



THE REPORTER



VOL.21 NO.1

CELEBRATING 200 YEARS OF PORT DALHOUSIE'S HISTORY - 1826-2026

SPRING 2026

To Vent or Not to Vent... There's no Question.

Well here we are, on the cusp of another (hopefully) sunny, warm and active Port Dalhousie summer. I believe everyone is collectively sighing with relief that yet another winter has passed.

The crisp, fresh breezes of spring though, will have difficulty blowing away the stench that is emanating from our regional government and the increasingly dire and unpredictable American government to the south.

If you will indulge me, I'd like to vent... particularly about the regional and global political misadventures that are plaguing all of us. Although some readers might disagree with my words, that is to be expected, and in a healthy democracy, accepted. We can agree to disagree, although in these days that concept doesn't seem possible.

First the debacle at our Regional Government. It seems Doug Ford has decided that the Niagara Region's towns and cities should be amalgamated. Fair enough. But wait a minute, what's this? He seems to have attempted to bypass any public input, or for that matter any councillor's input through his lap dog appointee to the regional chair, Bob Gale. You remember him right? He stirred the political pot along with his miscreant companions during the Caislin/D'Angelo debacle. Fortunately the pot was left on the stove, burned, and had to be removed.

Continued on page 2

In celebration of Port Dalhousie's Bi-Centennial year we are proud to present a series of articles on the amazing cultural and social history of our town. In the subsequent three issues of the Port Reporter that will be published this year, we will offer colourful profiles, articles, stories, and photographs of and

by citizens of the past that offer glimpses into the historical development of Port. A special thank you to Christine Aloian Robertson and David Serafino who have conducted interviews and done much research into the town we all love and call home. Happy 200th Birthday Port Dalhousie!

The Early Beginnings: Before the Canal

Before the Europeans arrived, the land on the Lake Ontario shore at the mouth of 12-Mile Creek was inhabited by indigenous people. Comprised of marsh and dense forest, it provided an abundant supply of fish and game. The Neutral Indians (Attawandaron) built their villages in the coastal areas and hunted in the interior wilderness clearing forests and creating trails. This would prove advantageous to the French settlers who followed. One such Indian trail eventually developed into what is now Martindale Road. In 1650, the Attawandaron were annihilated by the Iroquois and soon after, the Mississaugas, a branch of the Chippewa tribe, settled in this area and further developed trails that would be used by the French.

The French explorers who were looking for a route between Lake Erie and Lake Ontario, other than the treacherous Niagara River, made the first maps of the Niagara peninsula. Not only were they searching for sites close to lakes for water transportation, creeks for operating their mills, but also for sandy soil that could be easily cleared of its trees.

At the time of the American Revolu-

tionary War of 1775 the 13 colonies consisted of approximately 3 million people. Of these it is believed that one



million were United Empire Loyalists who opposed the war. Over 80,000 chose to remain faithful to Britain and fled to British North America (Canada). When fighting broke out, the British government formed regiments of colonial soldiers from among the loyalists. Some fought with Butler's Rangers, a Loyalist provincial military unit. During the period between the British evacuation of Boston in 1776, and the signing of the Treaty of Versailles in 1783, many loyalists fled north to avoid further persecution after having their lands confiscated. It was clear that the British government would have to compensate the loyalists.

When the war ended and Butler's Rangers was disbanded, these loyalists received crown grants as well as tools, clothing, seeds, food and livestock. Their rank and status determined the

size, location and quality of the grants. The new settlers did not begin on an equal footing. At the top of the hierarchy were the loyalist officers and Scottish merchants who became the leaders of the community. All this did not come without a price, for the land was granted on a temporary basis. In order to keep their land, the settlers had a specific amount of time to clear it and make it self-supporting. Initially they lived in tents, then cabins in the forest, and later village communities. By axe and saw, they cleared trees for the cabins that were seldom more than two rooms. The walls and rooms were made of bark or split logs, blankets often serving as doors, and windows were covered with oiled waxed paper. Furniture was made by hand, and in some cases, the flat stump of a tree served as the family dinner table. Stone fireplaces were used for cooking and heating.

They planted potatoes, turnips and corn by hoe and spade. They sowed wheat seeds by hand and blanketed them with tree limbs to keep away the hungry birds. Before the flour and grist mills were built, the grain was separat-

Continued on page 2

Update on the Proposed 33 Lock St. Development

This development project is currently on its way to the Ontario Land Tribunal. In the meantime, the developer has made some positive adjustments by hiring a new architect and preparing a new design. This plan, however, still does not conform to the Heritage District Guidelines or applicable Zoning laws. It is somewhat frustrating that given the new design, the public will not have an opportunity to view it prior to the OLT hearing because they have already had a public meeting. This process is actually not fair since a decision may be made without any further public input on the new design.

The city is preparing to defend its decision to not approve this plan at a hearing scheduled for April 2026. It is the intent of the Conservancy to support the city's position to not approve this project as an informed participant, but not a full party, given the time and resources that would be required. ■



Coming Soon: Carlos Garcia Park

By now many of you will have seen the cleanup work being done at the top of Lock One and the new iron fencing on top of the Lock wall. The Port Dalhousie Conservancy, along with the Beautification and Works Committee, the Yacht Club and the City of St. Catharines have been working together to create a parkette in memory of our much-loved city councillor. A plan is in place to create an interesting overlook of the Lakeport Road heritage buildings, the marina and our new Lock One Commons, all of which Carlos was deeply involved in improving. It is our intention to have this ready in time for a Canada Day opening in the middle of Port's 200th anniversary. We are still looking for donors and tradesmen who can help us complete this amazing project. If you have skills in concrete or paving stones, or planting trees and bushes, please contact Hank at 905-935-1058. If you would like to make a cash donation and get a tax receipt, please contact Ernie Jodoin at: 289-697-6604. Thank-you for your support! ■



... Continued

Amalgamation. Here in Port we know about amalgamation. Back in 1960 over 70% of residents voted against amalgamation with St. Catharines, and where did that get us? Nowhere. It was passed anyway. Could we be staring at the same result with the Niagara Regional government amalgamation? Stay tuned.

And what about the hot political/cultural mess our neighbours to the south are having to endure? The erosion of democracy in the so-called beacon of freedom and enterprise is crumbling at a speed that rivals their Tomahawk missiles. The USA mid-term elections can't come soon enough. Maybe, just maybe, the political pendulum will swing back and put the brakes on Trump's (there I said the name) megalomaniacal rampage and destruction of the global order. Ok, venting completed.

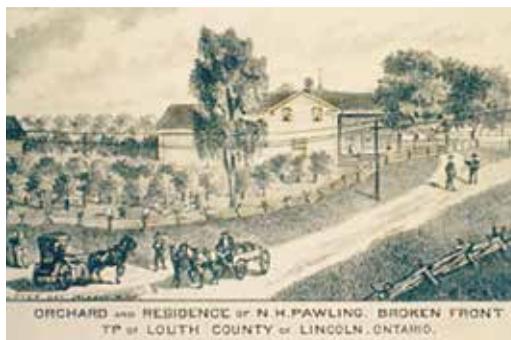
This issue we are celebrating Port's 200th anniversary and it's rich history. In fact the following 3 issues this year will follow the same theme. We have articles from our usual suspects, along with a new series of profiles and articles on Port's days gone by. Thanks to David Serafino and Christine Aloian-Robertson for permission to reprint from their book.

We hope you enjoy the read, made possible by our stalwart stable of volunteers. Cheers! ■

- Peter Wing

ed from the stock by flailing, and the wheat was pounded between rocks or in a hollow hardwood stump with a pestle. They worked from daylight to dark and barely had enough food to feed their families. Many had no food left, and their harvest was three months away. In the autumn of 1787, there was a crop failure and in 1788 the settler's faced famine. From the Indians they learned the medicinal and food value of wild roots, herbs and greens. Many wore clothes made of deerskin and soon began growing flax. By noticing what the pigs ate, they avoided anything poisonous and those fortunate enough to have cows, lived on milk.

One of the First United Empire Loyalists settlers was Captain Peter Tenbroeck, an officer in Butler's Rangers. In 1796 he received over 800 acres of Crown Land. Benjamin Pawling, also a Butler's Ranger, received a large tract of land in the Township of Grantham, just east of Port Dalhousie. He and his brother Jesse Pawling were sons of a Welshman who settled in Pennsylvania before the American Revolutionary War. Later, Jesse married Captain Tenbroeck's daughter, Gertrude, and they had several children. On December 28th, 1821, Captain Tenbroeck's son Jacob sold to Henry Pawling (Jesse and Gertrude's son) 300 acres of land now in Port Dalhousie. On the same day Henry deeded the land to his younger brother Nathan Pawling who became a prominent and active member of the community. He performed the duties of magistrate, postmaster, school-



Nathan Henry Pawling (1818-1899)

was a member of the prominent Pawling family, descended from Loyalist Revolutionaries who joined the Butler Rangers and were granted land on the shore of Lake Ontario. Benjamin Pawling (1749-1818), an officer eventually promoted to Colonel, was granted 3000 acres, of which he took 860 acres in Grantham township, Lincoln County (present day St. Catharines); his brother Jesse Pawling (1753-1799), the company Quartermaster and "private gentleman," was granted 2000 acres of which he took 700 acres in Louth Township, west of Port Dalhousie.[1] Both brothers would take active roles in the first Legislative Assemblies and courts of Upper Canada.[2] Through marriage, Jesse's son, also Nathan Pawling (1796-1877) would be deeded the Van den Broeck land at the mouth of Twelve-Mile Creek and advocate for this route of the first Welland Canal.

teacher, storekeeper, as well as operating a farm along the 12-Mile Creek.

In 1821 the settlement was named 'Dalhousie' after the Earl of Dalhousie who was Governor-General from of Canada from 1820 to 1828. Nathan respected the Earl and had followed his career. Both men shared the idea of developing a canal between Lake Erie and Lake Ontario. Many felt the town should be named after Squire Nathan Pawling, but Pawling felt otherwise.

On April 5th, 1826, Squire Pawling placed an advertisement in the Farmer's Journal and Welland Canal Intelligencer in an attempt to encourage new settlers to the area. He presented an enticing picture of life in the small settlement of Dalhousie, and mention was also made of the soon to be completed canal and all its advantages. Despite his depiction, those who arrived faced the same hardships as their predecessors in their attempts to clear and cultivate the land, build homes for their families, and establish businesses.

The eventual development of the Port of Dalhousie was a result of the decision to locate the northern terminus of the first Welland Canal here - a decision avidly sought by William Hamilton Merritt and other mill owners who were in search of a steady and abundant source of water. In 1829 the opening of the first Welland Canal began a new era in Port Dalhousie's history. ■

- Christine Aloian Robertson



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The Port Dalhousie Municipal Councillor's Report

A Recap of Key Municipal Issues by Councillor Marty Mako.

Here is an update on various municipal issues we have been involved with and worked on through early February 2026.

City cautions residents on water meter maintenance scam

The City is aware of calls being made to residents regarding servicing of their water meter. Remember, our water representatives already know your name and account information, will only call when maintenance is absolutely required, will book an appointment with you, and not demand to show up at a specific time. Our City technicians can always show City ID, will always be driving a clearly labelled and numbered City Vehicle, and never ask for on-site payment for a service. If you have questions or concerns about any work being done by the City, please contact our Citizens First team by email at citizensfirst@stcatharines.ca or call 905.688.5600.

City Council approves the "Ice for Five" pilot program

Council approved a new Pilot Program, which offers a discounted ice rental rate for smaller groups of five unique participants or less during non-prime hours. The new Ice for Five non-prime ice rental rate is \$75 per hour, all taxes and surcharges included, for half a sheet of ice. Booking is first-come, first-served through the **ActiveSTC** portal or by contacting the booking team at Seymour Hannah Arena. We hope this approach encourages more active use of our facilities and generates revenue

to offset operational costs during times when the ice would otherwise be unused.

Feeding local families in need at Christmas

We'd like to express our sincere appreciation to the Port Dalhousie Lions Club, Royal Canadian Legion Branch 350 and various generous community members who paid for and delivered meals to local families during the holidays. These holiday elves carried out their tasks quietly without any spotlight, reflecting the true reason for the season.

City launches "Where's My Plow?"

Get the latest updates on the City's winter control operations with 'Where's My Plow?' This plow tracking pilot program provides St. Catharines residents with a real-time (15-minute delayed) tool to view City plow locations, to better plan travel and stay informed during winter weather. Using the map, residents can see which routes have been serviced. It should be noted this tracker only includes City-operated large truck snow removal vehicles. Sidewalk equipment and Contractor vehicles are not yet visible but are planned to be added in future phases. To view the map visit stcatharines.ca/plowtracker.

Port Dalhousie's 200th Anniversary

There are more details about the 2026 bicentennial elsewhere in this edition, but we would be remiss not to say how grateful we are to the volunteer mem-

bers of the PD200 Committee for their efforts in pulling together the Winterfest celebration. Planning an event like this takes a great deal of time and effort, making the fact this is a 100% volunteer led initiative even more impressive.

Call to Artists: Traffic signal cabinet wraps

As part of the City's 150th anniversary celebrations which are also happening this year, we are seeking local artists of all backgrounds and experience levels to create original artwork for traffic cabinet wraps throughout the city. Twelve artworks will be commissioned, two per ward, for installation this spring. The project is intended to celebrate our history through local stories and themes while highlighting the unique people, places, and features of each ward. Designs should explore connections between the city's natural and built environments and cultural identity, reflect creativity, positivity, and diversity, and be suitable for all audiences. Apply online at stcatharines.ca/CallToArtists

St. Catharines 2026 budget approved

St. Catharines City Council finalized its 2026 budget and St. Catharines residents will see a 1.74% increase on the city portion of

their property tax bills. It is the lowest tax increase city council has approved since it adopted a three-year budget in 2024. During community engagement sessions about the budget, residents emphasized the importance of maintaining core services, sustaining our parks and recreation amenities, ensuring responsible financial stewardship and continuing to invest in the long-term growth and health of our community. Key investments include funding for a \$500,000 winter control pilot program, \$250,000 to complete the Ontario Street Corridor Secondary Plan (which includes the former General Motors property) and additional support for infrastructure, such as parks and facilities.

Neighbourhood Micro Grants

Following a successful intake last summer, the City began accepting applications Jan. 1 for the fourth round of its Neighbourhood Micro Grants program. This program offers funding for resident-led projects and events that bring neighbours together, promote social connections, and enhance the vibrancy of St. Catharines' communities.

... Continued next page

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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 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.

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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. Late submissions are considered for publication at the discretion of the editorial board.

Those interested in advertising please contact us 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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Port Dalhousie, St. Catharines, Ontario, is located on the traditional territories of the Anishinaabe, Haudenosaunee, Attiwonderonk, and Mississauga peoples. This territory is also covered by the Upper Canada Treaties and is within the land protected by the Dish with One Spoon Wampum agreement.

Councillor's Report

Continued

Residents can apply for up to \$1,500 in funding to support neighbourhood projects and events during this intake period, which runs from Jan. 1 to March 31, 2026. This round will fund approved projects and events taking place between June 1 and Nov. 30, 2026. Feel free to contact me or Councillor Williamson if you have an idea for a grant submission and would like to discuss it first.

School Zone Traffic Calming Program

To enhance student safety, City Council voted to fund the implementation of a new school zone program with the City's share of funds from the Region's Vision Zero initiative (\$434,000). The program includes 39 elementary schools across the city and proposed calming efforts for each one. Short-term measures (2026-2027) could include speed reductions, pavement markings, pedestrian crossovers, speed humps, and more.

Neil Peart Memorial Update

The Neil Peart Commemorative task force has fundraised nearly \$210,000 to date towards the \$1-million project goal. As RUSH recently announced, a portion of proceeds from the band's upcoming "Fifty Something Tour" will be donated to support the Neil Peart Memorial at Lakeside Park. Following the tour which concludes on Dec 17, 2026, it is anticipated the remaining funds required for the Memorial will be secured, which is wonderful news. Construction will begin approximately one year after the completion of fundraising pending Council approval. For donations of \$500 or more, you can submit a 250-character message that will be engraved onto the Memorial 'Fan Panel'. Whether it's your favourite Rush lyric, a memory from your first show, or a heartfelt thank-you, this is your chance to become part of Neil's story, forever.

VISIT

cityofstcatharines.akaraisin.com/ui/neilpeartmemorial
to learn more.



The Other Dry Dock in Port Dalhousie

In 1858, Donaldson & Andrews Established Their own Shipyard and Drydock at Port Dalhousie.

For many people, the great era of shipbuilding and ship repairs in Port Dalhousie is generally synonymous with Muir Brothers Drydock. However, fewer people are familiar with a second dry dock and shipyard located in Port Dalhousie which was known as Donaldson & Andrews and later renamed as Andrews & Son.

This business was established by the summer of 1858 by two men, William Donaldson and Stebbins Andrews. A third individual, George Ross, was employed as a blacksmith by Donaldson and Andrews but he doesn't appear to have been a partner in the firm. It is also known that the firm leased the nearby sawmill, owned by Sampson Smiley (beside the Lincoln Fabrics building), which provided them with lumber. Mr. G. Oille "produced machinery" for their vessels.

What do we know about the two owners?

Donaldson (Sept. 2, 1814-Jan. 30, 1892) was a native of Utica, New York who appears to have settled in Canada during the 1840s. He was described in records as an experienced lake captain. In 1856 he was the captain of the steamer "Welland" and may have stood for office in the election of 1857 for St. Thomas' Ward. The 1861 census showed that he was a resident of St. George's Ward and he was then described as a "ship builder." The family home was a 1½ brick structure, which the 1865 Directory noted was on "Church Street near Queen." Donaldson and his wife, Caroline Eliza Buckley (ca. 1826-Dec. 3, 1887), were married in 1845 and raised a family of seven children who were born between 1847 and 1860. One of their sons, William W. Donaldson, also became a mariner on the Great Lakes. In 1872, the Toronto Directories listed William Donaldson as the Captain of the "City of Toronto." That steamer was a ship built by Shickluna in 1864 and sailed the Toronto-Niagara route. He lived at various addresses in Toronto for about seventeen years, his last residence being on Huron Street in 1889, before he returned to St. Catharines. The 1891 census enumerated Donaldson in St. George's Ward as part of the household of his widowed daughter, Caroline, and her family. Donaldson died of kidney disease. He was interred beside his wife at Mount Pleasant Cemetery in Toronto.

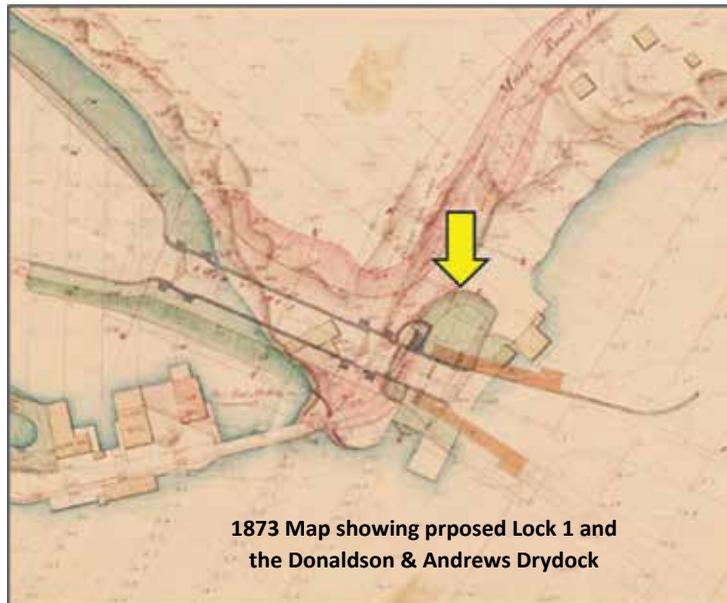
Andrews (ca. 1815-Oct. 8, 1889) was a native of Clayton, New York State. His name was first recorded in the 1855 St. Catharines assessment rolls for St. Thomas' Ward; he was an employee of Lewis Shickluna who had hired him to be the manager of the Shickluna Shipyard. His residence was then listed on Hainer Street near the

drydock. In the fall of 1856, Donaldson & Andrews purchased the Shickluna Shipyard for £15,000 after Shickluna had run into financial difficulties over a loan made with the Bank of Upper Canada. During the ensuing year,

New York. They raised a family of six known children who were born between 1835 and 1850. Tragedy struck the family on December 11, 1862, when the youngest son, John Eugene Andrews, drowned in the old Welland

Canal while skating on the ice with his friend named Elijah Armstrong. They were buried together in the same grave in St. John's Cemetery. In 1871, Helen Andrews purchased a building lot on James Street (now Michigan Avenue) where a new family residence was built. This site was conveniently located near the drydock and it remained in the possession of the family until 1915. Stebbins died of "cholera morbus" and was buried beside his wife in St. John's Cemetery.

In March 1861, the St. Catharines Evening Journal reported that the carpenters and caulkers at the drydock organized a union (the "Welland Canal Ship Carpenters and Caulkers Union") who then went on strike. At issue was the question of wages (an increase of 25 cents to \$1.75 per day) as well as weekly pay. The Evening Journal noted that "the men seem determined not to work until their demands are acceded to." (Journal, Mar. 28, 1861). The solution? Donaldson & Andrews fired the



1873 Map showing proposed Lock 1 and the Donaldson & Andrews Drydock

Donaldson & Andrews built their first ship, the bark R.H. Rae, before selling the shipyard back to Shickluna in December 1857. In 1858, Donaldson & Andrews established their own shipyard and drydock at Port Dalhousie. Andrews moved there and in 1865 he resided on Queen Street (now Dalhousie Avenue). Stebbins was married ca. 1835 to Helen Bush (1815-Jan. 19, 1876) who was a native of Rochester,

and caulkers at the drydock organized a union (the "Welland Canal Ship Carpenters and Caulkers Union") who then went on strike. At issue was the question of wages (an increase of 25 cents to \$1.75 per day) as well as weekly pay. The Evening Journal noted that "the men seem determined not to work until their demands are acceded to." (Journal, Mar. 28, 1861). The solution? Donaldson & Andrews fired the

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striking workers in June of that year and hired new men!

The St. Catharines Evening Journal advertised the dissolution of the partnership between Donaldson & Andrews "by mutual consent," effective on Nov. 6, 1865. Andrews then continued in business in partnership with his son, William H. Andrews, and was known as "Andrews & Son."

In mid-May 1869, the Evening Journal reported that Stebbins "has sold his Dry Dock, ship yard, saw mill, &c. to Mr. N. Pawling, and intends, we believe, removing to Detroit. The dock will be carried on by Mr. Pawling." It is not entirely clear whether this sale took place since the drydock and shipyard remained active. It was listed in the 1871 census, and the St. Catharines newspapers carried articles about the launch of ships built by them in 1871 and 1873.

The most bizarre business transaction for Andrews & Son occurred in May 1867. The Evening Journal reported that a scow, named the "Sweet Home," was sent to the drydock for rebuilding by her "owner," John K. Scully. Scully, who established himself in business as a grocer but primarily worked as the printer of the Weekly Times newspaper, had purchased the scow but hadn't paid the full purchase price. The work on the scow was completed but included \$455 in "extras." This "astounded" Scully who refused to pay the amount. Andrews & Son therefore opted to keep the scow at the drydock until the account was settled. Under cover of darkness, Scully and several of his associates went to Port, stole

the scow, and tied her up in St. Catharines. The following morning, Andrews located the wayward vessel and was in the act of releasing the mooring line when Scully appeared on scene. Scully threatened to fight them all but then feared "there would be little left" of him to "tell future generations of his great marine fight." Instead, he opted for a "jawbone encounter" (verbal altercation) and threatened to shoot Andrews. Scully was then "hustled about and used pretty roughly" by Andrews.

Dissolution of Partnership.

THE partnership heretofore existing between the undersigned under the name and style of Donaldson & Andrews, has this day been dissolved by mutual consent. All persons having claims against the said Firm, are hereby requested to forward the particulars of the same to Mr. Stebbins Andrews, and all persons indebted to said Firm, are requested to make payment to him.

WM. DONALDSON.
STEBBINS ANDREWS.

Port Dalhousie, November 6, 1865.

The lawyers argued that there was no "felonious intent" on Andrews' part, who was simply reclaiming property that was in his possession, upon which he had a lien, and was taken from him during the night. The case was dismissed. The scow was then sold by the sheriff for £62.10.0. Scully then instituted a countersuit against Andrews which was not heard in court until the following May. Scully's lawyer did not appear, and the judge granted him an hour to obtain legal counsel which he failed to do. Scully "ran, halloed, and shouted for his witnesses, and returned into court...looking and acting very much like a lunatic." The end re-

sult? The case was withdrawn. Scully later moved to Chicago where he died.

In total, the Andrews shipyard built at least thirty ships at Port Dalhousie between 1862 and 1875. They included tugs, propellers, barks, barkentines, schooners, and steamers. This was in addition to repair work, so the business clearly prospered. The last vessel built by this shipyard was the tug "Mary Neelson" in 1875.

In 1875, Andrews & Son was forced to close due to the planned enlargement of the Welland Canal. The site of new Lock 1 on the 3rd canal was to be constructed exactly where the drydock was situated. The business was relocated to the old John Abbey drydock at Port Robinson. They built at least two vessels there during the 1880s, the tug "Augusta" (1883) and a "steam yacht" (1889). Most of the work there consisted of repairs, overhauls, and rebuilds, and employed about forty men. It remained in business until 1896 when it was closed.

In 1883, Stephen Decatur (1844-1943) and William H. Andrews (1842-1918), two of the sons of Stebbins, moved to Collingwood where they established a new drydock called the "Queen's Dock." William's eldest sister, Flora (1836-1902) suffered a paralytic stroke and was forced to move from the family home to Collingwood in July 1902. Another sister, Mary (1838-1871), was married to W.H. Thuresson of Ancaster. Flora, Mary, and William are all interred at St. John's Cemetery. ■

- Brian Narhi

Just in Time for Baseball Season!



These quality baseball caps are also a great way to celebrate the Port Dalhousie Bi-Centennial.

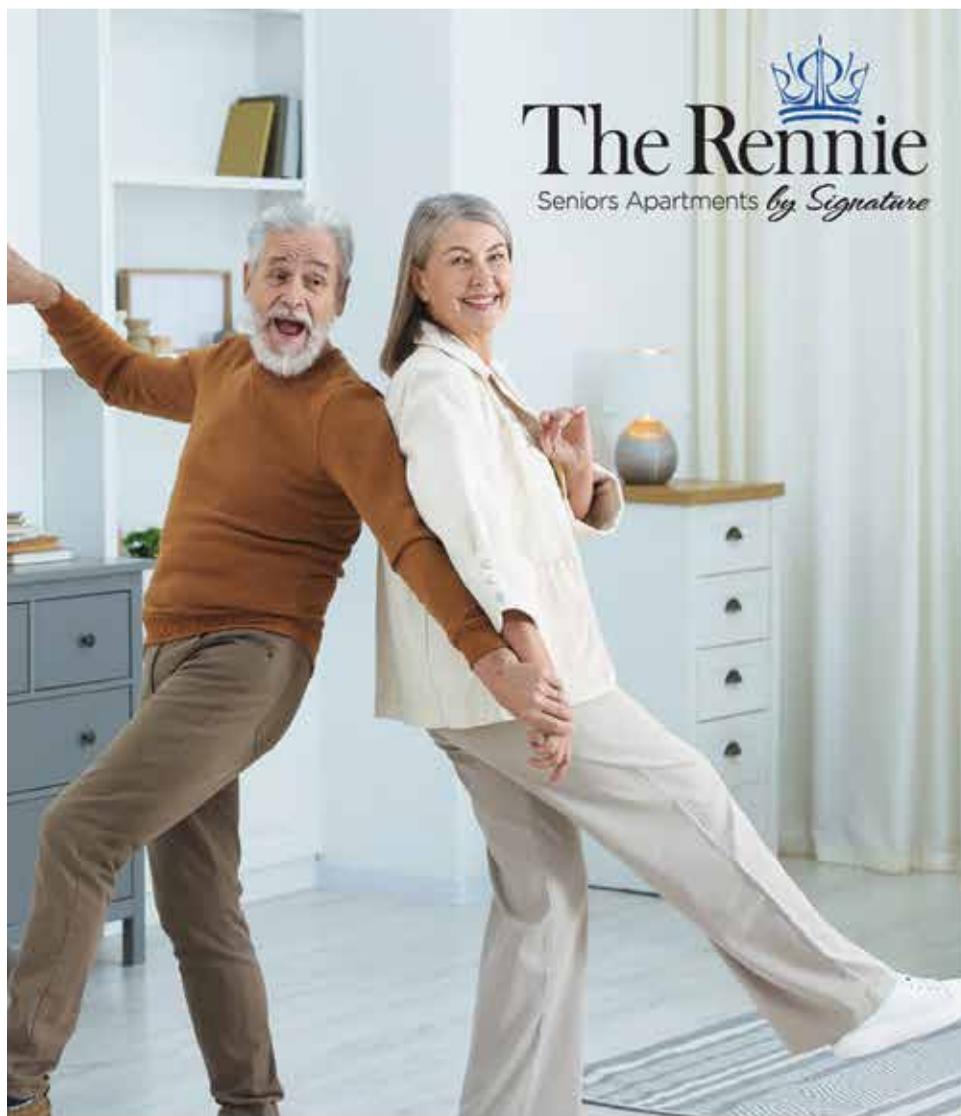
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The Martindale Turkeys



Aptly named
"Martin" and "Dale"

In early November, a pair of wild turkeys took up residence near Martindale Road, confidently strutting back and forth across traffic like unofficial crossing guards. Neighbours have named them Martin and Dale, and the birds have been living up to their local celebrity status ever since. Their presence even led to the installation of a turkey crossing sign, possibly the most honest piece of traffic infrastructure in the area.

The local Humane Society and City of St. Catharines are reminding residents that while wildlife is a valued part of our community, co-existence does not mean feeding. Recent activity involving the turkeys has highlighted that feeding wildlife, whether intentional or incidental, can lead to habituation, where animals lose their natural wariness of people. This often results in wildlife approaching pedestrians, lingering in roadways, and congregating in areas that increase risk for both animals and residents. Feeding wildlife may feel compassionate, but it changes their natural behaviour. When animals begin to associate people with food, it can lead to boldness, dependency, and unsafe interactions. Wild turkeys are native to Ontario and typically avoid human interaction. However, when food sources are introduced in public spaces such as grain, corn, bread, or other scraps, their movement patterns and behaviour can shift significantly.

Some residents have asked whether the turkeys could simply be trapped and moved. The Humane Society has been engaging with the Ministry of Natural Resources and been informed this is a seasonal wildlife management issue rather than an enforcement matter. For now, the goal is to keep both people and these feathery locals safe. ■

Voices of the Past



A sweet soft-spoken lady, she lived at her home on the bank of Martindale Pond and regaled visitors with her childhood tales as though they had happened just yesterday. She was a good friend of Chief Smiley's and has much to say about him. Interviewed in 1978.

Nelly Hare
1896-1985

Chief (James) Smiley

"Don't try to tell me anything about Jimmy (Chief Smiley, a legendary Port Dalhousie character) because he was a good scout and a complete gentleman at all times, some thought otherwise and told stories about him. Jealousy, you know. But he was really and truly good."

He was smart as a whip and well trained in everything. Nobody could equal him. He could go through the Bible with you or give you the classics. He was nobody's fool. He'd come to my house any old day and we'd sit out on the stoop and talk and laugh for hours. "Nellie, I'm just as crazy as the fox," he'd say. And he was right too. He'd be saying something to me and then he'd start to swear. Hell was a lovely word for him to say. "Oh hell Nelly you don't believe a thing I say." And of course I'd laugh and say, "No I don't".

"Being an expert on Winchesters he trained the police up in St. Catharine's. He had his regular belt on with his guns at his side, his 10 gallon hat, and his boots were the prettiest things you ever laid your eyes on. Oh he was a clever man and fooled the public for years during the first part of the war (World War One). They were conscripting all the boys and of course he was able. He said he'd go to England and train them if he was given a title. They wanted him to live on \$1.25 a day and he knew he was worth more than that because he made more teaching guns. He wouldn't even allow them to see him. He duck over to the island (Henley Island), where he knew every nook and crevice, and they were unable to find him. When they gave into him he began training the men. He was a sniper in World War One and there were very few of them."

"He wanted to teach me to shoot but I refused. I only handled the gun once and was frightened of it. But with him it was just like taking a drink of water."

Excerpt from *Port Dalhousie: An Intimate History*

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Birds of Port Dalhousie
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Spring Report

As winter came to a blustery close, I paused for a moment of reflection. I can still see the many happy smiles as people made their way through Let It Glow – A Celebration of Light. Well done St. Catharines! Our Candlelight Stroll was a huge success – again the smiles and seeing the crowd participating was very touching. We are blessed to have this lake-front gem for all seasons, and we thank you for coming out time and time again to celebrate all that Port has to offer.

Happy Birthday to Port

2026 marks 200 years of history, so stay tuned as your BWC works with the PD 200 Group to make this a great celebratory year! After community consultation the City approved its official name - Old Lock One Commons. Furthermore, our newest green space will be officially known as Carlos Garcia Park! In cooperation with the City, the BWC will be pursuing further enhancements to Carlos Garcia Park and is working cooperatively with the City and Canadian Henley on the reinstatement of the Martindale Pond Fountain. No sooner did the decorations come down from the big tree at Lock 1, our BWC volunteers populated all the Port planters with valentines. And so, we are getting ready for another planting season this Spring (April-May startup). We will also be touching up all our planter benches this Spring with fresh paint. As always, if you would like to contribute either financially or by volunteering with our planting and infrastructure teams, we would love to hear from you.

Summer Concert Series

The immensely popular Summer Concert series at Old Lock 1 Commons returns this year beginning May 23rd with classic rock - Stone-wall, the Usual Suspects and Chris Saylor, all local Niagara artists kicking off the season (see poster). Our Children's Matinee returns featuring the award-winning Smudge Fundaes! Steel drums, Celtic dancers, Country, Latin and Caribbean music will all be featured this year. Juliet Dunn will once again grace

our stage for Jazz & Blues night. We are indebted to our volunteers, the City of St. Catharines, and our concert sponsors for making it all possible. Returning sponsors include Lakeport Dental, The Twisted Pig, Anchor Pointe Retirement Community, Seymour Fair Insurance, and the St. Catharines and Regional Niagara Twinning Association. We are pleased to welcome two new sponsors this year - The Royal Henley and Rennie Apartment retirement communities. Join us for some wonderful concerts this summer at Old Lock 1 Commons!

The Birds of Port Dalhousie

The BWC in partnership with St. John's Church will be inviting experts from Brock University Biology Department, to give a presentation on urban birds in Port Dalhousie (April 16th – 7PM). The BWC is in receipt of 17 beautifully constructed bird houses which our volunteers are painting and making available to anyone interested. The presentation, to be given by Michelle Ross (PhD candidate) supervised by Dr. Gotanda, will provide helpful advice on the protection and preservation of Port's urban birds, as well as the placement and monitoring of bird houses. Their research related to the placement of bird houses in St. Catharines will inform us of project

successes and important take-aways for helping Port's urban bird population.

Thanks to everyone who attended our Candlelight Stroll! We hope you enjoyed all the performers this year. A big shout out to our volunteers who made everything run so smoothly. Our appreciation as well to St. John's Church, the PD Lion's Club, Niagara Tents and Events, Tim Hortons (Lake St.), Balzac's, the Royal Henley Retirement Community and Rennie Senior Apartments, Anne Kalagian and John Marshall Goodyear (for their excellent photography), and Angela Bachert for all the balloons! We are so grateful to the City of St Catharines and our Councillors who provided support! Mark your calendars - can't wait to see you all again December 5th!

Martindale Pond Fountain Project

We are in the final stages of our project to have the Martindale Pond Fountain reinstated. Thanks to a generous donation from Henley Island Helpers and support of the City of St Catharines, we look forward to the fountain being up and running in the spring to help celebrate the 200th anniversary of Port Dalhousie. The Canadian Henley Rowing Corporation will help us get out on the water for the

installation. The fountain will once again be a beautiful focal point in Rennie Park to be enjoyed by residents and visitors. It will also contribute to the health and vitality of Martindale Pond for years to come by oxygenating the water, regulating temperature, promoting circulation and reducing algae.

-
- BWC 2026**
 - Events and Dates**
 - Earth Day Spring Clean Up (April 25th)**
 - Craig Swayze Grandstand Clean Up (April TBD)**
 - Planting, Watering, Weeding (April-May start up)**
 - Halloween Stroll (TBD)**
 - Candlelight Stroll (December 5th)**
 - Bottle Drive (ongoing)**
-

Reach out to us on Facebook or email us at portdalhousie@yahoo.com

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The beachniks and their palm tree: Lt. to Rt., Jack McGraw, Joe Peckham, Steve MacDuff, Rudy Koop, Frank Robertson, Gord Argue, Henry Hildebrand, Bev McBemmet, Bill Bunston, Don Baker, Rich Daniels, Tommy Peat. Take notice of the transistor radio and battery-powered megaphone in Rich Daniel's hands.
Photo: Jimmy Simpson/St. Catharines Standard c1960



One too many at the Port Hotel, 1955

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Marty Mako
City Councillor, Port Dalhousie



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- Jun 27 - Country
- Jul 25 - Children*
- Aug 22 - Jazz & Blues
- Sep 12 - Celtic Folk

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YESTERDAY AND TODAY:

The Buried Canal Lock in Jaycee Gardens Park

Our old photo this week shows a beloved, long-serving Lake Ontario steamer in a spot where we wouldn't normally expect to see it. The vessel is S. S. Dalhousie City, a ship built in Collingwood in 1911 for Dalhousie Navigation Co., a subsidiary of the Canadian Northern Railway Co. which was providing cross-lake cruises shuttling back and forth between Toronto and Port Dalhousie, at the same time the parent firm owned the NS&T street railway, which served much of the Niagara district.

The newly minted lake steamer Dalhousie City, just arrived from Collingwood, made its first run from Port Dalhousie to Toronto with a boatload of dignitaries on Aug. 18, 1911. It entered into regular service on the Port-Dalhousie-Toronto run the following day, and continued in service for almost 40 years.

It worked in tandem with the Garden City through 1916 and with the Northumberland from 1920 until the latter ship burned at the dock in Port Dalhousie at the start of the 1949 season.

Dalhousie City carried on by itself for the balance of the 1949 season, but that year marked the end of the company's cross-lake service. The last local appearance by Dalhousie City was in April of the following year, when it sailed out of Port Dalhousie for the last time, heading to Montreal. There it was renamed Island King II and provided excursion service in the Montreal area until it was gutted by fire in the Lachine Canal in November 1960. The ship was scrapped in the following year.

But that takes us well ahead of the story. What was the Dalhousie City doing on this day, approaching Lock 3 of the third Welland Canal? The photo does not come to us with a date attached. Does it simply show the brand new ship in the last stages of its arrival in Port Dalhousie from the drydock in Collingwood, or were there occasions when the ship would be withdrawn from its regular Lake Ontario duties for special excursions up the third canal and back? Transiting the entire canal or even going as far as Thorold would have taken far too long — perhaps just up a short jaunt far as the turning basin near where Eastchester Avenue crossed the canal? For the moment we can only speculate.

Whatever the exact circumstances, it is clear that the photo shows Dalhousie City heading northwest, about to enter Lock 3 of the third canal, nearing the end of its long, straight path across North St. Catharines. From here it would proceed a couple of hundred yards more, through Lock 2 and onto Martindale Pond. From that point there was one final lock, at Lakeport Road, before it could pass through Port Dalhousie Harbour to reach Lake Ontario.

Lock 3 of the third canal was located near where the waterway crossed Ontario Street. I'm told that the lock is still there today, but don't go looking for it — it lies buried under a few feet of soil in today's Jaycee Gardens Park. ■

- Dennis Gannon

Is a member of the Historical Society of St. Catharines.



Our old photo this week shows a beloved, long-serving Lake Ontario steamer in a spot where we wouldn't normally expect to see it — Jaycee Gardens Park.



View from Ontario Street of Jaycee Gardens Park in St. Catharines. Lock 3 of the third Welland Canal was located near where the waterway crossed Ontario Street. The lock is still there today, but it lies buried under a few feet of soil in the park.

Vitasana Health + Fitness Expands

Strengthening Community One Member at aTime

Just south of Port Dalhousie on Martindale Road, Vitasana Health + Fitness is growing - not just in size, but in community.

Founded by St. Catharines native Alyshia Iafrate, Vitasana has recently expanded to nearly 7,000 square feet, doubling its space to better support the community that helped build it. What began in 2016 as a small, garage-based training business has grown into a boutique fitness community centered on coaching, connection, and helping its members build long-term strength.

"Our growth has always come from the people who walk through our doors," says Iafrate. "We've created a space where people feel supported, challenged, and proud of what they're capable of."

Today, Vitasana offers 24/7 open gym access, personal training, strength classes, yoga, Pilates, and athlete development programs. Classes are intentionally kept small to ensure hands-on coaching and a welcoming environment for all experience levels.

The gym also plays an active role in the community, supporting local organizations such as Gillian's Place, Wise Girls Niagara, and REACT Niagara through donated class time and services.

With the expansion, the team is excited to welcome new members while staying true to what Iafrate believes has made Vitasana special from the start: a supportive environment where people come to build confidence, feel encouraged, and stay consistent in the pursuit of their personal goals.

*Trial classes can be booked by contacting Vitasana directly.
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A Village Landmark: St. Ann School 1915-1993

Originally at the corner of Dalhousie and Elgin, it Served Port Dalhousie's Catholic Community

Port Dalhousie's original St. Ann's School, a lovely character-filled building, stood at the corner of Elgin and Dalhousie for eight decades. It was designed by Arthur E. Nicholson, a prominent St. Catharines architect whose prolific work includes many fine local schools, churches, libraries, and the distinctive YMCA/YWCA building that once stood on Queen Street. Completed in 1915, St. Ann's was a two-storey red brick and stone building situated on a leafy tree-edged yard across the street from Star of the Sea Church.

This solid building replaced a modest one-storey frame schoolhouse that served as the Port Dalhousie separate school from 1877 until the opening of the new school in 1915. The old frame schoolhouse was built in 1870 and served originally as the Port Dalhousie public school until replaced in 1877 by a new public school on Main Street (later known as McArthur School). No longer needed as the public school, this frame schoolhouse (originally located at the northwest corner of Dalhousie and Elgin) was then purchased by Port's Catholic Church in 1877 and moved around the corner to Elgin Street to

be the separate school from 1877 to 1915. Remarkably, this old schoolhouse is still located there, at 31-35 Elgin Street, now altered to be apartments. This modest but historic building has outlasted both the old St.



Painting by Mary (Prudden) Mandatori

Ann's and McArthur Schools.

The completion of the first St. Ann's school was a significant achievement and milestone for Port Dalhousie's Catholic community which numbered about 75 families at that time.

A large ceremony attended by many community members marked this achievement. At the laying of the new school's cornerstone on July 11, 1915, Dean Denis Morris blessed the stone and spoke about the importance of

two classrooms on the first floor, with cloakrooms for coats and boots. On the second floor was the spacious St. Ann's Hall with a stage at one end, used for frequent concerts, plays, performances, ceremonies and meetings. (This would later be altered to make two more classrooms). Wainscoting, hardwood floors, and tall windows were featured throughout the school. A broad wooden staircase led from the first to the second floor, its polished wood stairs and bannisters worn over the decades by the footsteps and hands of the many that used them. There were also two washrooms located downstairs, a basement, and a staff room upstairs.

Over the decades, St. Ann's educated generations of children in Port, its central location in the village by the church contributing to its active role in the community. Reports of its school board meetings were featured regularly in *The Standard*, giving glimpses into school and community life. In December 1942, for example, St. Ann's school board decided to purchase a new radio for the school. The school secretary, Mrs. Julia Carr, "purchased one immediately and as

Catholic education. A special guest at the ceremony was the president of Niagara University, Rev. N. A. Brennan, who gave a sermon to mark the occasion.

The original St. Ann's had only

Continued next page

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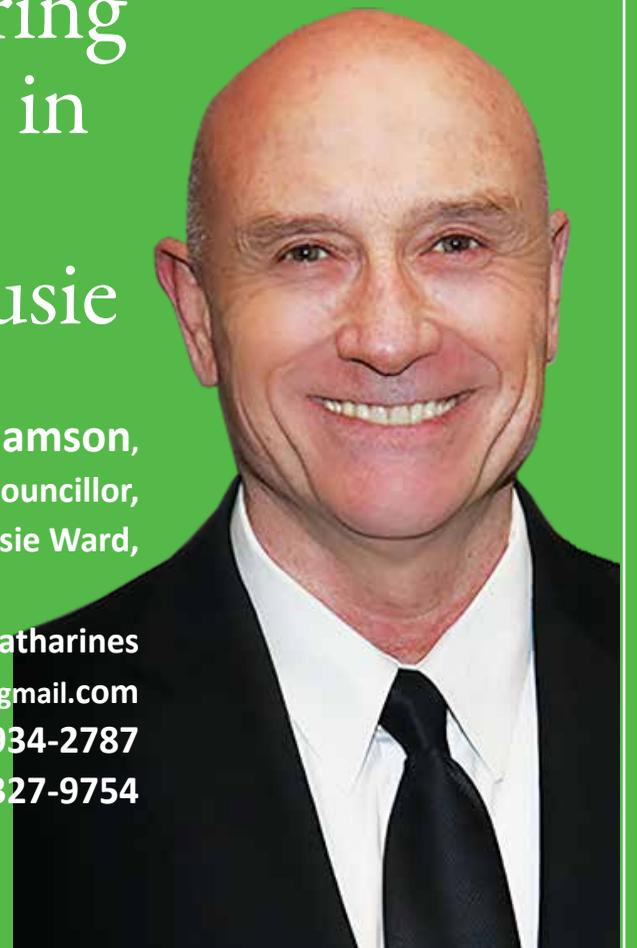
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Sid Brookson began working for the NS&T Railway in 1923, and was appointed manager of Lakeside Park in 1932. He purchased the park in 1950 from the CNR and continued to develop it as the most successful amusement park on Lake Ontario. He submitted his recollections to the St. Catharines museum in the 1990s.

Sid Brookson
1906-1990

Big Company Picnics at Lakeside Park

"On a Wednesday in June in the late 1940s, the Rexall Drug company of Toronto was booked for their annual picnic. The drug company decided to feed their employees both lunch and supper an hired caterers who operated their own cafeteria at their plant to supply the food. While the picnickers were having some sporting events, the caterer is set up the picnic tables in the main pavilion, covered the tables with paper, paper plates, cups, etc. and the food for the noonday lunch period. Then about 10 minutes before the call to be given for the picnickers to come and eat, a dark cloud came across the lake and with it a really heavy wind. The wind blew very hard and lifted the paper table covers, the food and everything else on the tables and blew them into the canal where they all sank or floated away. Needless to say, the park's hamburger and hot dog stands did a roaring business as there were about 300 hungry people on the picnic. The caterers decided to drive to Toronto get another supply of food for the supper. They returned by 4:30 PM and started to set up again. After the setup was completed, the same thing happened as had happened at noon. A heavy wind came off the lake, blew all the food and fixings into the canal. The canal was only about 60 feet from the pavilion. After the second disaster, the picnic committee decided it was time to go home. That was the last time it was possible to book the Rexall drug company for a picnic at Lakeside Park.

Dofasco of Hamilton was advertised (by them) as the largest organized picnic in the British Empire. It was very well organized. They rented the S.S. Northumberland, chartered coaches from the Hamilton bus system and many drove their own autos they parked in the parking lot at the park or on the streets of Port Dalhousie."

Excerpt from *Port Dalhousie: An Intimate History*

a result the pupils are privileged to hear daily broadcasts of the School of the Air of the Americas at 10 a.m. each school day." The Inspector's Report at that time showed that "the school's equipment ranks among the highest in the inspectorate" having "a good piano, a splendid victrola and a full library of music appreciation, a reflectoscope, and fiction books of 1217 volumes." The report concluded that "the teachers and pupils are indeed fortunate in possessing all these advantages. The credit reflects on the board and the separate school rate-payers in the village."

Construction of an addition "of modern design" for the school began in 1956, completed and ready for use in January 1957. The building expanded with three new classrooms, a principal's office, and two new washrooms. A notable feature was the addition's central hallway which extended the full height of the building with amber stained-glass windows for light.

Those of us who attended the old school building have many fond memories: the tree-edged school yard, the sound of the heavy wooden front doors, the wooden floors and large windows, the desks with inkwells and wrought iron legs, the short walk across the street to church, the baseball diamond by the back of the

bowling alley, the metal fire escape on the building's south exterior wall, the unique and elegant water fountain in the front hall, and the basement where we sometimes had phys. ed. class and watched films, concerts, and performances, attended Brownie meetings, and where the kids who lived "over the bridges" ate their lunch.

In June 1993, the old St. Ann's was closed, replaced by a new school on Main Street, and was demolished in 1999. Sadly, it was decided to discard the school building which held within its walls so much history of the village. Today Portview Village, a seniors' life-lease building, occupies the site.

Note: The painting of the old St. Ann's was done in 1992 to mark the retirement of Brian Egan, the longtime and beloved custodian of St. Ann's School from 1960 to 1992. Thank you to Mrs. Ruth Egan for sharing the image, and to Anita (Egan) Foran for helping with this. The painting was done by Mary (Prudden) Mandatori, who attended St. Ann's with her many siblings and cousins. A great source for more information on and photos of the old St. Ann's is a book put together by Anita Foran in 1993, *St. Ann School 1915 -1993*, available in the St. Catharines Public Library. ■

- Nancy Cameron



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Hank Beekhuis

From Where I Sit ...

Is There Really a Housing Crisis?

There is a lot of misinformation about the housing crisis. Housing ought to be seen as a basic human right in one of the wealthiest countries in the world. We are constantly being told to build and build without looking at what or why, or for whom we are building. Currently in St. Catharines there are apparently 27 housing projects of various types that are approved or on the verge of approval. None of them are proceeding at the moment.

There are reasons for this: We see housing as a purely financial investment instead of homes for people. This has encouraged hedge funds, REITS and wealthy boomers to buy up homes and condos simply to flip or rent them, driving up costs. In Toronto, it is estimated that 40% of high rise condos are owned by these funds. Secondly, the cost of construction since COVID has exploded due to broken supply chains and labour shortages. Inflation has grown by 20% in 5 years. Currently Toronto has thousands of unsold empty condos, enough to solve the entire homeless crisis. Investors are now paying people to take them off their hands. We are building homes that people no longer want or can afford.

It is simple math: When the median salary in St. Catharines is less than 60,000 dollars a year, it means that 50% of us don't even meet the city's definition of affordable housing or

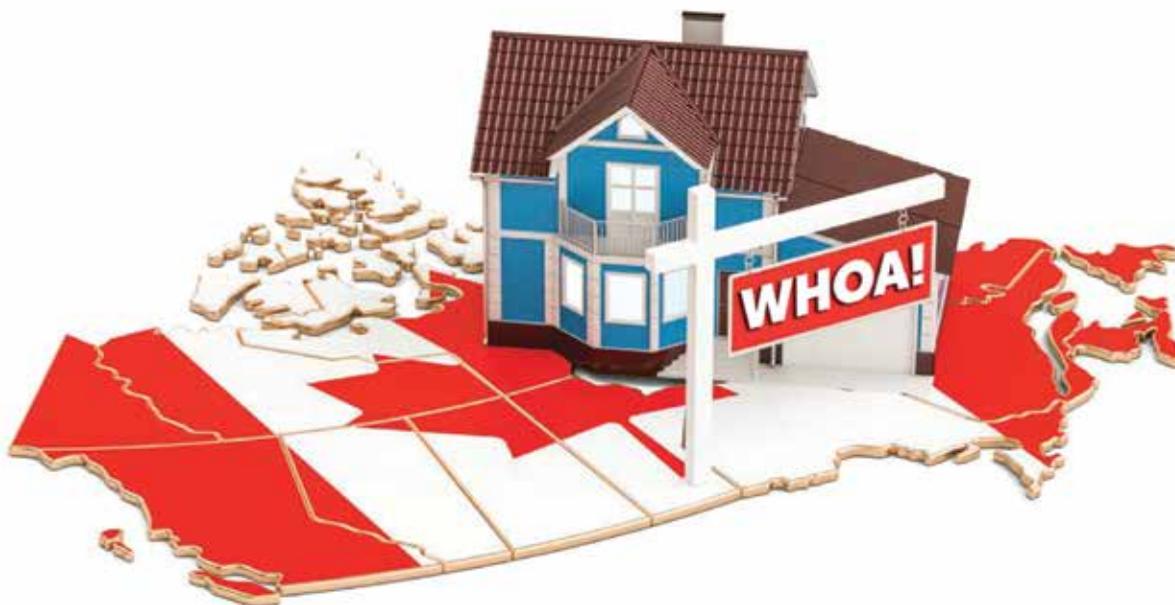
rent. This is much worse for those on social assistance who make so little that they have to choose between food and housing, and suffer in both.

We have to ask ourselves some basic questions: Who are we building for? What are we building? Are we meeting human needs or simply building investments for developers? If we

build what we need, we may find a solution.

There is a lot of pressure to build "affordable" rental units largely because homes and condos are out of reach. These are usually fairly dense high-rise developments and, even though some may meet the definition of affordable housing, is this where we want to go? Money invested in rental units is simply trickle up economics. In

the past homes were a family's most important investment, but if rents are too high the bulk of the population can't save enough, even if they would like to buy. Housing has traditionally been an important wealth accumulator and significant support in retirement. If we cannot build homes for people to buy, and rents are above the median income, then the gov-



ernment will face a growing crisis of poverty in Canada in the future.

In order to solve this crisis we need to examine what, where and why we are building. The current pattern is to

build very large subdivision homes on standard lots— but is that what we need? What we need are homes for young people and immigrants to start out, and at the same time we actually need places to downsize for seniors. This means we have to build homes to meet more basic needs in order to achieve affordable options. We must build smaller! If someone can live in a 750 square foot condo then there is no reason why they can't live in a creative, high quality 750 square foot home. In order to do that we need to build on smaller lots, with realistic building codes, less restrictive zoning and lower development fees. I was shocked by the fact that some development fees can reach 60 to 100 thousand dollars before a shovel even gets in the ground.

Building a few self-run communities with small homes like this would allow affordability for singles and couples, and would allow seniors a place to which they could downsize. Young families could use them as a place to accumulate a down payment on a larger home, and downsizing seniors could access some of their assets for use in retirement. These communities could operate more on a life lease basis and focus on mortgage repayment, and less on speculative inflation growth. This transitional housing would free up existing housing and allow new buyers a ladder up. This approach in conjunction with adaptive reuse, ADU's and additional geared-to-income public housing could reduce rents and eliminate the housing crisis fairly rapidly. All it takes is the political will to try something new. ■



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Dr. John Wyse Considine *"Foremost in Everything Pertaining to Port's Welfare."*

A small street in Port Dalhousie bears his name today, but considering his immense contribution and dedication to this village, Dr. John Wyse Considine is deserving of far more recognition and appreciation. Highly skilled, talented, and tirelessly active in many areas of village life, Dr. Considine was a prominent and highly esteemed Port Dalhousie resident from 1866 to 1907.

Born in Kilkee, County Clare, Ireland in 1819, John Wyse Considine studied medicine at Trinity College, Dublin, where he excelled, graduating in 1846 after obtaining a special qualification in obstetrics and then passing the exams in London to be admitted to the Royal College of Surgeons. He was among the top graduates presented before the young Queen Victoria. In the early years of his medical career in Ireland, as a District Medical Officer under the Board of Health, he was prominent in efforts against the typhus epidemic following his country's devastating potato famine.

Dr. Considine moved to Canada in the early 1850s, practising first in Smithville for a dozen years before moving to Port Dalhousie about 1866 with his wife and seven children. It may be that he was drawn to Port Dalhousie because his hometown of Kilkee on the west coast of Ireland was a small fishing village and seaside resort.

From his first days here, he took a very active part in this lakeside community where he would practise medicine for the next forty years. As Port Dalhousie's sole doctor for four decades, as well as the village's druggist, coroner, Health

Inspector, and Clerk of the Village Council, Dr. Considine was a familiar figure in the community and well-known to all. His concern for everyone in Port Dalhousie is shown by the notice he presented before the Village Council in December 1872, that any poor person in the village requiring medicine would receive it free of charge.

Port Dalhousie's role as a busy lake port and Welland Canal terminus meant that Dr. Considine dealt with all manner of emergencies and disasters related to the nearby waters, including shipwrecks, boat collisions, drownings, and a wide range of sailors' injuries. It was a frequent occurrence, for example, for sailors to fall from the tall masts or riggings of their schooners, or to have a leg caught in the heavy ropes while snubbing their vessels in the harbour, often resulting in devastating leg injury or amputation. Also, with three busy shipyards in the village at work with few safety measures, Dr. Considine often hurried to the scene of dreadful accidents where workers had been struck or crushed by

falling spars and masts used in the ship construction.

Dr. Considine as the local coroner also convened and oversaw inquests to investigate accidents, murders, poisonings, and fatal fires. In his long career, he attended all the most dramatic events in Port Dalhousie and worked to mitigate their impact, while continuing to oversee and provide general healthcare for village residents.

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As above stated.
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Single tickets to Concert 50 cents, double do. 75 cents. To Ball and Concert, admitting a lady and gent, \$1.50. Concert to commence at 8 o'clock.
DR. CONSIDINE,
Secretary.

Not all was grim in the doctor's life though. He took care of generations of Port Dalhousie families and delivered the village babies. He and his family participated actively in social events and village life as a whole, including local entertainments, talent shows, and musical events,

where the Considine daughters were known as fine singers. At a variety night in January 1872, for example, Dr. Considine with Rev. Dixon (Port's Anglican minister) "gave a few Irish readings and recitations which were greeted with applause."

Dr. Considine was a devoted member

of Port's Catholic community and took a very active role in all matters related to the parish. Notably he was a central figure in efforts to build Star of the Sea Church, leading fundraising for the church's construction in 1871-72, and organizing and overseeing benefit concerts, balls, and entertainments advertised as "in aid of the R.C. Church in Port Dalhousie."

Dr. Considine practised as the village doctor well into his 80s, stating in a newspaper article in 1900 that "I am just as capable and willing to visit on all who may favor me professionally." He then reflected on his long career and his words show the quality of his character: "I feel grateful when I look back and feel thankful for the support you have all given me, irrespective of class or creed. I feel proud of my success in my profession, and never refuse anyone my services when called upon, be he ever so poor, and never lost anything by so doing."

Dr. Considine died in Port Dalhousie on November 12 1907, at the age of 88. Local newspapers were quick to pay tribute to his long service and his many accomplishments. He was recognized as "one of the most skillful medical men of the district" with a keen interest in public affairs, "always ready to lend a hand when he thought the village would benefit." He had been "foremost in everything pertaining to Port's welfare and today he holds the position of being the most highly respected, esteemed and honoured resident of the village." it was noted that "he was always identified with church work." Dr.

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Considine's funeral was held at Star of the Sea Church. Five of the district's most prominent doctors attended as representatives of city physicians.

Dr. Considine did much to build our community and he holds a prominent and significant place in Port's history. Like many of the remarkable characters who once walked our village streets years ago, however, his story is little known. As Port Dalhousie marks its 200th anniversary this year, it's a fitting time to highlight the many stories of Port's intriguing past residents. ■

- Nancy Cameron

Port Dalhousie

by Charles Burrows
10 May 1907

'Tis Port Dalhousie that is entrancing,
Embow'ed sweetly upon the shore
Of old Ontario, whose billows dancing,
Delights the senses for evermore.

Where'er we wander we'll still grow fonder,
And pleasant memories of thee recall.
Located grandly by woods and water,
With "The Twelve" expanding on the big canal.

'Tis there the angler in patient rapture,
With bottled bait labeled "Old Crow,"
Sits calmly waiting to get a nibble
From the finney denizens that flirt below.
For there the perch are, and festive catfish,
With unctuous eels and black bass galore,
Whilst Peter Nath and his fellow fishers
Seine shiney herrings along the shore.

Then there's The Park where the youths and maidens
On flying trapeze glide through the air,
And if romantic on moonlit evenings
Swap sweet saliva out on the pier;
Or in pavilion, waltz or cotillion,
To dreamy music enjoy the dance.
Whilst on the sands scores of kids are basking,
Or in the water like bullfrogs prance.

There's bathing houses from where the boys in blouses,
And girls in pajamas sport in the lake
Like comely mermaids in stickey costumes,
Stemming the surf where their tresses shake;
Whilst others rowing have easy going
On the laughing water over which they glide,
Nor melancholic, whilst fun and frolic
Is floating round them upon the tide.

'Tis grand to gaze on the stately steamers
Pass in procession by the harbor wall -
Some from Lake Erie, or Sault Ste. Marie,
For "Montrebec" or old "Queall."
Faith, the N.C.R. and Mister Seixas
Have wonders did in this lovely place,
Whilst on "Garden City" or "Lakeside" pretty,
Trips to Toronto still hold the pace.

Go there in August when the brawney scullers
Expand their muscles on the silvery pond,
And see the stunters, or active punters,
In war canoes sweeping past the stand;
Whilst far and wide o'er the glistening waters
Of that scenic spot is a blaze of light,
From the dingy dug-out to the clipper motor,
And Boss Weller's Houseboat[2] in colors bright.

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 Dalhousians,
Q.E.D. see Peter Nath, or good doctor "Con".



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Garden. Church.
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The Communities of the “First” First Welland Canal

Some Communities Existed Before the Canal, While Others Developed Because of the Canal.

This article examines the origin and naming of the communities that existed on the First Welland Canal when it opened in 1829 before it was extended to Lake Erie. This “first” First Canal ran from Lake Ontario to the Welland River, with the river itself providing the necessary link to the Niagara River and Lake Erie.

When the schooners Ann and Jane and R. H. Boughton made their initial trip along the canal in late November 1829, they passed through eight communities: Dalhousie, St. Catharines, Centreville, Thorold, Beaverdam, Deep Cut, Beverley and Chippawa. If one or two seem unfamiliar, bear in mind these are their original names. Some of these communities existed before the canal, while others developed because of the canal. Some just grew, without any formal plan, while others were laid out as new towns by the Welland Canal Company or by individual landowners.

Dalhousie

Dalhousie was one of five communities that did not exist prior to the canal and one of two that resulted from individual enterprise. It is first mentioned in an 1826 newspaper advertisement in which Nathan Pawling states that he has “laid out a Town Plot on an extensive scale, with regular and spacious streets, on his premises,” and advertises building lots for sale “on a peninsula at the confluence of the Welland Canal with Lake Ontario.” The ad is headed Port Dalhousie and datelined Dalhousie, which suggest a distinction between the port on the one hand and the village on the other. This is supported by ads placed by others later the same year, all referring to the “village of Dalhousie.” At this time the

port was usually called Welland Canal Harbour, or sometimes Dalhousie Harbour or Harbour at 12 Mile Creek. Not until late 1827 do we find Port Dalhousie being used for both the port and the village, though exceptions do occur even after that date.

The origin of the name is clear. It recognizes Scottish peer George Ramsay, 9th Earl of Dalhousie, and Governor-in-Chief of British North America from 1820 to 1828. Who chose the name is another matter. Some say it was Nathan Pawling himself, as a token of his admiration for the Earl. A more likely explanation is that the Welland Canal Company made the choice, for Ramsay was an enthusiastic advocate of canal-building and provided crucial political support for the Welland Canal venture. Moreover, it is consistent with the naming of other canal communities (such as Allanburg and Port Robinson) after prominent individuals.

That leaves the question of how to say the word “Dalhousie.” The university that the Earl founded in Halifax is pronounced “Dalhowzee,” and it is often assumed that the local usage “Daloozee” is an aberration. But this is probably wrong. The local pronunciation is also used elsewhere (e.g. Dalhousie Street in Ottawa), and expert linguistic opinion suggests that it is in fact correct. Signifi-

cantly, in 1884 Dalhousie University itself was uncertain how to sound the name, and asked the 13th Earl for advice. His pompous response, that he would never pronounce it “Dalhoossie like an uneducated Scotchman,” speaks volumes, and implies that the real aberration is “Dalhowzee,” not “Daloozee.”

St. Catharines

St. Catharines existed before the canal, having emerged in the mid-1790s at the intersection of today’s Ontario and St. Paul Streets. The name itself first appears in a document dated 1796 listing 44 settlers who contributed money towards the construction of a church. (The document, now held at St. George’s Church, spells the name with an “e.”). Only one or two other buildings preceded the church, and though the village grew steadily, it was very small until the canal was built, after which it became the largest of the canal communities.

The origin of its name is uncertain, though most sources suggest it honours Catherine Hamilton, wife of Queenston merchant Robert Hamilton. He provided the land for the church and nearby school, and his wife was apparently a caring woman known for helping the less fortunate. Another theory points

to Catherine Butler, wife of John Butler, commander of Butler’s Rangers during the American Revolutionary War, for many of those on the church list were former Rangers. In the early decades of the last century, a fierce debate raged in the pages of the St. Catharines Standard between advocates of the two ladies, but nothing was resolved.

For a period, the village was also known as The Twelve and Shipman’s (and possibly Shipman’s Corners, though this is debatable), but it was St. Catharines that prevailed, and it became the name of the post office in about 1820. The first postmaster was William Hamilton Merritt, and he may have been responsible for the distinctive “a” spelling, this as a tribute to his wife Catharine. She was not, however, the person for whom the community was named, for she was only three years old in 1796.

Centreville

In 1826 Oliver Phelps, the American contractor responsible for most of the construction work on the First Canal, advertised for sawyers to assist in lock building. The ad was datelined Centreville, so named because it was halfway between Lake Ontario and the Welland River and at the mid-point of the series of locks. Phelps was clearly referring to his own farm, which was located on the line of the canal about a kilometre north of what is now downtown Merrittton. Though Phelps never laid out a village—indeed he moved to St. Catharines in 1828—a community called Centreville did evolve later along what became Thorold Road (now Oakdale Avenue).

During the building of the Second Canal it acquired the nickname Slabtown, after the wooden shanties canal workers built for themselves on nearby government land, and in 1849 it was the site of the infamous Battle of Slabtown between Irish Protestants and Catholics. At the time it was the only settlement in the area, but this changed in the early 1850s when the Welland Canal Loan Company established a new town called Welland City where the heart of Merrittton is today. Not until 1869, however, were Welland City and Centreville given the common name Merrittton, this, of course, in recognition of William Hamilton Merritt.

It is often said that the switch from Welland City to Merrittton was part of a name exchange with the people of Welland, which was previously known as Merrittsville. This is not so, for Merrittsville became Welland 11 years before Merrittton got its name. ■

- Alan Hughes

(Reproduced from the Newsletter of the Historical Society of St. Catharines, June, 2007)

“At this time the port was usually called Welland Canal Harbour, or sometimes Dalhousie Harbour or Harbour at 12 Mile Creek. Not until late 1827 do we find Port Dalhousie being used for both the port and the village.”

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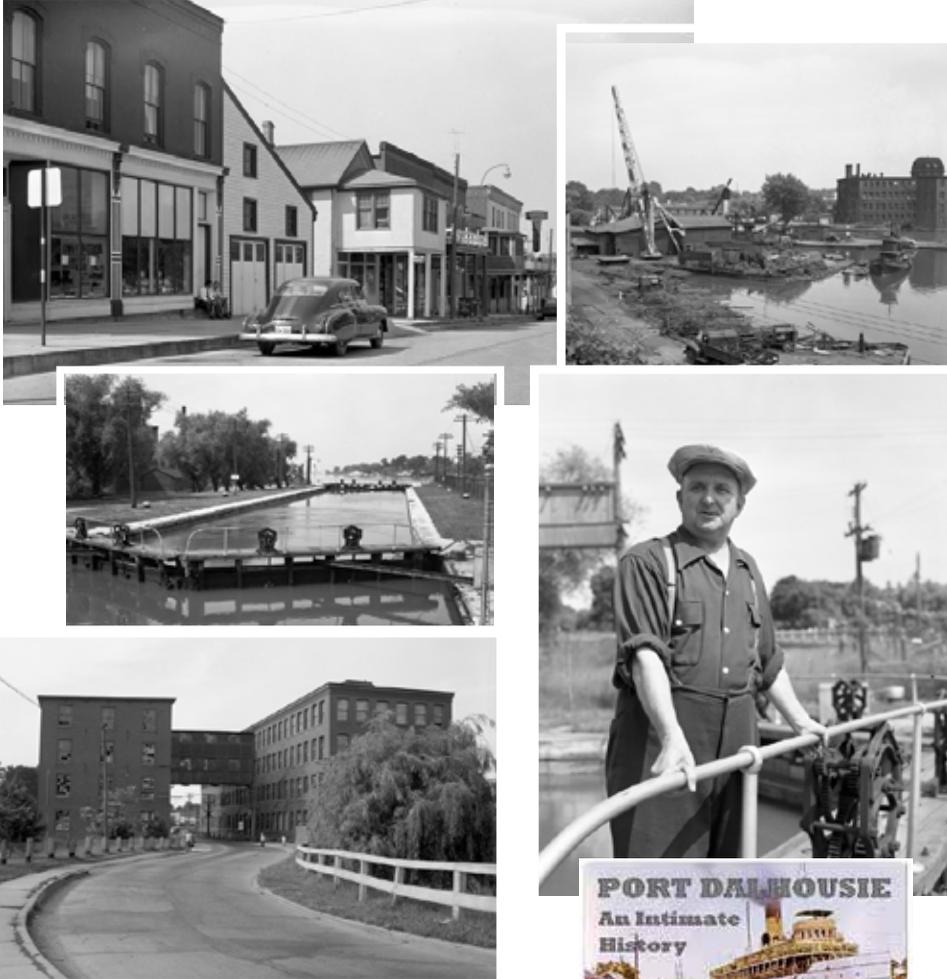


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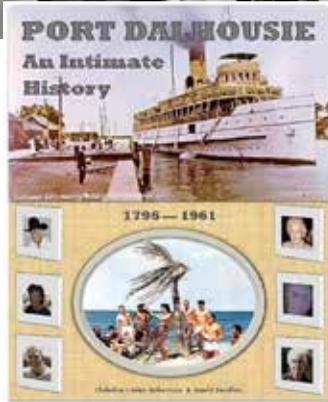
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One Day in Port, 1951.



A special thank you to Christine Aloian-Robertson and David Serafino for allowing us to publish excerpts from their book Port Dalhousie and Intimate History.

If you are interested in purchasing their book or a Kindle edition please go to:
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Danny Beaton: Unknown Protector of Niagara

The Mohawk Environmentalist Works Quietly but Effectively Behind the Scene.

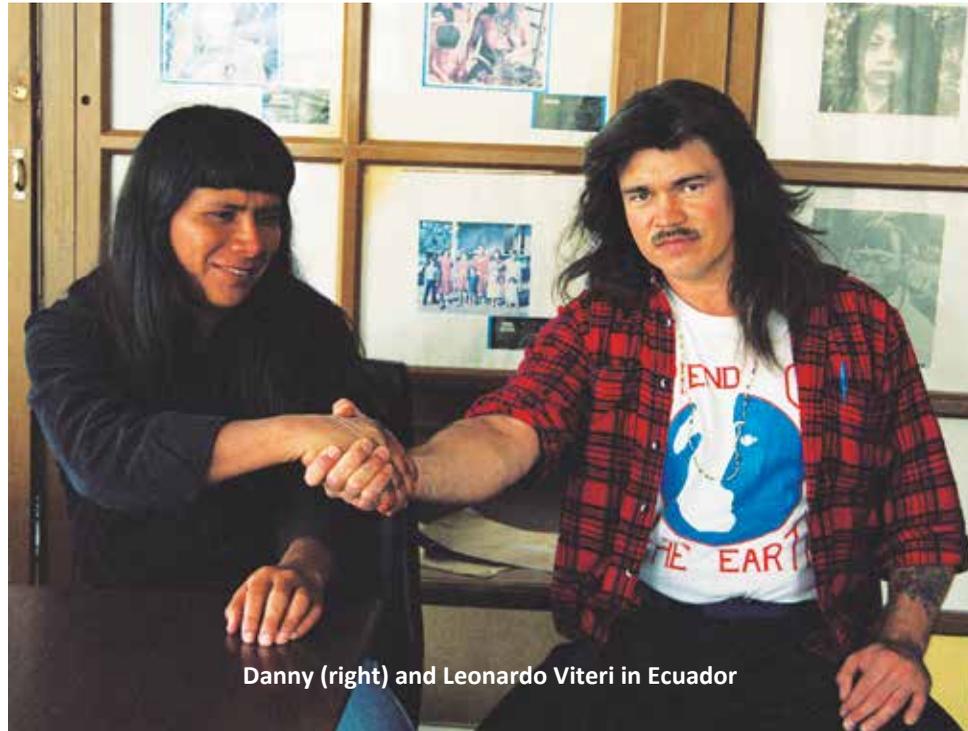
The Mohawk environmentalist Danny Beaton of the Turtle Clan is an important guardian force for the protection of Niagara's ecosystems. To understand his role, which has been an almost daily presence in my life for a half century, it is helpful to understand the example of Peter Matthiesen, the acclaimed author and environmentalist. He journeyed to the Amazon in order to witness what life was like before the destructive invasion of the western hemisphere by European colonialists. It renewed his commitment to the preservation of the rainforest.

Beaton had a similar revelation when taking part in what was called an "Amazon Awareness Expedition." He travelled to Ecuador and witnessed the verdant Amazon, dominated by the deeply resonant music of the rainforest. He implored the indigenous Huaorani tribe to not permit the devastation of their traditional territories as was endured by his Mohawk peoples in southern Ontario. Beaton recounted the sufferings the Huaorani and their environmentalist allies had to go through to protect the area of the Amazon established by Ecuador as Yasuni National Park. He told me how an environmental office he visited had bullet holes in its windows. The group advocated the burying of pipelines to prevent leaks that fouled rivers, and despite such violent opposition, in 2023 the Huaorani won a dramatic victory through a national referendum which banned oil extraction in the park.

Beaton's documentation of the courage of the Huaorani in the face of deadly threats has stiffened my resolve to protect the threatened landscapes of Niagara and southern Ontario. Together, accompanied by his late partner, Alicia Rozanska, we also brought to the public's attention the previously unknown struggle against the Dufferin County's mega quarry which threatened trout streams and Ontario's potato belt.

Beaton has now joined with the Ojibway and Cree peoples of the Hudson Bay Lowlands, the world's largest intact forest, to safeguard the region from mining contamination. It is threatened by the Ring of Fire mining development, aggressively promoted by Ontario Premier Doug Ford. Beaton also took part in the defense of the Porcupine Caribou herd's Arctic National Wildlife Refuge which has endured despite the stupidity of in-

augural Executive Order by the Destroyer in Chief, US President Donald Trump.



Danny (right) and Leonardo Viteri in Ecuador

While most of Beaton's work to protect Niagara is done quietly with me behind the scenes, there are two occasions where he spoke publicly to elected municipal councils. These were important steps in the creation of two significant wildlife refuges in Niagara, and an important tool of environmental defense--the Niagara Regional Tree by-law.

Beaton spoke to Niagara Regional Council's Planning Committee, following a developer's clearcut of 7 acres of an 18-acre forest in Niagara Falls, which became known as the Garner Road Forest. The demise of this part of the forest resulted in changes to the Niagara Regional Tree by-law, with new provisions for Stop Work Orders in response to violations. He spoke for the need of protection of the remaining 11 acres, and his words had some resonance since the developer gave up on the eve of a hearing of the Ontario Municipal Board, (OMB). As a result, the developer donated the 11 acres of forest to the City of Niagara Falls, becoming part of what is now known as Fernwood Park. It provides habitat for species at risk--the White Wood Aster, the Round-Leaved Greenbriar and a rare wetland wildflower, the Buttonbush. In the heavily deforested region of the Beaverdams Creek watershed in Niagara Falls, it is one of the few places in which the voice of the endangered Chorus Frog can be heard in late March.

Beaton's most recent speech in Niagara to the Niagara Falls City Coun-

cil was especially dramatic. Wearing traditional regalia, including a Ribbon Shirt and a Mohawk Gastowa (traditional headdress) and buckskin

that was termed "wetland offsetting." He warned on how the elders of his people believed that this was a dangerous precedent and received a standing ovation. All the protected wetlands at the time of his speech continue to provide habitat for the Chorus Frog, despite the machinations of developers, and have been extended to safeguard adjacent lands. Some of the most environmentally sensitive, a 75-acre area of towering old growth trees, were recently donated by the developer, Centennial Homes, to the City of Niagara Falls for parkland purposes.

As threats to Ontario's farmlands and natural areas continue, it is comforting to understand how Beaton is there echoing the spirits of his ancestors to protect them. To borrow the title of Matthiesen's powerful novel, he is Playing in the Fields of the Lord, to prevent them from becoming wasteland in the era of Ford and Trump. ■

- John Bacher

A New Chapter for a Historic Landmark: **Farmhouse Manor Opens in Port Dalhousie**

A well-recognized and historic home in Port Dalhousie is entering an exciting new chapter. Located at 333 Main Street, the recently opened Farmhouse Manor Bed & Breakfast blends heritage charm with modern comfort, offering guests an intimate stay in one of St. Catharines' most beloved lakeside communities. Long recognized as a landmark residence, this stately property has been restored and reimaged into a boutique B&B that honours its history while embracing a new contemporary elegance.



"Farmhouse Manor is about creating a place where people feel at ease and inspired," says hostess and interior designer, Olga de Wit. "This home has always been special to the community, and our goal was to preserve its character while welcoming guests to experience the beauty and spirit of Port Dalhousie."

From cozy fireplaces and sun-filled rooms to tranquil shared spaces, the Manor has been designed and decorated to feel like a true 'home away from home'. Just minutes from the marina, walking trails, and the village's cafés and restaurants, the Manor is ideally situated for guests exploring the Niagara region -- whether visiting local wineries, enjoying fine dining, or simply taking in the charm of the lakeshore. The newly renovated Farmhouse Manor stands as a thoughtful example of how historic buildings can be preserved, celebrated, and shared.

To learn more, please email
Olga de Wit at thefarmhousemanor@gmail.com


THE FARMHOUSE MANOR
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Winterfest Brings Community Together for Port Dalhousie's Bicentennial

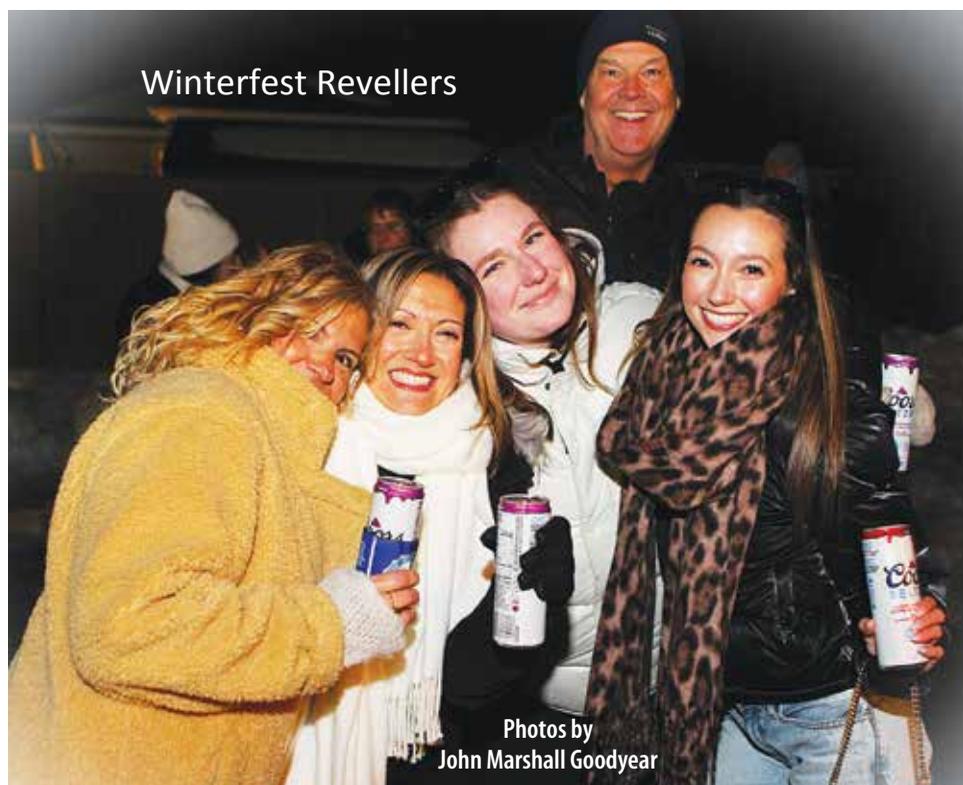
The Port Dalhousie Bicentennial Committee thanks the more than 2,500 residents and visitors who attended Winterfest over the Family Day long weekend, helping make the event a great success.

Despite chilly winter weather, the community gathered to enjoy a weekend of music, entertainment, and local vendors. Guests enjoyed a variety of musical performances and delicious offerings from food merchants. Inside the hall, many warmed up while browsing local market tables, learning about local history, and enjoying the children's craft tables.

The committee extends its appreciation to partners who helped make the event possible, including the Port Dalhousie Lions Club, the City of St. Catharines, the St. Catharines Twinning Association, Niagara Tents & Events, and the many volunteers who supported the event throughout the weekend.

Bicentennial celebrations will continue throughout the year as planning begins for the upcoming 200th Summer Birthday Party. Additional details about this event will be shared in the coming months. Residents can also keep an eye out for locally sponsored commemorative banners that will soon be displayed along Port Dalhousie's main streets. For more information, visit pd200.ca or contact info@pd200.ca.

-Lani Paterson



Winterfest Revellers

Photos by
John Marshall Goodyear



Thoughts on a Port Dalhousie Winter and the Blessing of Good Neighbours

It's been quite the winter in Port Dalhousie! Deep snow and bitter cold takes us back to earlier times - but can also make a simple walk around the neighbourhood a real challenge. This reflection is a shout out to the wonderful neighbours of Port who look out for each other by clearing snow and ice not only from their own sidewalks and driveways, but often for the entire block - again and again. You are the glue that makes community! And if I may, a gentle admonishment and reminder to everyone who is able-bodied and able, to get out there next year and do your part - at least for your own sidewalk. We live in an incredible community and winter is a reminder that we all have a part to play in keeping it that way.

-Diane Simsovic

Voices of the Past



Ethyl Williamson authored 3 books, and has had articles published in Good Housekeeping, Family Herald, Reminisce and Readers Digest. She was a stringer for the St. Catharines Standard and the Toronto Star and spent several years with her husband and their two boys tending the Port Weller lighthouse. Interviewed in 1998.

Ethyl Williamson

1913-2007

Life as a Lighthouse Keeper

"My husband Cyril always had an electrical and refrigeration business in the basement of our home. When the war came he volunteered in the RCAF and went overseas for nearly five years. When he came back he was looking for a job where he could be his own boss. He couldn't go back to his former business again because his equipment was obsolete and he would have to learn a lot new of new tricks

One evening in September 1945, he asked "How would you like to live in a lighthouse?" After much discussion we decided that my husband should send in his application. He had to write an examination along with five or six other men. Then one day, we got a notice that my husband was to be the new lighthouse keeper. They say life begins at 40. That was how old we were when we decided to leave the city and move to the lighthouse. My husband and I, the two boys and the dog all got into the car. We drove along Lakeshore Road, turning left at Lock 1 Port Weller and started down this dirt road. First of all we came to a tremendous sand pile and the kids thought that was just wonderful. We went about 1/2 mile and there were trees planted all the way. The canal was on one side and Lake Ontario about 100 yards on the other. It was a man-made pier that had been built by dredging to make the pathway for the canal. Thousands of trees were planted to provide a windbreak to protect the ships as they were coming in.

At last we saw the lighthouse. What a bitter let down. We had never seen a lighthouse except in pictures and at Port Dalhousie so we imagined a circular white tower tapering at the top where a revolving light would throw its beam through glass windows. Instead this steel monster rose 120 feet in the air like a skyscraper a square wooden room perched at the top had had a catwalk all around it. The entrance to the room was a trap door in the floor. Four flights of steel steps with a small platform between each section led up to the top. The keeper's dwelling was about 20 feet from the canal and the lake was about 100 yards to the West. No matter where we looked we saw water. Huge mountains of earth and rubble lay here and there around the dwelling and dead weeds thick as bush reached up to the window ledges. Everything was locked up tight.

It was only a week before the opening of canal navigation that we were given the keys and a book on how to run the lighthouse."

Excerpt from *Port Dalhousie: An Intimate History*

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The Urgent Truth

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- Preserve biodiversity and ecosystems
- Support human life across health, economy, and culture

What You Can Do Today



Walk or cycle instead of driving



Reduce single-use plastics



Save water and energy



Start by planting just one tree

Let's Make Earth Day 2026 Count Plant a tree, Protect the planet

The Port Dalhousie Conservancy's The 17th Annual



TRIVIA NIGHT

Friday, March 27, 2026

*Intermission Food Included!
Great Prizes and Draws!
With Cash Bar*

Book Your Table Today!

\$25 per Person - Tables of 8

For Table Bookings and Tickets Please Call
Marianne @ 905-937-8046 or 905-931-1144
or Esther @ 905-935-6884

*The Armenian Community Centre
156 Martindale Road, St Catharines*

Doors Open @ 6 PM Games Begin @ 7 PM

All Proceeds go to Enhance & Preserve Port Dalhousie's Unique Heritage



Mayor Mat Siscoe
City of St. Catharines

A New Season, A Historic Year

As Port Dalhousie marks its 200th anniversary, we come together to honour the history, resilience, and community spirit that have shaped this waterfront neighbourhood for generations. This milestone celebrates the people, stories, and traditions that continue to define Port Dalhousie today. On behalf of the City of St. Catharines, we wish everyone a wonderful time as you celebrate this significant moment and look toward the future together.

@MatSiscoe

@MatSiscoe

@MayorMatSiscoe

mayor@stcatharines.ca

SPRING CROSSWORD

Across

- 1 Grand ___ ("Evangeline" setting)
- 4 Mountain pass
- 7 Watch feature, perhaps
- 11 Merry-go-round music
- 13 ___ Island National Monument
- 15 Surefooted goat
- 16 Not to mention
- 17 Bridge support?
- 18 Remote control button
- 19 Middle Paleolithic hominid
- 22 Casting requirement?
- 23 Indiana city

- 24 Fashion designer Cardin
- 26 Back problem
- 29 Elaborate party
- 31 Carbohydrate ending
- 32 Heroic tales
- 34 Smash to smithereens
- 37 Hardly geniuses
- 39 Stocking stuff
- 41 Mediterranean resort
- 42 Sandwiches for dessert
- 44 Grave marker
- 46 Neighbor of Ida.
- 47 Betrothals, old style
- 49 Some have weapons or cameras
- 51 Duane Eddy's instrument
- 53 Gold miner's hope

- 54 Pertinent
- 55 Refurbishment
- 61 Daughter of Geb
- 63 Calendar page
- 64 "Rise, Glory, Rise" composer
- 65 "Scream" star Campbell
- 66 Day by day
- 67 Flower holders
- 68 Hasenpfeffer, e.g.
- 69 Bygone bird
- 70 "Just kidding!"

Down

- 1 Think ahead
- 2 Rub the wrong way
- 3 Lohengrin's love
- 4 When doubled, it comes before hallelujah
- 5 "Thanks ___!"
- 6 Helmet type
- 7 Before sum or wit
- 8 It's not normal
- 9 Andrea Bocelli, for one
- 10 Radiate out
- 12 Neighbor of Fiji
- 13 Nonstop
- 14 ___-shifter (Sci-fi)
- 20 Oration station
- 21 Shopper's aid
- 25 Prince's school
- 26 Comme ci, comme ca
- 27 Abdicator of 1917
- 28 Over and over again
- 29 Diets
- 30 ___ of Wight
- 33 Lillian of film
- 35 Fair-sized garden
- 36 Dregs
- 38 Separate
- 40 Long in the tooth
- 43 Skyrocket
- 45 Soprano's song, maybe
- 48 Tire pattern
- 50 Pup draught, usually
- 51 Increases
- 52 Election news
- 53 "And there you are!"
- 56 Junk E-mail
- 57 Wynken, Blynken and Nod, e.g.
- 58 Chipping choice
- 59 Not taken in by
- 60 Egg beginning?
- 62 Put in stitches

| | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | | | | 4 | 5 | 6 | | | 7 | 8 | 9 | 10 |
| 11 | | | 12 | | 13 | | | | 14 | | 15 | | | |
| 16 | | | | | 17 | | | | | | 18 | | | |
| 19 | | | | 20 | | | | | | 21 | | 22 | | |
| | | | 23 | | | | | | 24 | | 25 | | | |
| 26 | 27 | 28 | | | | | 29 | 30 | | | | | | |
| 31 | | | | 32 | | 33 | | | | 34 | | | 35 | 36 |
| 37 | | | 38 | | 39 | | | | 40 | | 41 | | | |
| 42 | | | | 43 | | 44 | | | | 45 | | 46 | | |
| | | | 47 | | | 48 | | | | 49 | | 50 | | |
| 51 | 52 | | | | | | | | 53 | | | | | |
| 54 | | | | 55 | | 56 | 57 | | | | | 58 | 59 | 60 |
| 61 | | | 62 | | 63 | | | | | | 64 | | | |
| 65 | | | | | 66 | | | | | | 67 | | | |
| 68 | | | | | | 69 | | | | | | 70 | | |

**Answers on page 23*

Voices of the Past



Claude Saunders Claude "Sandy" Saunders born in 1913, has enjoyed an illustrious career in the field of rowing. He rowed professionally from the age of 18 to 36, and was a spare for the Canadian team that rowed in the Olympic Games in London, England in 1948. He has been elected to the prestigious Canadian Sports Hall of Fame in Toronto. Interviewed in 1997

Claude Saunders
1913-2007

Women in Rowing

"In 1972 women came into rowing. I was all for it, but there were various clubs that were against it. And the Argonaut Rowing Club was the last club to give in and let the women row for them. I'll tell you a story about that. When women came into rowing we had McMaster University rowing at our club. We had women come down and they wanted to row. I told them that unfortunately, we only had one shower room, and one locker room, and we didn't have any facilities for women. They said what if we came down here prepared to row and then left, could you supply us with the rowing equipment?"

Well I'm in a corner now! So, I said certainly. The women came down in two vans from the university, and they would come down at night, go out in an eight shell, row, come back and put the boats away, get in their vans and go back to the university and have their showers.

Today in the Royal Canadian Henley regatta we have about 2600 competitors and 65% of them are women. I can't believe it!

I talked to our coaches, and they would rather coach women because, afterwards, when we're finishing rowing at night, to cool down they run for a mile. The fellas will run for a couple of blocks till the coach can't see them, then they'll walk. The women will run all the way there and all the way back. I saw what in my mind was one of the finest displays of sportsmanship on behalf of a female competitor. The University of Massachusetts was here a couple of years ago in the senior women's eight. Jim Dietz, who is a famous sculler, coached them and was a personal friend of mine. They came up here and they won the senior women's eight. About three weeks after that, I got a letter from him saying that prior to coming to the Henley, they had an accident. One girl crew member was so badly injured they put her into the hospital. They had to put a spare in. The spare girl rowed and on the way home from the Henley, stopped in to the hospital where the girl was, and gave her her medal. The coach wrote me later and I got in touch with the metal manufacturer and they supplied a metal to replace it. I got a nice letter of thanks back from her."

Excerpt from *Port Dalhousie: An Intimate History*

2026 Rowing Regatta Schedule

April 26 - Secondary Schools Early Bird - Henley course

May 10 - Secondary Schools Mother's Day - Henley course

June 5-7 - Canadian Secondary Schools Championships
- Henley Course

June/July - Central Ontario Rowing Association - sites TBA

June 20 - Row On Beach Sprints Cup #1 - Lakeside Park Beach

July 18 - 19 - Row Ontario Championships - Henley Course

August 2 - Royal Canadian Henley Masters - Henley course

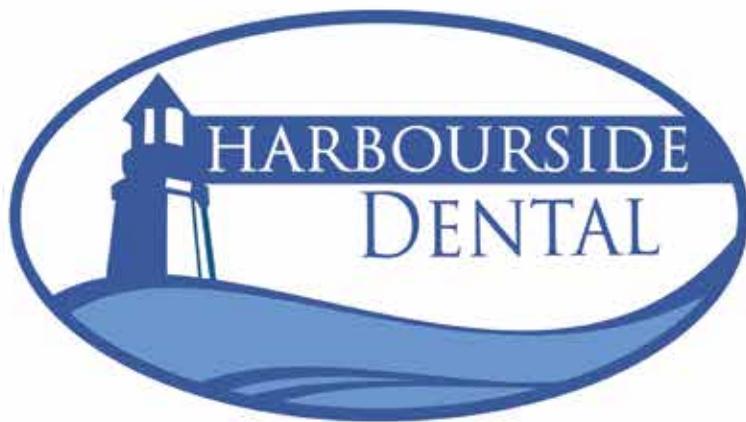
August 3 - Royal Canadian Henley Opening Ceremonies
- Henley grandstand

August 4 - 9 - Royal Canadian Henley - Henley course

Sept/Oct TBA - Brock University Invitational - Henley course

October 30 - 31 - Ontario University Championships & Development
- St. Catharines

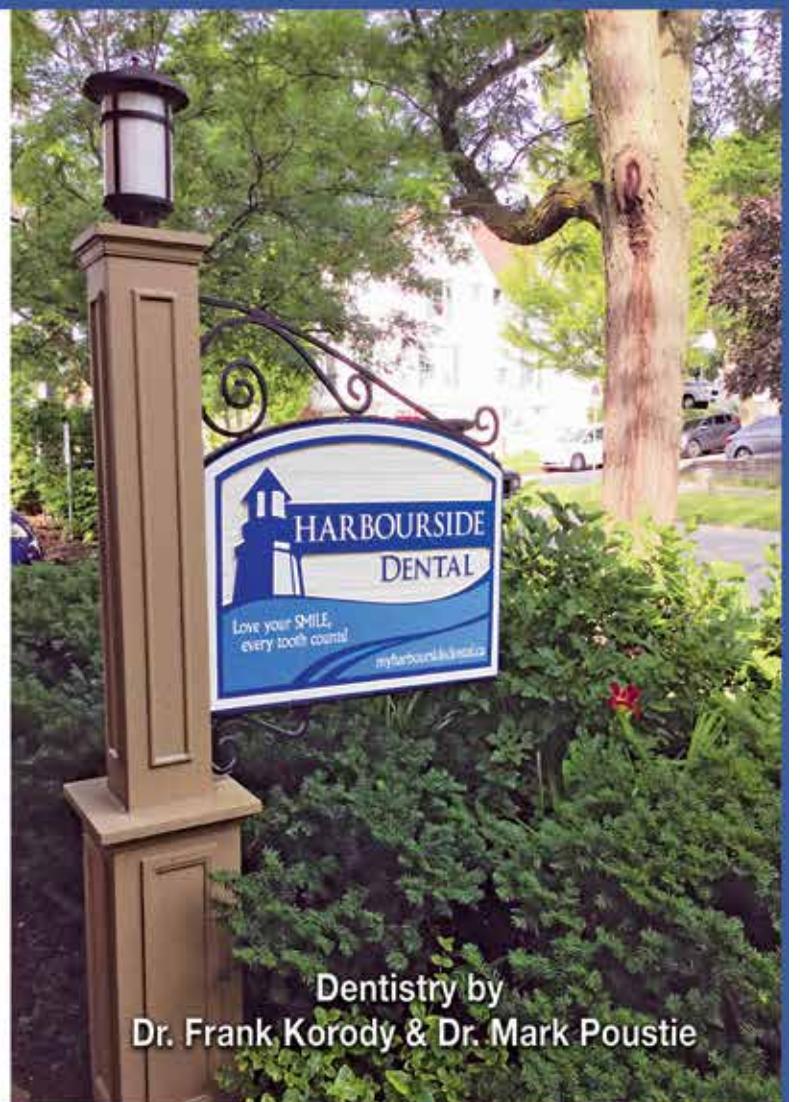
November 6 - Canadian University Championships - site TBA



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Chris Bittle

Member of Parliament - St. Catharines



Wishing you a happy spring as we welcome longer days and new beginnings.

Have any federal issues, reach out to my office, we would be happy to help!

Community Office

www.ChrisBittleMP.ca

61 Geneva St. Unit 1, St. Catharines, ON L2R 4M6
905.934.MPMP (6767)
Chris.Bittle@parl.gc.ca



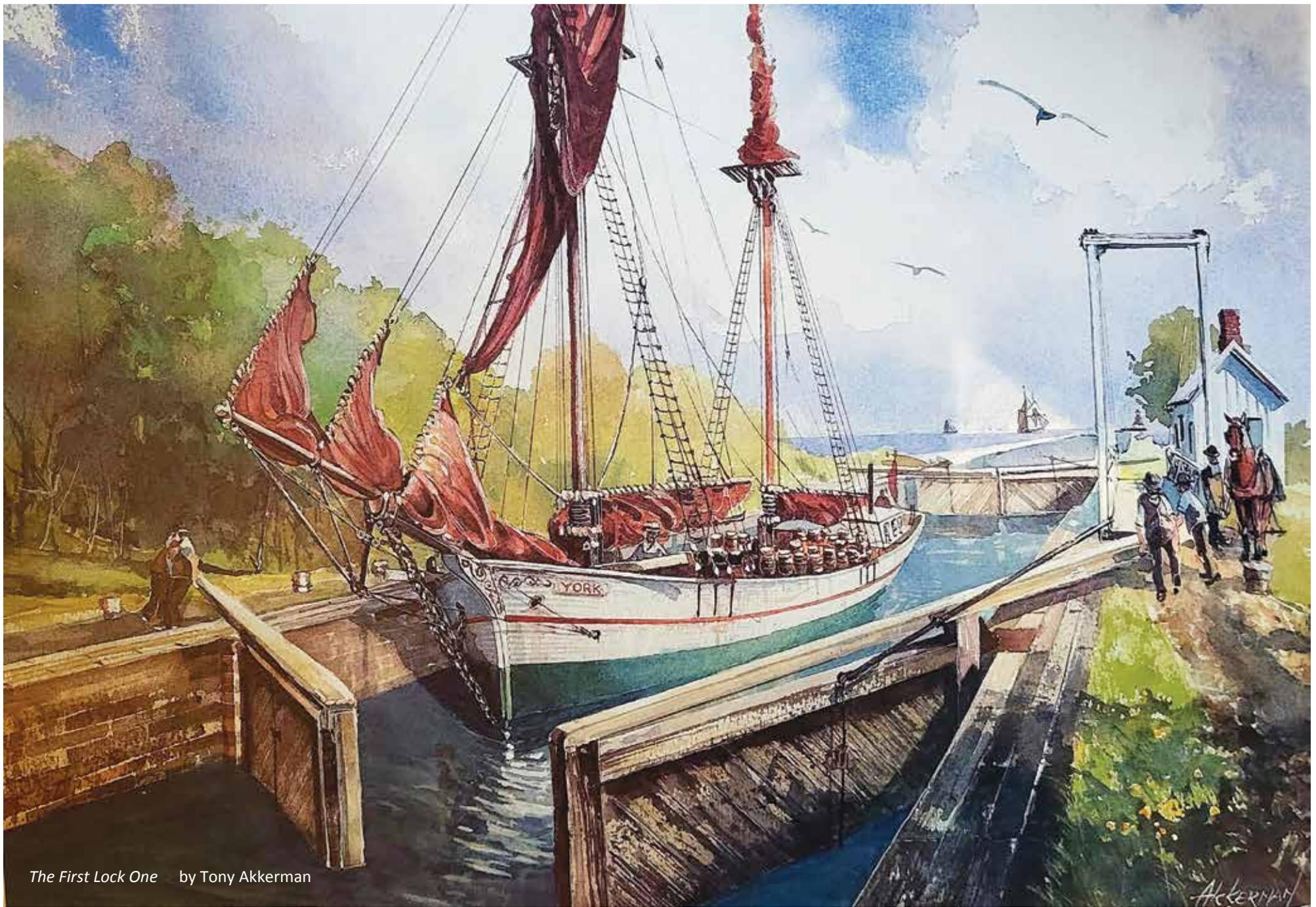
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