least one local developer who's committed and understands the importance of preserving heritage. We want to make sure those buildings are kept intact as a way of connecting to the past. Lock Street Brewery is a great example of keeping the building while turning it into a manufacturing and gathering place. We can point to that as an example of adaptive reuse of heritage buildings is achievable. The one across

the road (Austin House/Lakeside Hotel) is in a challenging state. We have a heritage planner on staff who has been working with the developer to do an assessment to help shore it up. It's not citizens' fault or the City's. The City tried to make sure that the windows are secure, but there was a negligent owner. We want to ensure the historic nature of that commercial space is being maintained so that people will still recognize Port Dalhousie for its heritage. The Lincoln Fabrics development is a great example, but we were fortunate that it was never neglected and the current owner has not let it fall into disrepair.

Q. What can the City do on privately-held property such as Front Street, if you have an absentee landlord?

A. They have municipal work orders placed on them and they can't rip them down. But enforcement is not easy as we know in Port Dalhousie. We don't always feel particularly successful. I am being honest with you, it's not an easy process. The City has been proactive and your councillors have been active in pointing out structures that have been neglected. The City can go in and do the work but it's a process that needs to be followed and unfortunately that takes time. You have to apply, wait 45 days, tell the owners they have to do the work on which they agree but extend the process. It's frustrating.

Q. There has been some controversy about the use of the Community Investment Program (CIP) funding for luxury condominiums. Do you think that Heritage preservation is under consideration when awarding these funds?

A. No, and I think it should be. Its one of the missing pieces of the façade improvement program, which was under the umbrella of CIP. You could apply for façade improvement in certain areas that would maintain the historic nature of the building. Again, Lock Street Brewery was a great example how they can and did apply for the FIP and made it look the way it looks today. There are two pieces missing in CIP. One would be Heritage and the other would be affordable housing. So we are reviewing the CIP now to include incentivising developers on affordable housing as well a smaller area on Heritage style. If there was a heritage option there's no reason that Sheldon Rosen (The Harbour Club development) couldn't apply for it, as long as he is preserving the heritage of the building. We haven't set criteria for that yet.

Q. Are there any elements of the program that should be removed?

A. I think the interesting thing about luxury condos receiving funds from CIP is - and I understand the thinking today - when the CIP program was established there was

nothing going on in Port. There was just empty holes all over the place, and no one knew what to do there. The CIP is a program that's created to be an incentive for development to take place. I agree with some modeling that once you get to a certain capacity in a certain neighbourhood, you no longer apply the CIP because you have natural regeneration taking place.

A great example is Merriton where the Keg and Johnny Rocco's is. That was completely downtrodden and nobody was moving in there. They lifted it after a certain period of time because you've got natural regeneration taking place. I would say the first past the post. I am a strong believer that if we have areas of the community where development is not taking place such as GM, or the General Hospital site, places like that, I would say create an incentive to get them going. Fortunately as with the GM site the City is not exposed until the project is done. We were not at the table on the GM site and they didn't want us at the table because it was a private company. I think in 20/20 hindsight we should have taken some opportunities on the Hotel Dieu and General sites because those were publicly held properties. I think a successful example was the Glenridge School site where everyone got together and we preserved the heritage building and got a third of the property for park space. We have to do more of that if we have the opportunities. ■

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Lots of Good Sports ... Continued

organized which met for a time in a room over Murphy's. This organization held its first regatta in August of that same year, and events included double canoe races, single skiffs, a novelty canoe race, a "snake race," double canoes, double skiffs, and a 50 yard (45 m) swim. The "Canoe Regatta" continued to be a popular annual event. By 1923, six clubs took part and it was reported that two "war canoe" races would be held that year. The Southern Ontario Outboard Association later held its speedboat regatta in Port (*Standard*, Aug. 28, 1911; July 12, 1923; July 2, 1949.)

In 1931 the first Lakeside Park 2½ mile swim race was held. Allan Clark was the winner in that event, and Jimmy McGarrigle took home the prize every year between 1932 and 1935. In 1936 Phil Payne was the winner. It is interesting to note that the town council was concerned with keeping the morals of the community intact. It came to the attention of council that some male bathers were swimming with trunks only (ie, topless) at Lakeside Park. Some members of the fairer sex thought that there was nothing the matter with that, provided that the bathers "looked like Adonis." Council found that the city of St. Catharines had prohibited swimming in public "without a proper bathing costume" as early as 1892. Thus a similar prohibitory by-law was passed in Port. Men could still cause hearts to flutter by indulging in "trunks only" bathing at Lakeside Park, but were "strongly requested not to leave the waters edge unless they have the top of their body covered" (*Standard*, July 6, 1936; Sept. 8, 1936.)

Angling along the old canal in Port was popular during the summertime, and it was reported that a 20 lbs. (9 kg) carp and 150 perch and rock bass had been caught in the space of two hours. Fisherman could also catch catfish and eels in the canal (*Standard*, May 20, 1907.)

Dog racing was held in Lakeside Park in the early 1940s (*Standard*, July 31, 1940.)

In the summer of 1950, the town of Port Dalhousie passed a by-law which legally permitted participation in Sunday sports. This raises the troubling question: were the residents of the town engaging in illicit outdoor activities prior to that time? The mind reels at the very thought of such a blatant disregard for the quiet observance of the Sabbath day! Once the by-law had been passed, everyone could freely indulge themselves in a wide assortment of licit activities including: bathing, boating, baseball, tennis, bowling, golf, picnics, arcades, roller rinks, concerts, rides, athletic contests, and games of skill excluding bingo (*Standard*, July 19, 1950.)

A special "Coronation Regatta" was held in the summer of 1937, and a similar "five-day gala" was held in Port during the Coronation of Her Majesty Queen Elizabeth in 1953. Events included a "Junior Olympics" (a "mile race,") a girls' volleyball match between teams from the public and separate schools, track and field events, and a football game. A "Coronation Regatta" was held again that year. The "Junior Olympics" was not a new concept, since it was reported that school children in Port had taken part in such events for a number of years (*Standard*, July 30, 1937; June 5, 1950; May 26, 1953.)

In 1957-58 it was reported that Mrs. Audrey Corman was the coach of the championship winning Port Dalhousie Yankees Fastball Little League team. Mrs. Corman hoped to someday establish a similar team for the girls (*Standard*, June 27, 1958.)

A girl's volleyball league was formed in 1958 which met at Gracefield School (*Standard* Aug. 1, 1958.)

In 1958-59, it was reported that the Port Dalhousie Red Devils had won the floor hockey championships for that year (*Standard*, Apr. 17, 1959.)

In 1960, Port residents could visit the newly opened Latham Lanes Bowling Alley (10 lanes) which had been built at the astronomical cost of \$200,000 (*Standard*, Oct. 7, 1960.)

Brian Narhi

Lock Street Brewing Co. and Kaiserhaus



It is an unusually temperate August night in Port Dalhousie, and Lock Street Brewing hums with casual local traffic. From regulars filling up their growlers to friends sharing pints of their favourite suds, to couples on weekday date nights, the brewery excitedly welcomes a diverse demographic and the affable staff dance from group to group with a delightful ease. It is the mark of a good local that residents of all kinds frequent your bar, and Lock Street Brewery hits all the marks. Between their tap room, upper floor, deck and biergarten there is something for everyone at Port Dalhousie's first craft brewery.

Bringing new life to the old Wellington Hotel, Lock Street Brewery is continuing 174 years of history. Serving a trusted selection of classics including their Industrial Pale Ale, Port Side Pilsner and Jealous Mistress Brown Ale, plus a rotating offering of seasonal taps the team at 15 Lock Street are committed to providing quality beers and ales for all occasions.

A visit to the brewery can deliver a series of experiences as diverse as their beer selection. The tap room is the hub and provides all the classic brewery amenities. A main bar arraigned with taps of the current offerings, high top tables for tastings and a fridge with cans of the flagship beers to go, all paired with engaged and gregarious staff is the welcome that awaits all guests. In the



warmer months, the biergarten invites beer lovers to enjoy one of two outdoor spaces that Lock Street Brewing has to offer. Adorned with beer hall style tables and lit by strings of Edison lights, the biergarten provides an intimate, yet social, atmosphere in which to enjoy the newest releases under the summer stars. On the upper floor, a deck looks over Lock Street itself providing a view of historic Port Dalhousie as you sip on your favourite selection. Perfect for nights out with your special someone and/or excellent people watching. Inside, a cozy sitting room with couches and table seating with a minimalist feel provides a winter home for beer aficionados from all over the city.

In each of these unique spaces there is local food to be enjoyed alongside the house brewed beers. Partnering with neighbours Kaiserhaus, Lock Street offers the European bistro's classic menu of house made pretzels, schnitzel, latkes, gravlax and goulash as the perfect compliment to their beers and ales. Whether on a date or part of a group, these freshly made appetizers and entrees are excellent examples of their style with the schnitzel and latkes being particular standouts. Kaiserhaus also offers a Sunday Brunch from 11am to 4pm complete with eggs benedict and avocado toasts starring alongside more traditional schnitzel and potato pancakes. Hot Tip: Daily food and beer specials earlier in the week are sure to make both your taste buds and bank account happy, so don't wait until the weekend to get your local beer and food on!

Lock Street Brewing Company proudly declares that they "take their time, so you can enjoy yours". A pint and a snack in any of their spaces follows through on that promise, providing a memorable experience that you will want to repeat along with a warm rush of pride that this innovative young business is thriving in the heart of your downtown. Though that might just be the beer, but probably a bit of both.

★★★★★ out of 5

Adam Cooke

Lock St. Brewery & Kaisehaus, 15Lock St, St. Catharines (905) 935-2124

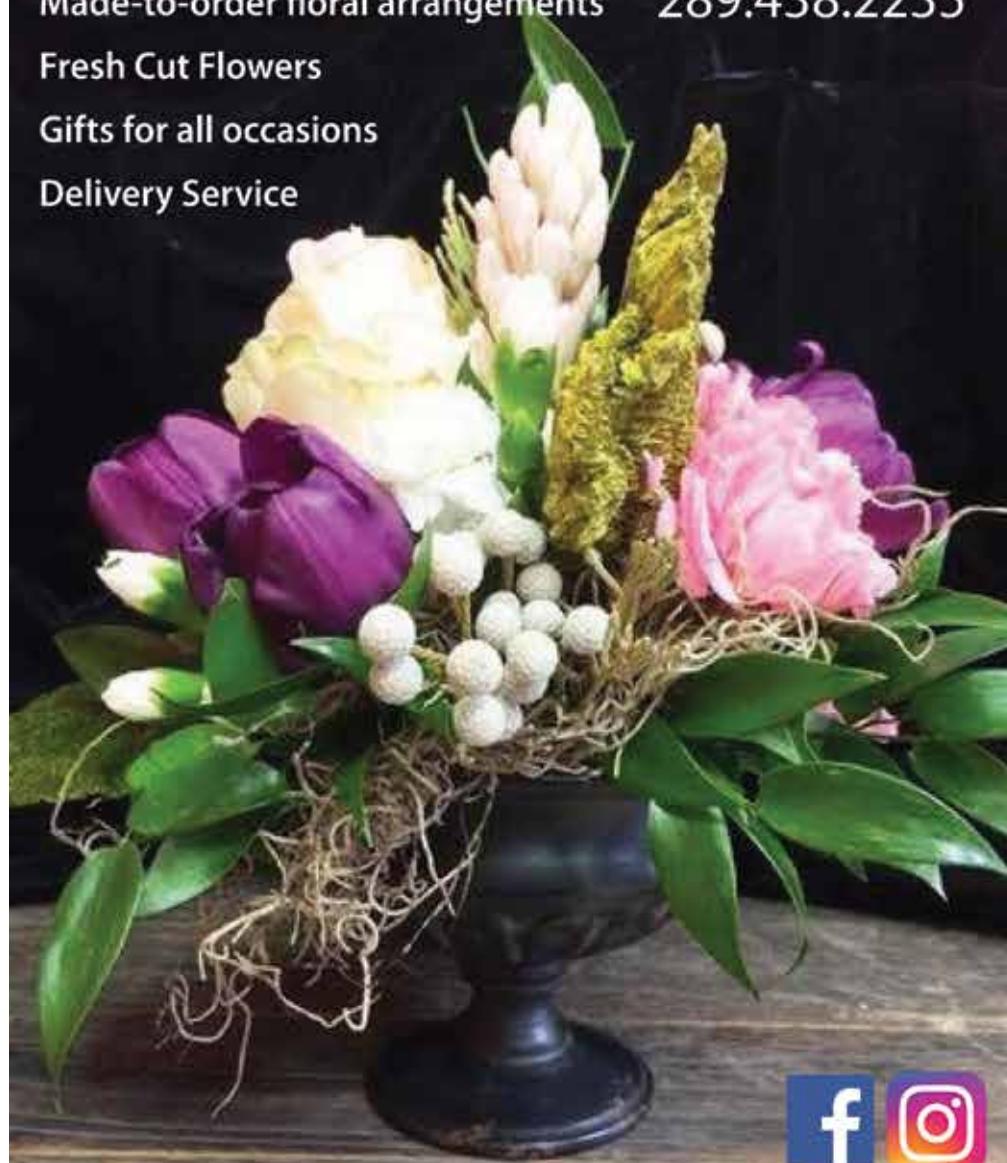
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From Where I Sit ...

**Hank
Beekhuis**

This past summer, I had the privilege of attending at a number of events in Port Dalhousie, most of them hosted primarily by volunteers. The role of volunteers in our society is pretty much overlooked. Yes, we do have a volunteer dinner once a year to honour a few of them, but do we really know the value and the extent to how much of our communal life depends on volunteer labour? The 2021 Canada Summer Games is asking for 300 volunteers to ensure their event runs well. The Henley Regatta or any number of concerts or planned events simply would not take place without volunteers. The yacht club, Kiwanis, other business associations, the Beautification and Works Committee, Lawn Bowling, Lions, Legion, Conservancy or numerous other social events and advocacy groups could not survive without the generosity of citizen volunteers.

However, it is getting more and more difficult to maintain them and keep them interested in volunteering and its not because they don't want to anymore. In fact, with the retirement of the baby boom

there will be more eligible volunteers than ever. We are about the witness the retirement of the wealthiest, most educated group of people in history who will have a lot of time on their hands. So, what is causing volunteerism to wane?

It seems that just as we are needing new volunteers, there is increasing difficulty in getting them. Are we as a society becoming so averse to risk and liability that volunteers are finding it increasingly problematic to find places to volunteer? Are there too many roadblocks placed in

In Praise of Citizen Volunteers!

their way? Or, when they do volunteer, is the bar set so high that many don't want to bother anymore?

Just a few examples that I have heard:

One person who volunteered for the Can-Am Games told me that he would never do it again. Between the reams of paperwork, paying for his own police check, and having to drive to Barrie on his own nickel to receive mandatory training and his t-shirt, it just wasn't worth it anymore. He felt he was being treated as an employee.

I also recently heard of a 70-year old woman with an unblemished record, who wanted to volunteer to mentor children in

school who needed it. Some 6 months after she had completed all the paperwork and police check, she still had not been contacted.

A local community group wanted to plant a garden on city property. The night before the planting was to take place, the City insisted that helmets and safety shoes would be needed. Even a lawyer and a City employee (supervisor) were involved! Planting and weeding – something we all do at home – are such risky adventures?

I am told that a few years ago a young woman was using her dogs to chase away Canada Geese but was stopped by the City over liability concerns. The City later paid to have them removed!

Does the staff feel threatened in cases where professional citizens may have more education, experience or training than they do? How silly! It only makes their jobs easier and they can benefit from the volunteers' years of experience at no cost to the City.

We should do everything in our power to encourage volunteers, work with them and support them. A volunteer dinner once a year is a good thing, but respect and appreciation of their work during the year would go a lot further to retaining volunteers. In this age of rising taxes and diminishing services, we should be especially embracing volunteer assistance so that together we can enhance our community and make it more livable and affordable for everyone. The City simply cannot function without them and it is high time that they got the respect they deserve. Not just being shown superficial respect, but to be treated in a manner that shows appreciation of their being a vital part of the equation. Volunteers need to know that their opinions matter and that they understand what is needed in their community, perhaps sometimes better than the City does. Let's engage them and listen to them. After all, together we are the owners of the city corporation and it takes everyone to make it a great place to live. Volunteers are not only good for the city, but it is good for the volunteers as well. They feel good for making a contribution to their community and it allows them a positive use of their time. Let's embrace them and thank them for their contribution. ■

What is happening to us?

Is it fear of job loss? I spent almost 40 years negotiating collective agreements and never did I ever feel the need to resist volunteers. I always felt that they enhanced the work community. It's not as if there is a limit to the work that needs to be done. In fact, it is limitless, and no job ever needs to be threatened.

It is liability risk? I would think not, at least nothing that a signed waiver couldn't resolve. Given the good they do for it, the City should perhaps consider providing coverage for volunteers in the work they do. Perhaps a central volunteer coordinator is something we should also consider?

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Historical Provenance of the Barnsdale Streetcar Stop

The NS&T Streetcar Shelter is One of a Kind and Needs to be Preserved

The Port Dalhousie Streetcar line of the NS&T was constructed in 1900 and officially opened on February 26, 1901. It officially ended with the last streetcar leaving Port Dalhousie on February 28th 1950, except for one special run on August 16th of that year for a company picnic. The Port Dalhousie line was the first subdivision built by the NS&T. The various stops were originally numbered and later named. Trains ran every 30 minutes or more often during picnics or special events at the Dance hall, up to 75 cars a day.

This particular streetcar stop was called the Barnsdale Stop, and it was at Mile 3.15 from the Main terminal located at the corner of Welland and Geneva St. of the NS&T Port Dalhousie Division. It was situated at 370 Martindale Road in front of Martindale Farms/Stokes Seeds barns on the east side of the road. (We have a post card photo showing the edge of it at that location.) At this point on the line, there was a double track so that trains could meet and pass each other; this may have made it a busier stop than some others.

From the 1820s, the property was originally owned by John Martindale, and was passed on to his son Wales Martindale who sold it in 1865 to Edward McArdle. In 1908, the property was inherited by McArdle's nephews, James A. and Hugh McSloy. In 1884, the McSloy brothers had established the Canada Hair Cloth Factory in St. Catharines (the building is now part of Brock University behind the Performing Arts Centre downtown). They were wealthy and prominent businessmen. The McSloys also donated the land downtown for the original St. Catharines Public Library at the corner

of Church and James (now demolished). The McSloy Mansion stood at the corner of Carlisle and Church (also demolished).

The McSloy brothers made Martindale Farm a district beauty spot and showplace. New buildings were built, including the barn, greenhouses and a beautiful house. An attractive gateway with two brick columns featuring a wrought iron "Martindale" identified the property. It is highly

likely that, as one of the outbuildings of Martindale Farm, the streetcar shelter was built at this time as well. Given the effort they put into their buildings and their prominence as a family, it would be very unusual for them not to have had a hand in something that stood prominently in front of their home. It is a unique design and is larger and more elaborate than many of the other NS&T stops, which, if they had a shelter at all, were decidedly plain affairs. (There is one other very plain one that we know of still in existence, and it is currently used for storage). The architecture mimics the large overhangs of their unique barns and grounds. The barn itself was moved a number of years ago; it has been restored and is still in use as a home on Faywell Rd. in Decew. The original implement shed is still in the backyard of the home at 368

Martindale.

The McSloys' farm was renowned for its fruit and vegetables. It was also recognized as a model dairy farm, and they raised prize-winning Guernsey cows. The McSloys were also noted horsemen, raising and riding beautiful thoroughbred horses. The McSloys held many shows and displays of their produce and livestock, inviting friends and the public to tour their beautiful property.

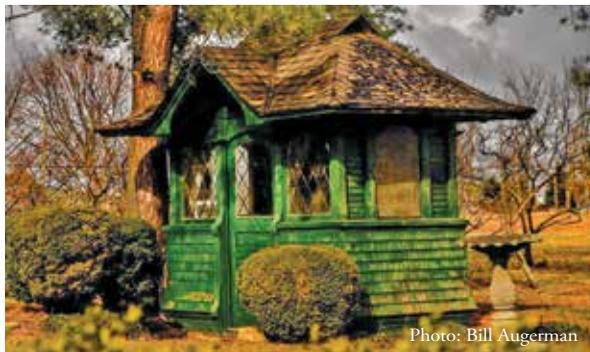


Photo: Bill Augerman

The Barnsdale Streetcar Stop

For this reason, a streetcar shelter would have been of great use for the many visitors to their farm.

In 1945, just 5 years before the Port Dalhousie Line was closed, the McSloy family sold the property to James Stork, a fruit grower who, a few years later, sold 100 acres to Stokes Seeds Limited. This company operated a world-renowned seed testing and growing farm there until 1993.

It is likely that due to the fact that the streetcar stop was redundant and the tracks were removed, the shelter was moved by wagon or skidded by sled on an icy winter road, sometime between sale of the farm by the McSloys in 1945 and the demise of the streetcar line in 1950.

We have received confirmation that it has been in its current location for a minimum of 55 years, and likely more since that is how long the current owner has been living there.

The shelter has been well preserved, largely due to the owners making sure the weather didn't get into it. They put on a new shingled roof and replaced any broken windows with new glass or plywood. (They kept the original leaded window which will be repaired as part of the restoration.) It has survived so well at least partly because of the unique overhang that has protected it from the rain and snow.

In attempting to be more precise in dating this structure, we note that the amusement park was built in Port Dalhousie in 1925 by the railway and the NS&T would have built simple shelters as part of maintaining the popular Port Dalhousie line. It is interesting to note that the government green paint that used to cover many of the amusement park buildings appears to match the paint that remains on the structure today. This is different from its previous colour shown in the one photograph we have. If it was indeed built by the McSloys as we strongly suspect, when they took over the farm in 1908 and, as well, because of its matching architectural style to other farm buildings, then it is much more likely that it is about 111 years old. ■

Tell Us Your Story Harold and Carol Marten

The couple who have gifted the historic NS&T Streetcar Stop Shelter to Port Dalhousie, Harold and Carol Marten, continue to live on the Lakeshore farm property where Harold was born and raised.

The Streetcar Shelter was on the property for as long as Harold can remember. His father moved it there at some point, and it's likely that it happened in 1945 when the McSloy family sold the property where it had been standing on Martindale. Harold's father died in 1953, and if it had been later than 1945, Harold would have been old enough to remember the move. He and Carol have often wondered just how the building had been moved to their place, given how heavy it is.

Harold said his father, Harold Foley Marten, was quite interested in history and in preserving heritage, and it would have been in his character to take care of the shelter. Mr. Marten Sr. was also quite known in the area for his political and social commentary, evident from cartoons he created that were published in The Standard.

Although their property is now part of Port Dalhousie, when Harold was young it was Louth Township, and he attended Woodland School, so his focus and friends were west of Port. As an adult, he served as a volunteer fireman for Jordan, so his social network was also in Louth and Jordan.

On the other hand, Carol remembers coming to Port from her childhood home in the Western Hill part of St. Catharines. She and friends would ride the streetcar over the trestle into Port to visit Lakeside Park where she loved the caterpillar and swinging airplane rides. She recalls her mother giving her a dollar for a day of enjoyment at the park. Carol says she first met Harold when she was about 13. She picked cherries on his parents' farm, while visiting her older sister who was Harold's neighbour. Harold remembers meeting her later, while doing his banking at RBC where Carol worked as a teller. They have now been married for 55 years and are happy to continue living on the same property with one of their daughter's family living next-door to them. The PDC is very happy to receive their generous gift to Port Dalhousie and will work hard to have it restored and appropriately displayed. ■

** Our apologies to the Marten family, last issue we referred to them as "the Martens family". - Ed.*

Tony Douvis

Financial Advisor

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Port Dalhousie Beautification & Works Committee Report

For those of you who were not at the Free Concert, held on July 10th in 'Olde Lock One Commons', you missed a fabulous event.

The weather was perfect as was the setting with the boats in the background, the clear blue sky and a gentle breeze. A beautiful tent on the stage and 100 classy white-padded chairs set the scene for what turned out to be a memorable evening.

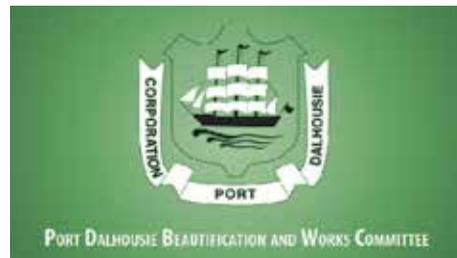
We had asked Juliet Dunn, of the T.D. Niagara Jazz Festival, for her recommendations for musicians, and she really exceeded our expectations.

The opening act was a young singer/song writer Graveley James who played and sang with tremendous energy. So much so that he broke two guitar strings!

Next up was the highlight of the evening Mr. Elton Lammie accompanied by Jake Payne on keyboard. Elton Lammie is probably the most versatile singer any of us have ever heard. His repertoire reaches from Country and Western to Willie Nelson, Roy Orbison and finally classical opera in the style of Pavarotti and Andrea Bocelli with all of the range and depth of these world class tenors.

We estimate that about 200 people attended, with all seats filled, and many standing or using their own lawn chairs.

Despite the threatening stormy weather, we held our second concert in Lock One on August 7th and the skies cleared to give a wonderfully calm,



sunny evening. We had a local young musician, Summer Conrad, open the concert with a selection of beautifully sung songs, Summer played both the guitar and keyboard.

The headliners were a local band RMD headed up by Mike Wainwright who plays with the Caveners. They really cranked it up and we had people dancing in front of the stage for the 90-minute set. Once again this was enjoyed by about 200 people.

It was most satisfying to see the Lock put to use for the benefit of the Community and hope that we can have regular events held there in the future.

The BWC decided to organize a third concert on August 15th. This was to highlight local young musicians and give them a chance to perform on stage, in front of a live audience. The concert was opened by Georgia Enns, only 11, who sang her own songs and played the ukulele. Summer Conrad, 16, returned to our stage and was accompanied by Quinn Flavel, 16, on the keyboard for a couple of numbers before he played some classical pieces. The Brothers

Wyatt and Braedon Shaw played guitar and mandolin and sang some Scottish and Irish songs. Their young sister even joined them for them for a song. Tori Plouffe, 20, from Port Robinson performed her own songs and closed the show by doubling up with Summer Conrad. Many thanks to Debi for promoting this event and doing a great job as MC.

These events were organized as a big "Thank You" to all who have supported the BWC over the past years and to the volunteers who carry out the gardening and watering duties without complaint.

Our BWC volunteers have cleared and weeded the pollinator gardens, and also cleaned up the Henley Grandstand Gardens.

We have managed to get a water barrel located at the Lock which is kept full by the City staff. This is an improvement over the bucket and rope we had last year. Both Cefalu Restaurant and Balzac's are kind enough to allow us the use of their water to keep the planters on the railings fresh.

The difficulty in getting the big container above the Port Mansion Site gardens filled with water was generously solved by the good graces of Rankin Construction.

Should you wish to be added to our mailing list to receive the latest up dates, or volunteer, please contact us at portdalhousie@yahoo.com. ■

City awarded the 2024 World Rowing Championships

"The bid from St. Catharines was of the highest quality," said Matt Smith, FISA Executive Director. *"We were impressed by the care and commitment we witnessed in the attribution process and we are pleased to be looking forward to another successful World Rowing event in Canada. Congratulations to St. Catharines and Rowing Canada."*

In an announcement made on Monday, this will be the third time St. Catharines has hosted the World Rowing Championship and the fifth time the World Rowing Championships have been in Canada. St. Catharines previously hosted the World Rowing Championships in 1970 and 1999 at the Royal Canadian Henley Course in Port Dalhousie, while Montreal, Quebec hosted the World Rowing Championships in 1984 and 1992. The 2024 World Rowing Championships will take place at the Royal Canadian Henley Rowing Course. The bid from St. Catharines beat out a bid from Linz, Austria. The championships will come in the same year as the 2024 Olympic Games in Paris. Before that, there will be four more World Rowing Championships, The host cities are Bled, Slovenia (2020), Shanghai, China (2021), Racice, Czech Republic (2022) and Belgrade, Serbia (2023).

- Jeremy Freeborn
canadiansportscene.com



It was most satisfying to see the Olde Lock One Commons put to use for the benefit of the Community.



To The Port Reporter From a Former Port Resident

I'm a permanent resident of Southern California who lived in Port Dalhousie from age 4 until I graduated from Ryerson Institute of Technology (now Ryerson University). For some time now my sister, Barbara Stone, a lifelong resident of Port, has been sending me issues of your paper. I can't tell you how much of a kick I get out them and how much I revel in bittersweet nostalgia reading about current events and recalling the many memories I have of growing up in that wonderful little town. I've reminded Barb often of the many escapades I had with my buddies on the lake, hopping icebergs in the winter, diving off the pier at the '3rd lamppost', rowing our leaky old boats on the old canal, and romping all over Reads (now Henley) Island like wild animals. I can remember skating and playing hockey on the old canal when it would freeze

over in the winter (which it did regularly before a later increase in the canal's current prevented icing over from shore to shore). In the summer, most young guys in town played lacrosse in the outdoor box arena near the old tomato factory. In the winter, the same young guys played hockey in the same outdoor arena on ice that created by our fathers who packed down the snow and then flooded with hoses provided by the neighbors behind the arena. The community spirit in those days before TV, cell phones, iPad and other devices was quite remarkable and made all of the residents of Port Dalhousie proud to proclaim themselves Port people.

Every summer, my two older brothers, Barb, and I, like many Port kids, worked at Lakeside Park as we became old enough to be hired. I worked on the merry-go-round, the aerial swings,

the ball stand ("3 balls a dime, knock down 3 dolls and win a prize"), the penny pitch, and the bingo game. The last three concessions above were operated by a man named Frank Bird of Toronto who my mother irreverently referred to as Bingo Birdie.

I knew Shirley Brown (nee Critchley) very well when we were kids and lived on Queen Street (now Dalhousie Ave.) only about half a block from the Critchleys. Which brings up my request for a correction. In the item about her, a reference is made about Mrs. Thompsons store. The facts about the store are basically correct except for the name of the previous owners, my grandparents, Carrie and Samuel DYKE, not DYCK. They bought the store in the 30s after financial reverses during the depression caused them to lose a very extensive farming operation that they ran out

near the old Barnes Winery. My dad's oldest brother, John, operated the store on a daily basis, and for a short time, my grandfather ran a small watch repair operation in the right front corner of the building. He always enjoyed fiddling with watches, clocks, and other small mechanical devices and I suspect the repair endeavour was more a 'make work' scheme to fight the boredom he felt by not having the responsibility of running a large farming operation. In any event, it did not last long and the space it occupied was restored to the business of selling confections.

I know this error isn't a major one to most people, but it is important to my family, and perhaps to any Port residents who remember the Dyke family name. I would be most grateful to you if you can make it right.

- William R. Dyke, Yorba Linda, Ca.

Coyote Facts

Sightings of "urban" coyotes have occurred in Port recently. We urge you to educate yourself on how best to deal with this issue.

Coyotes are capable of breeding within the first year. Gestation for the female is 62-63 days. In stable territories, the alpha pair may have litters of between two and 10 pups; the average litter size is five pups. Coyotes co-parent and share in the pup rearing duties. It is not uncommon for older siblings from previous litters, aunts or uncles to help with this task. Pups need their parents to teach them all of the appropriate survival skills and nurture them as they grow to become "coyote intelligent". Pups and their parents and relatives join in chorus to vocalize teaching the young effective communication techniques building family bonds. Alpha coyote and fox parents are protective and caring and will not tolerate threats to their young such as a domestic dog off leash. Spring is a busy time for all wildlife families. As pups become more independent, both parents may venture off to hunt leaving the pups behind at the den area or at safe and secure rendezvous sites. Parents will bring food items and toys back for the pups. Please reconsider removing pups from wild spaces as you may very well be tearing a family apart. Use common sense, respect wildlife, wildlife-proof properties and report any feeding of coyotes, wolves or foxes to your local City By-Law Enforcement Officer.



www.stcatharines.ca/coyotes



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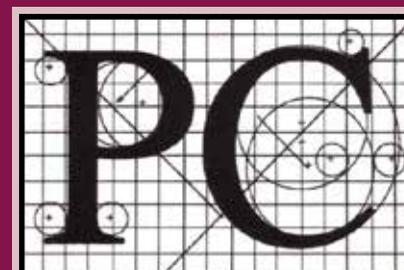


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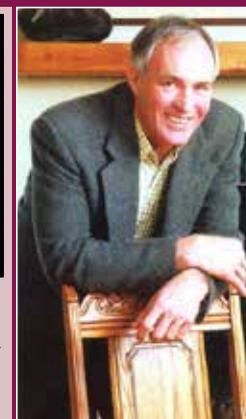


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Community Events Fall Calendar 2019

Fall-Ongoing

The Port Dalhousie Lions Club hold a Spaghetti Dinner the first Wednesday of each month to raise money for local charities within the Niagara Region. It's \$10.00 dollars for Adults, and \$4.00 for Children for all you can eat salad, spaghetti, meatballs, sausage, coffee, tea, and dessert. The dates include: Wednesday October 2nd, Wednesday November 6th, and Wednesday December 4th. Come join us every first Wednesday of the month starting at 5pm-7pm.

SEPTEMBER

September 27, 28, 29 2019
Culture Days

Each year, a variety of activities are held throughout St. Catharines at new and returning venues. Participants are given the opportunity to get creative, get messy, engage with performances, make art and experience culture! Culture Days is a Canada-wide celebration that is the largest-ever public participation campaign undertaken by the arts and cultural community in this country. Culture Days features FREE hands-on activities that invite the public to participate in the "behind-the-scenes" experiences.

OCTOBER

Saturday, October 5
Cicada Music & Arts Festival 2019

11:30 AM – 11 PM
Inspired by the work of the late Thom Lepp, Cicada Music & Arts aims to bring some of Canada's premier artists to Henley Island in St. Catharines for a day of music, art and community.
Tickets Available Now
Online: www.showclix.com/event/cicada2019
Available via ShowClix, at Mindbomb Records & Warehouse
Kids Under 12: FREE
Check out their FB event page for more details on the line up!

Sat. October 19th-20th
The 2nd Annual Port Dalhousie Artists Walk and Studio Tour

will take place October 19 - 20 from 10:00 - 4:00 pm daily.
Join us on a self guided walking tour through historic Port Dalhousie. Meet 20 local Artists, view their original works and tour unique studios spaces in Port Dalhousie.
Contact Carol (905)802-4684 or email PDStudioTour@gmail.com
Follow us on social media @PDStudioTour
Free tickets available at:
www.eventbrite.com/e/2nd-annual-port-dalhousie-artist-walk-and-studio-tour-tickets-71995308907

The Port Reporter provides free listings for any Port Dalhousie (or vicinity) area events that benefit local charities or community organizations and would be of interest to Port residents, vendors and visitors. It is at the discretion of the editorial team to include or exclude submitted events. Readers are strongly encouraged to check directly with the organizers prior to the event as details do change because of weather etc. Submissions are due by the 1st of the month prior to publication and can be sent to : editor.portreporter@gmail.com.

October 25 - November 11, 2019
Branch #350 Royal Canadian Legion Poppy Campaign.

Various locations throughout Port Dalhousie and St. Catharines - poppy boxes and Legion members at various store locations.
Thanks very much for supporting your Royal Canadian Legion. Funds are used directly for veteran support, youth education, remembrance and community support involving health and wellness of veterans and their families.

November
Friday, November 1, 2019
Branch #350 Royal Canadian Legion Halloween Spaghetti and Karaoke.

St. John's Church, Port Dalhousie.
Food: 4:00 - 7:00 pm \$10
Karaoke: 7:00 - 11:30 pm (admission is free for Karaoke with Fred Sanders - cash bar)

Thursday November 7, 2019
Branch #350 Royal Canadian Legion Veterans Dinner

St. John's Church, Port Dalhousie
7:00 pm - catered banquet and guest speaker - cash bar.
Veterans and spouse / caregiver are free; \$30 (catered meal / wine) for general public or non-veteran Legion members.

Saturday, November 9th 2019
Bruce Trail Club Walk

Registration closes November 6
William Hamilton Merritt was the creator of the Welland Canal. The Merritthon is a trek approximately 45km along the first historic canal route. The hike begins at Port Colborne, follows the Welland Canal and moves onto the Merritt Trail in St Catharines to finish in Port Dalhousie. You can expect to keep pace with giant laker ships, see industrial remnants, murals and enjoy woods and streets along the way. Follow the YELLOW blazes. This is an endurance hike, not for beginners! Expect it to take 7 to 10 hours! Registration is \$30. Fee covers bus transfers, snacks, water check points and a badge! Register online with eventbrite.

Saturday, November 9th 2019
Rotary Lakeshore Second Annual FALL Trivia Night.

NEW LOCATION - CLUB HEIDELBERG.
Cost: \$160 per table of 8.
For Tables, please contact Sandi at sandichard@gmail.com or by telephone at 905-646-9380. Doors open at 6:30 pm. Trivia will begin at 7:30 pm sharp. Cash Bar. Profits from the event have been used to

Sunday, November 10, 2019
Branch #350 Royal Canadian Legion Remembrance Service

Port Dalhousie Cenotaph - reception to follow at St. John's Church, Port Dalhousie
Parade arrives at 10:45 am (suggest public be in place by 10:45 am please)
Remembrance Service begins at 11:00 am sharp (30 minutes in length estimated).

Monday, November 11th 2019
Remembrance Day Ceremony

The community is invited to City Hall and the Cenotaph in Memorial Park for Remembrance Day ceremonies taking place on Nov. 11.
10:15 a.m. - City Hall - Veterans will lay wreaths at the Honour Rolls and Watson Memorial and the Royal Canadian Legion Branch 24 Cenotaph, followed by the Last Post. Veterans and Legion members will then march through downtown streets to the Cenotaph at Memorial Park for a Remembrance Day service. Motorists and pedestrians are advised that there will be a rolling road closure while the procession moves from City Hall to the Cenotaph at Memorial park. The service at the Cenotaph at Memorial Park ceremony begins at 11 a.m. Check out the city website for more info.

Saturday, November 16, 2019
10am to 2pm
2019 Christmas Bazaar

Feel the Joy of the Season
St George's Church Hall
83 Church Street, St Catharines
Join us for lunch in St George's Cafe

December
Saturday, December 14 2019 5:30pm
The Port Dalhousie Beautification Committee (BWC) Annual Candlelight Stroll

This year we will be "strolling" and we are coming up with some new and fun ideas. Anyone who is interested in performing or knows someone who would like to perform please contact designergal97@gmail.com or call Pam 905 646-3282.

Sunday December 15, 2019
Branch #350 Royal Canadian Legion Toys for Tots

Shorty's Bar - 103 Geneva Street, St. Catharines
1:00 - 6:00 pm. Food and drink available.
Annual fundraiser and toy drive to support local children during the Christmas/Holiday Season.

JANUARY

January 1, 2020
Branch #350 Royal Canadian Legion New Year's Levee

St. John's Church, Port Dalhousie
1:00 - 5:00 pm
Fellowship amongst Legion, St. John's Church Parrish and local population to celebrate 2020! Pot Luck Buffet and Cash Bar.



Ken McKenzie
(May 30, 1925 - August 15, 2019)

It is with much sadness that we at The Port Dalhousie Conservancy mourn the passing of Ken McKenzie.

Heritage Advocacy galvanized Ken and many others, and they formed the Port Dalhousie Conservancy 20 years ago - the foundation for many of Ken's most meaningful friendships. He was also the first President of the St. Catharines Board of the Architectural Conservancy of Ontario.

Ken was born in Shotts, Scotland and served in India and Singapore in WWII. Following the War, he graduated as a Civil Engineer, valedictorian, with honours, from Edinburgh University. There, Ken met his English wife Dorothy, a nurse. They immigrated to Canada in 1955. The core of Ken's long and full life was in place: his wife and family, his Scottish roots, his work as an engineer, and his affection for Canada.

Ken and Dorothy lived in Toronto, St. Mary's, and Bowmanville, finally (and happily) settling in Port Dalhousie in 1976. They raised three children: Anne, Andrew (Lisbet), and John (Christine), and the family welcomed eight grandchildren: Jason, Jesse, Kenny, Maggie, Nina, Rodger, Stephanie, Victoria, and a great-granddaughter, Samantha.

Ken and Dorothy's big, old house on Canal Street in Port Dalhousie was the heart of the family.

Ken worked for many years with Metropolitan Roads, and then with St. Mary's Cement Company. When he started his consulting engineering practice in St. Catharines, Dorothy was an active partner, and they worked together on projects throughout Canada and the U.S., as well as Puerto Rico, Sri Lanka, and Indonesia. Dorothy died four years ago; she has been terribly missed by all.

He never lost his lively interest in construction, masonry, and engineering, he was widely read (Burns, Dickens, Tolstoy - favourites), connected to his community, and closely, lovingly, involved with all his grandchildren. It was especially thrilling for Ken when his granddaughter Stephanie embarked on her studies as an engineer.

The Mackenzie family is deeply saddened by the death of their much-loved father, grandfather, and father-in-law, at the age of 94. Ken died suddenly at the St. Catharines General Hospital, with his son John beside him.





Photograph by Dave Robinson

The Snowbirds soar over Port Dalhousie, Sept 11th, 2019

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