

The Renaissance

of Port Dalhousie

There was a time in the not so distant

past that old Port Dalhousie was

essentially a ghost town, rundown,

tired and worn, a shadowy facsimile

of the vibrant, busy and industrious

port of call on the first three Welland

Canals. Some of us remember the

decline that started in the early

1970s, coinciding with the closing of

Lakeside Amusement Park and the increased untreated lake pollution

being sent our way from the paper

mills and industries in Thorold and St.

Catharines via the Twelve Mile Creek.

Of course the slow decline started well

before that, in 1932 when the northern

terminus of the canal moved to Port

Weller, but even through that period

Port Dalhousie was a self-sufficient

village and had its own Town Council,

post office, library, public utilities,

grocery stores, drug store, restaurants and businesses all of which created

a distinct and vibrant community. Until the amalgamation with St.

Catharines in 1961 and the advent of outlying shopping centres and malls

that vacuumed up the commerce

that independent businesses in Port's

But thankfully times have changed

commercial core had cultivated.

visitors, and continues to do so.

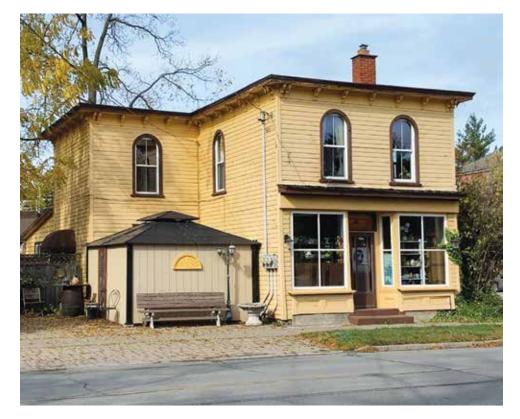
of

50 Main Street: Mrs. Thomson's Store

One of the Best Known Buildings in Port Dalhousie Has a Long and Varied History

ne of the most distincrtive buildings in Port Dalhousie is located at 50 Main Street, at the corner of Main and Brock. The two story, polychrome, frame structure that occupies this corner is known to many of the local residents as "Mrs. Thomson's store."

land to Henry Pawling who then flipped the land on the same day to Nathan Pawling. The Pawling family speculated in land and laid out the first village plan for Port Dalhousie in 1826. The land at the corner of Brock and Main Streets was used by the Methodist Church, and a wooden chapel, which could



The land upon which this building is for the better, and slowly Port was located was originally owned by the recognized for its underlying beauty UE Loyalist Capt. Peter TenBroeck, place, architectural heritage, of Butler's Rangers, who obtained and historical significance, which the township lot as a Crown grant in has attracted not only successful August 1796. Following his death in businesses but untold thousands of 1804, the ownership of the land fell to his son, Jacob TenBroeck who sold the

hold 300 worshippers, is believed to have been erected there in ca.1834 and was used until ca.1880.

In April 1876 Nathan Pawling sold the property to Joseph Walkerly for \$400. Walkerly was a native of Ireland and settled in Port Dalhousie during the 1850s where he opened a grocery store and kept a hotel on Front Street. That business was destroyed by fire in September 1857. He reopened "Walkerly's Hotel" at today's 26 Lakeport Road (the Old Port Dairy Bar location.) on Front Street, and the family business included a "billiard room and bowling alley" during the 1880s.

Walkerly sold the land to Charles A. Wilson in August 1879 for \$1,950. The increased price for the south half of the lot may indicate the building at 50 Main Street was standing by that time. The 1881-82 Directory showed that Charles A. Wilson was the occupant of the corner on Main where "Brock Street crosses." This means that 50 Main is older than the ca.1894 date to which it has been ascribed.

Charles A Wilson was a native of Louth Township and in the 1881-82 Directory he was described as a "dealer in groceries and provisions, also real estate agent." His home was at the same location. In March 1894, Wilson sold this land to William Burwell Merritt for \$2,000. Merritt was the son of William Hamilton Merritt (no, not that Merritt!) and the family moved to Port Dalhousie. W.B. Merritt was a labourer (1881) and then a lock tender on the old Welland Canal (1891). He became a grocer at 50 Main when he purchased that property, and he retired from the business in 1932. In April 1944, the Continued on page 3

33 Lock St. Development Appeals to the Ontario Land Tribunal (OLT) Here We Go Again. A Developer is Challenging the City's Decision to Deny Their Condominium Proposal.

V e have been informed that the developer, Veloce Homes, has appealed the decision of City Council to deny the proposed development of the heritage property on the corner of Lock and Main known as 33 Lock. Both the city staff report and City Council denied both the Heritage permit and the design parameters of the development and demolition at their meeting on March 24. The developer had thirty days to appeal and has now done so. The Conservancy has supported the city's decision as being inappropriate given the location of the proposed development and the laws applicable to the heritage district.

Continued on page 2



It is frustrating and sad that developers are continuing a pattern which we have seen across the city: no significant developments that have occurred in recent memory fall within the Zoning by-laws that the city has democratically established and developed. Planners appear to view the city by-laws as a floor to start from rather than a ceiling to be respected. This development proposal clearly falls well outside the parameters of the Heritage District, and further, there was no engineering report that stated that adaptive reuse and expansion was not possible. It should be noted that the current eight unit apartment building could be expanded to twelve units without falling outside Continued on page 7

The Renaissance of Port Dalhousie

This issue of the Reporter has organically evolved with a theme due to the submission of articles that deal for the most part, with the importance of our architectural, historical and cultural heritage as a community. The Port Dalhousie Conservancy, the publisher of the Port Reporter is committed to promoting and preserving this shared heritage. With that in mind, we are happy to present articles on these issues, along with other features that we hope will entertain and enlighten you about this very special place called Port Dalhousie.

Nancy Cameron takes us back to the rough and rowdy times of Brown's Tavern, Brian Narhi reveals the history of one of the village's most treasured buildings, Hank Beekhuis reflects on paid parking and the demolition of heritage buildings and Christine Nicholson tells the parallel stories of two canal communities. These along with other features, including Dennis Gannon's 'Yesterday and Today', the Councillor's Report, the BWC Report, an update on the 33 Lock Street development proposal, the exciting arrival of the Port Dalhousie Cruise Line boat tours, a eulogy for the YMCA, a report on the municipal election, and of course, our regular features the crossword and Community Calendar.

From all of us here at the Reporter and PD Conservancy, we wish you and yours a very happy and healthy Summer. Stay safe out there! - Peter Wing

Brown's Tavern: "Extraordinary Sprees, Fights, and Uproarious Scenes"

Robert Brown was the Tavern Proprietor, a Dubious Distinction Given his Establishment's Reputation.

Port residents might be surprised to know that in the village's earliest decades, the corner of Lock Street and Queen Street (now Dalhousie Avenue) was for many years the community's

through the first canal every shipping season. With its direct proximity to the lock (now buried in the northwest corner of Lakeside Park) and to the canal's daily activities, the site at Lock



liveliest, wildest, and strangest location. From 1829 to 1848 this corner, situated on the bluff directly above the entry lock of the First Welland Canal, afforded a panoramic view of the lock, the original harbour (now the grassy area of Lakeside Park), and the many hundreds of schooners that passed and Queen provided a fine location for canal workers' shanties, barns for canal towhorses, and for a few rough-andready taverns to service the imbibing and social needs of the schooner crews.

The most well-known and apparently infamous drinking establishment there was Robert Brown's tavern, erected soon after the community's beginning during the entry lock's construction in 1826.

Robert Brown was the tavern proprietor, a dubious distinction given his establishment's reputation. Alexander Muir, head of Port's renowned Muir Drydock and Shipyard, in his memoir listed Brown among village residents in the early 1840s. Muir was a firm teetotaller, unwavering and very vocal in his opposition to the liquor trade; his description of Brown was cryptic: "Mr. Brown, a Protestant, an old English soldier who had no education. He kept a tavern at the top of the hill built above the old lock."

An 1839 map of Port Dalhousie notes "Brown's Island" on what is now Henley Island, but whether this is a connection to the same Mr. Brown is unclear. Another map circa 1845 shows a building on Lock Street near Queen labelled "Robt Brown".

Brown's tavern was very well-known and well-patronized by passing mariners. Its legendary reputation remained in the minds of the wider community long after Brown's passing. A St. Catharines newspaper article in 1864 recalled the tavern's notorious status as "a location of many extraordinary sprees, fights, and uproarious scenes" where schooner captains and sailors would often "spend

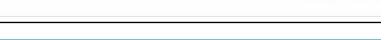


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days drinking, fighting, and skylarking." Skylarking was an old slang term for spending time playing tricks or practical jokes, along with indulging in horseplay or tomfoolery.

Another newspaper article recalled that Brown's tavern had a reputation as "the scene of some of the greatest bacchanalian orgies in that part of Canada."

After the passing of the noted Mr. Brown, the tavern came under the ownership of John Johnson, another tavernkeeper who ran it until he moved his business to the corner of Front and Lock Streets. The re-location and construction of the Second Welland Canal in the later 1840s shifted commercial activity in Port Dalhousie close to the new entry lock and the new harbour facing Front Street (now Lakeport Road). The old original lock was obsolete and abandoned, and the former tavern near the corner of Lock and Queen became a private residence. But its days of notoriety were far from over. In the 1850s and early 1860s, two sisters lived in this house-formerly-atavern, and they were well-known locally as spiritualists able to communicate with the deceased. The house was a popular location among residents from the village and from the wider area who attended regular sessions guided by the sisters to speak with those "on the other side."

Sadly in November 1864 a fire completely destroyed the house, taking its secrets with it. The village lost an intriguing building with a remarkable and scandalous history. One can hope that more accounts of the goings-on at this lively corner of Lock and Queen will surface, and reveal to us more of life in our village's earlier days.

- Nancy Cameron

50 Main Street: Mrs. Thomson's Store Continued from front page

executors of the Merritt estate sold this property to John Allerthorne Dyke. He was a native of Montreal and the son of Samuel Allerthone. Records in the early 1940s referred to J.A. Dyke as the



The diminutive Mrs. Thomson at her familiar place behind the Coke cooler, 1980

"keeper of a confectionary store" and as a "tobacconist," the store also contained a "watch repair shop" kept by his father Samuel. In June 1948, after his death, his executors transferred ownership to his widowed mother Caroline Stafford (Jones) Dyke. In July 1951, Caroline S. Dyke sold this land to Doris Charlotte Thomson. Thomson was a native of London, England, and the daughter of George and Clara Dorothy Millen. She emigrated to Canada in March 1921, sailing from Southampton aboard the "Astorian" and bound for Quebec. Doris went to live with her relatives in Copper Cliff and was first enumerated there in the 1921 census. A few years later Doris lived in Toronto, where, in March 1924, she was married to William James Thomson. They had a family of two children, Howard, and Patricia. William died at a young age from a cerebral hemorrhage and after his death, perhaps wishing to make a fresh start in life, Doris moved to Port Dalhousie where she was a caregiver to the widow Dyke. When she arrived in Port, Mrs. Thomson continued to teach Sunday School at St. John's Church. She taught Sunday School for 60 years and oversaw the girl's Junior Auxiliary at St. John's.

Mrs. Thomson purchased the store from Mrs. Dyke and successfully ran it for more than thirty years. Many former customers fondly recall her penny candies as "the best," but she also sold ice cream, pop, magazines, cigarettes, and carried the St. Catharines Standard for local subscribers. She also stocked an assortment of greeting cards, wrapping paper, and some school supplies. In the late 1960s and early '70s, Mrs. Thomson rented an upstairs apartment in the building to Mrs. Louise Critchley, who worked as a bookkeeper at Latcham's, and for her daughter Shirley, and she provided a home for the Reverend Charles Flook, former minister at St. John's, during his retirement.

Unfortunately, as Mrs. Thomson aged, she found it more and more difficult to manage the store and some of the school-age customers took advantage of this and helped themselves to items without paying for them. She retained ownership of the store until March 1988 when she sold it to Colin Eaton Johnston Sr. and Colin E. Johnston Jr. Mrs. Thomson then moved back to Sudbury where she would be closer to her family. She died there in the hospital and was buried in the Sudbury Anglican Cemetery. She was survived by her two children, six grandchildren, and six greatgrandchildren. Her death notice was published in the St. Catharines Standard on Aug. 16, 1989.

In August 1988, Johnston sold this property to Heather Lee Kilty. Kilty studied at Niagara College soon after it was established, and she became a social worker. She later became an assistant professor of nursing at Brock University and has published papers on various topics such as adolescent cardiovascular risk factors.

- Brian Narhi



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.

Editorial Board Hank Beekhuis / Diane Simsovic / Peter Wing Editor/Production Peter Wing Copy Editor Henry Knoop

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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.

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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.





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Municipal Councillor's Report

A Recap of Key Municipal Issues by Bruce Williamson

By-Election

It was reassuring to witness the healthy level of community engagement in the Port Dalhousie Ward by-election race to select a person to fill the seat formerly held by Carlos Garcia. This was reflected in the size of the field of candidates, the efforts they put forward in their campaigns, voter turnout at the polling stations and the broad range of ideas raised.

Thanks to the participants who had the courage to put their names on the line and expend their time and resources in the highest expression of democracy in action - a free and open election. It is not an easy task to run as a municipal candidate, so hats off to Zach, Jeff, Jonathan, Nick, Norm and Patrick for being willing to offer your services to our community.

Congratulations to Marty Mako for earning the privilege of representing the residents of our ward. He and I have already had discussions about what he gleaned from his door-knocking campaign and what we can do to work together to improve our community. Some of the high priority items on our to do list for the ward emanating from our dialogue follow.

Main Street (Regional Road 87)

Since the previous proposal to reconstruct Regional Road 87 (Main St., Lock St. and Lakeport Rd.) was rejected by both the City and the Region because it included an unworkable and impractical component involving the blocking of a small section of Lock St. to the through movement of vehicular and bicycle traffic, Carlos and I continued to

vigorously advocate for moving forward with the rest of the project. The poor condition of the road surface along Main St. and on Lakeport *democratic norm of a simple* Rd. bridges makes repair of these sections of roadway an immediate priority. I have continued to

push for moving the work forward after Carlos' untimely passing. We received confirmation from the Regional officials that the previous Environmental Impact Assessments can be used for future work. This is good news both in terms of cost-savings and getting the work done in a timely manner. Mayor Siscoe, Councillor Mako and I are working collaboratively to keep this project on the front burner.

Encampments Bylaw

"(Strong Mayor powers)

takes us from the accepted

majority vote of 50% plus

one down to one-third."

One of the most complex issues we have had to deal with in recent years is the issue of unhoused people setting up tents or other make-shift quarters to live in on public lands. These habitations create conflicts with children, individuals and families using parks, and residents who live nearby. They also create inhumane living

> conditions for those who are living in rough shelters. Maintaining public safety is the essential work of all levels of government and part of that equation involves the reduction of harm and mitigating of risk. Making decisions that impact all segments

of society, in particular the most vulnerable members of society, is one I, along with others in local government, do not take lightly.

At the meeting of April 29th council approved a by-law to regulate the use of public space within the City of St. Catharines and directed staff to expedite a business case for the resources required for its immediate enforcement. This by-law will attempt

to "address the growing number of encampments within city parks and other public spaces and balance the rights of individuals experiencing unsheltered homelessness with the City's responsibility to maintain safe, accessible, inclusive, and equitable use of public spaces for all members of the public. The by-law will be reviewed annually in consultation with individuals who have a personal experience with homelessness, such as community engagement groups and advocacy organizations that support or represent people experiencing homelessness." (Garden City Current, April 30, 2025.)

While responsibility for public housing and mental health does not lie within the jurisdiction of lower tier municipalities like St. Catharines, we are nonetheless forced into the difficult predicament of addressing it. Many of the tasks related to these issues are not ones our municipal staff have traditionally been trained or equipped to manage. The expense of these services add to the already hefty property taxes we are paying. While the City will bill back to Niagara Region for staffing costs associated with enforcement of the by-law, a third or so of these expenses come out of our pockets through our property taxes. A large part of this by-law's success will lie in its implementation and evenhanded enforcement.

Regardless, it would be far better for the provincial government to address the root cause factors, including social inequality, public housing



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and treatment of mental health and addiction issues at the source rather than forcing us to have to deal with them once they reach our streets and parks. We are left with little choice but to act with the limited number of tools at our disposal to improve public safety. Based on our current reality, I supported this bylaw brought forward by Mayor Siscoe based on best practices from other municipalities and the hard work of our municipal staff. Councillor Mako also lent his support to the motion at his inaugural Council meeting.

Housing Affordability

The cost burden of building much needed affordable new housing should not fall on the local property tax payer. While municipalities have a role to play in terms of land use planning approvals, the responsibility for public housing rests with the province. If provincial and federal governments want to encourage the construction of new residential units they should find ways to finance them that do not further add to the already high level of taxes homeowners are paying. As well, using the housing crisis as an excuse to dispense with necessary regulations that protect our quality of life, make developers pay for the infrastructure they create the need for, safeguard the natural environment and maintain what little we have left of the best food growing land in the country is shortsighted. Further, it makes sense to build housing where there is a demand. Using Niagara as a marketing tool simply to draw people here from the GTHA as a slightly cheaper satellite community does not improve our lot here. In fact, it artificially drives up costs. Responsible policy-making ought to be about preserving prime agricultural land, not in seeing it paved over.

Lakeside Park Washrooms

Councillor Mako and I responded to concerns expressed that these washrooms be opened earlier than the Victoria Day weekend. He brought forward an official request to make this happen; it will be an issue on a future council meeting agenda. In the meantime we are pleased to report staff took the initiative to open them on May 12th.

Strong Mayor Powers

The role of mayor in Ontario's form of municipal government was described, at least until recently, as the weak mayor system. This was because, like fellow members of council, the head of council has a single vote. In reality, in medium-sized cities like ours, the mayor, as the only full-time elected representative working with senior staff on a daily basis, had and continues to have significant control over city hall, strong mayor powers or not. Arguably, this generally worked well. However, imposing strong mayor powers changes the game by upsetting the balance of how things operate and the relations among council members. It also takes us from the accepted democratic norm of a simple majority vote or 50% plus one down to one-third. Decreeing strong mayor powers is also problematic because it concentrates even more authority with the head of council. In doing so, it diminishes the role of councillors by reducing our ability to participate in governing the city. Minimizing the responsibilities of ward representatives that we earned by being elected in the 2022 municipal election, or in the case of Councillor Marty Mako the 2025 by-election, results in us being less able to provide the checks and balances members of council have traditionally offered. This disrespects not only us but also the citizens we represent. Losing the diverse perspectives in decision-making makes for a less inclusive, less representative, less effective, less accountable, and less democratic way to manage our affairs. In short, the use of strong mayor powers is an undemocratic practice contrary to good governance. These revisions may pale in comparison to other changes coming from Doug Ford's provincial government which will result in stripping even more control from local representatives' ability to govern independently.

YMCA Failure

In the 1990s the people of St Catharines built and paid for a multi-purpose recreation centre without using a single municipal tax dollar. It was envied by those who visited it from outside Niagara, it won architectural design awards, it was constructed to last, in part because of the use of the finest materials and durable finishes. It was a source of civic pride for local residents, and it was much needed and well-used. It was often used in real estate ads as an attractive feature. It became a powerful connecting force as a social hub for folks across the socio-economic and demographic spectrum. Simply said, it was an invaluable community centre that brought people together offering fitness, aquatics, preventative health services and youth programming that enriched lives. It improved our quality of life and increased social cohesion. Over the years it received injections of millions of dollars in federal and provincial government grants which were invested in maintenance and upgrades. It was well looked after.

When it ran into financial challenges after the St. Catharines YMCA became a regional organization, a perfect opportunity presented itself for the municipality and community to work together to assume ownership of this asset and partner to repurpose it as a centrepiece of our recreation system. Sadly, this chance was squandered and members of our community have been left with a sense of resentment that a great public wrong has been committed. From an insider's perspective I can definitively say this sentiment is well justified.

- Bruce Williamson

Introducing Marty Mako Your New City Councillor for Port Dalhousie

Hello, Port Dalhousie!

It is both an honour and a privilege to serve as your new City Councillor for Ward 6. I am committed to representing our community with integrity, transparency, and a deep respect for our shared history.

As a Commander with Niagara Emergency Medical Services, I bring experience in senior level leadership to the role, along with strategic planning skills and an ability to remain calm in a crisis, acting with decisiveness, confidence and compassion. Academically, I hold a Masters Degree in Business Administration, and have served on several city advisory committees, including the Heritage Advisory, Recreation Master Plan, and Sustainability Advisory Committees. Beyond my professional experience, I am deeply invested in our community.

I have volunteered with local organizations such as Out of the Cold, United Way, Lincoln County Humane Society, Big Brothers Big Sisters, Terry Fox Run and the Rankin Cancer Run. Currently, I am a member of the Port Dalhousie 200th Anniversary Planning Committee, celebrating our village's rich history.

As your councillor, I am committed to:

- Listening to and addressing your concerns with responsiveness and respect.
- Ensuring fiscal responsibility in the use of your taxpayer dollars





- Protecting our community's cultural, heritage, and natural resources.
- Bringing a positive, forwardthinking voice to City Council.

I look forward to working together with Councillor Williamson and our amazing community members to celebrate our past while building a vibrant future for Port Dalhousie.

To get in touch, you can email me at mmako@stcatharines.ca or call me at 289-697-2749. I've created an Instagram page (@martymakostc) and Facebook page (Marty Mako - Port Dalhousie Ward City Councillor) which you can follow if you'd like to see photos from events I attend around the community.

I hope to see you soon. :) Marty

A big thumbs up

from Gary Shoufour who is the proud recipient of a Port Dalhousie Conservancy Heritage plaque, recently mounted on his building, the former Canada Customs House on Lock Street.

These handsome weather-resistant cast metal plaques are a great way to celebrate the historical significance of your house here in Port Dalhousie.

For details on how you can acquire one of these plaques, please see page 11 for more information.

Introducing The Port Dalhousie Cruise Line

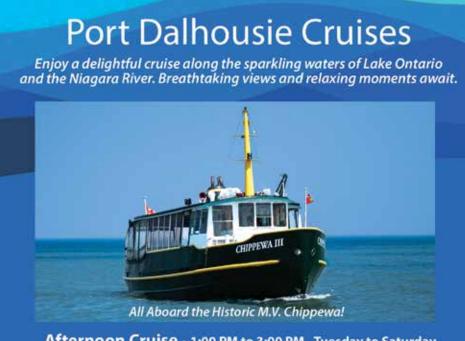
Port Dalhousie welcomes the addition of an exciting new experience that should prove to be a very popular sightseeing service.

The stout, reliable, M.V Chippewa III which was launched during the 1955 season, has a rich history initially serving as a "Maid of the Mist" ship, providing tours of Niagara Falls before being renamed and repurposed for cruises in Parry Sound. It's the oldest member of a well-known line of small ships, originally based on a Canadian design for Arctic research. This stout little ship faithfully plied her trade in the boiling waters below the falls until 1990.

She then retired from that most famous fleet after 35 years of faithful service. Instead of walls of surging water, towers of glass and steel formed her unique backdrop in Toronto's magnificent Harbour. The old name, carefully chiselled into her bow so long ago, was now painted over forever. She was now the M.V. Chippewa III and would sail old York Town's Harbour until the spring of 1994. Fate then intervened, and she was prepared for a new home. The M.V Chippewa moved to Parry Sound and operated with sight-seeing cruies until the 2024 season. Port Dalhousie Cruise Line purchased the M.V. Chippewa III in 2021.

Port Dalhousie Cruise Line will be offering cruises daily, departing from Port Dalhousie Harbour. These pleasurable cruises will include afternoon, evening, and dinner runs. The cruise will take guests out onto Lake Ontario and up the Niagara River. The unique local history of Port Dalhousie and Niagara will be highlighted during the cruise.

For more information on how to book your tickets or any other information, please refer to the ad below. Happy cruising everyone!



Afternoon Cruise - 1:00 PM to 3:00 PM - Tuesday to Saturday Enjoy a two-hour afternoon cruise on Lake Ontario. This cruise will highlight the history of the Niagara Region, the Welland Canal and the Niagara River.

Dinner Cruise - 6:00 PM to 9:00 PM - Thursday, Friday, Saturday Join us for our signature 3-hour dinner cruise onboard the M.V Chippewa departing from historic Port Dalhousie. Enjoy a catered dinner paired with local wines. The cruise will take you up the Niagara River. Enjoy a spectacular sunset on the return voyage to Port Dalhousie.

Evening Cruise - 6:00 PM to 9:00 PM Wednesday, Sunday Join us for our 2.5-hour sunset cruise. The cruise will take you up the Niagara River. Enjoy a spectacular sunset on the return voyage to Port Dalhousie.



For More Info or to Book a Cruise, Visit our Website @ MVCHIPPEWA.COM or Call Us @ 1-704-746-6064



Volunteers Needed for Tourist Information Booth

A smany of you know, the new Trolley Stop Shelter Information Booth is now functional. It is the Conservancy's intention to have residents volunteer their time to engage residents and visitors alike and share their love for Port Dalhousie, as well as supply information about all the various activities and businesses that exist with folks who are not aware of why Port Dalhousie is such a great place to visit. I personally spent many hours there during the installation of the Trolley Stop Shelter; there were many people who stopped by to find out its significance. They were also discovering Port Dalhousie for the first time, and it was sometimes difficult to get any work done because of all their interest. We are looking for knowledgeable volunteers who know Port well and can share the history of significant sites and services that exist in the town with those who are more recent residents and curious visitors. Regular Reporter readers easily qualify!

We hope to be able to staff this project beginning on weekends starting on Victoria Day thru to Labour Day. We intend to staff it for 8 hours on weekends from 11:00 am to 7:00 PM in four-hour shifts. If you are willing to share some of your time and enjoy speaking to people, please contact us at 905-935-1058 for available times and further instructions. Let's share our amazing heritage with those around us. It's actually quite fun, and all necessary resources, including WIFI and phone charging are provided. Let's give it a go!



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A COMMUNITY NEWSPAPER SERVING PORT DALHOUSIE WARD and ST. CATHARINES

33 Lock St. Development

Continued from front page

the rules but apparently that was not good enough. The zoning is very clear and this particular development does not meet any of the parameters, including setbacks, height or parking. It is simply an effort to maximize return on investment.

The danger to the community is that if this proposal is approved by the OLT, it may set a precedent for the rest of the district. If maximization of investment is the criteria then nothing is safe, and we will be playing a perverse game of Pac-Man all the way down the street and the village atmosphere will be lost. It is disappointing because the design is actually pretty good but it is simply in the wrong location. The existing rules were well known by the developer when the .02 acre site was purchased for 1.9 million dollars in 2022. We cannot support developments that deliberately challenge the frameworks that exist to protect the Heritage District and that were hard won and democratically decided. We will keep you posted as things develop.







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What Determines When a Heritage Building is at the End of its Life?

More Consideration is Needed if we are to Judge the Difference Between Renovation Costs vs. Demolition.

A few weeks ago I sat in on a Municipal Heritage Committee meeting, and listened to a presentation by a developer on their request for a demolition permit on a Heritage building. It appeared to be relatively easy to claim that a building is just too difficult and too expensive to fix up and reuse. It got me wondering why older buildings tend to be torn down and why as a society we seem to be generally incapable of reusing and renovating them. There are various reasons for this:

Current building standards are often applied unthinkingly to Heritage structures. Rendering a building "SAFE" is not the same as "Being up to Code." Codes are written by people who may never have built a building in their lives and these regulations are often applied across an entire industry without recognition of the difficulties they create in restoration. I once spoke to someone in Port who had renovated a building and they had little good to say about how they were treated by inspectors and vowed to never attempt it again. Unreasonable applications of the "Code" is often why many older buildings remain unused until demolition becomes the only option. Building codes rarely keep up with new technologies that may allow for easier retrofitting and the utilization of viable workarounds.

Lack of proper maintenance is a big problem. Buildings that are well maintained can last for many years, even centuries. They do, however, need people to look after them. Vacant and abandoned buildings die slow, agonizing deaths. Regular maintenance is always cheaper than a new build.

The rapacious pressures of capital and maximization of profit has little regard for Heritage. Good developers do what they can but are caught in this cycle because everyone is doing it and so the cost of land is driven up out of all proportion to its real value. This gives Heritage buildings little chance to compete. Even the Walker Family YMCA, which was perfectly fine, will be torn down because the land value is more than the building value. Bad developers will ensure that the process of degradation is speeded up so that demolition is the only viable response. The "three w's: weather, water and wildlife" will do the job. A failure to secure a building or turn off the heat or fix a leak will damage the structure beyond repair, and there is little to no consequence for doing so on private property.

Government policies that value development over preservation, and mark success in terms of dollar turnover and the volume of building permits for new builds, don't respect heritage. Unachieveable deadlines for Heritage designation and the stripping away of municipal planning powers will only add to the pressure.

Having worked in construction, I believe there are really only three basic things that make a building renovateable.

Is the foundation solid? That's where everything starts.

Is the roof solid? That's where everything ends and keeps out the weather.

Is the frame strong and straight so that you can redo the walls.

If the above conditions exist then everything else is repairable, and adaptive reuse is cheaper than a new build for the same volume. The problem is that for many builders that is not the overhead costs associated with modern machinery and technology. Regulations: Building codes and regulations have become more stringent over time, leading to increased costs for safety, environmental considerations and energy efficiency. Thus cheaper construction practices were allowed in the past.

Cultural Factors: There was a cultural emphasis on durability, craftsmanship



good enough when you can make more money with a much larger building on a smaller lot.

Materials: Many older buildings used locally sourced materials, which were abundant and cheap at the time. For instance, stone, timber, and clay were readily available, reducing transportation costs and material expenses.

Techniques: Older construction methods often relied on manual labour and traditional craftsmanship. While labour intensive, these did not incur

and design in older buildings, leading to more substantial construction methods that, while initially more costly in terms of materials, may have saved costs in the long term on maintenance and repairs.

Technology and Innovation: Modern construction utilizes advanced materials, technologies and machinery that can be expensive, even though they may improve efficiency. These innovations can drive up costs compared to traditional methods. Older buildings may seem cheaper in historical terms, but these factors contribute to

differences in construction costs, even when adjusted for inflation.

Renovating historic buildings can appear to be more expensive than new buildings due to the cost of labour, logistics and the need to repair or replace existing components. The labour/material cost breakdown for historic buildings is usually 60% labour and 40% materials vs. new construction which is closer to 50/50. Logistical changes such as fewer, smaller elevators don't fit current building codes. Restoring historic buildings requires a high level of craftsmanship to restore plaster, decorative woodwork, and stained glass, which can all be expensive because there are so few that can do it anymore. However, in most cases, it is still more cost effective to preserve and reuse existing historic buildings than to build new ones. The cost of renovating an existing building is typically 25-30% lower than a comparably sized new one, so it is still worth it.

Heritage buildings have other factors that are often not considered, namely their character, craftsmanship and design which can never be replaced. These are things that need more consideration if we are to properly judge the gap between replacement costs vs. modern rebuild. Architectural literacy is lost, especially when some of these homes and buildings are works of art. Demolition also leaves behind a terrible legacy for our grandchildren who will only ever see a sterile concrete and steel world which gives them no sense of history or place. Saving our heritage is always worth it for future generations to be able to enjoy the amazing history we have. What determines whether conservation or new build is better is largely up to us and what we value as a community.

- Hank Beekhuis is Chair of the Port Dalhousie Conservancy

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Democracy in Action



On March 26, the Port Dalhousie Conservancy hosted an all-candidates meeting at St. Johns Anglican Church in the historic Smiley Hall, providing the opportunity for our community to meet the seven candidates running in the April 2025 by-election to fill the seat left vacant by the unfortunate passing of long-time Councillor Carlos Garcia.

In this age of social media and the politics of division, it is essential for would-be politicians to meet with the people they hope to represent at every level of government - and no more so than at City Council, where every decision will affect us in some way. Our local candidates, Jonathan Belgrave, Zach Dykstra, Patrick Harb, Nick Kurzawa, Jeff Mackie, Marty Mako and Norm St. George showed they understand this well.

On every level, March 26 reminded us that local is important. The hall was filled to capacity with more than 140 citizens, and more than 25 audience questions were asked and answered during the 2 1/2 hour meeting. While the format of the meeting, with written questions and time-limited answers was challenging at times, candidates provided insightful answers about how they would address the problems and concerns raised. As expected, many questions had to do with traffic, construction, revitalization of old Port Dalhousie and protecting our built and natural heritage, but questions of taxes, housing, recreation and other issues were also on the minds of citizens.

Notable by their absence, no women were on the ballot this time. Regardless, Port Dalhousie Ward owes a big vote of thanks to the diverse and multi-generational group of candidates who did put themselves forward, to improve our ward and our city.

Update: Christie Street Stairs

There is a new update for the proposal of the Christie St. stairs to be located at the right of way section of Christie Street, providing access to the shoreline of Lake Ontario below. The winter edition of "The Reporter" stated construction of this proposal would commence in late winter 2025, with the completion of the same approximately two months later.

There is now a delay as a result of the regulatory government bodies, Niagara Peninsula Conservation Authority (NPCA) and the Department of Fisheries and Oceans (DFO), that have or may impose additional requirements prior to approving permits for this proposal. The city anticipates work could commence as early as July, providing all necessary permits and tenders are in place by then. As stated previously, they feel construction for this process should take approximately two months. This would push completion of this project into September, which is usually the end of the season for this type of improvement.

As always, this is dependent upon government authorities approving this project in a timely manner, which is not always the case . The completion of this project could easily be pushed back to 2026 if approvals, tenders/contractors, or difficulties are encountered.



Thank you to everyone for their support and commitment to our community. As your Councillor, I'm honoured to serve Port Dalhousie with dedication, compassion, and a promise to bring your voices to the council table. And Carlos, if you are watching up there, I hope I make you proud.

Marty Mako

City Councillor, Port Dalhousie



<complex-block>

YESTERDAY AND TODAY: NS&T swing bridge brought streetcars from city centre to Port Dalhousie

Photo R.J. Sandusky

After the NS&T streetcar line stopped running in 1950, there were occasional "fan trips" across the swing bridge to remind the railway buffs of the "good old days."

The span swung on a stone pivot L to accommodate vessel traffic still using the old canal (also known as Twelve Mile Creek).

After the NS&T streetcar line stopped running in 1950, there were occasional "fan trips" across the swing bridge to remind railway buffs of the "good old days." By the time the 20th century began, the outlying communities of Merritton and

Thorold were linked to downtown St. Catharines by streetcar lines for two full decades.

But what about Port Dalhousie?

It wasn't until April 1900 that the newly incorporated Niagara, St. Catharines and Toronto (NS&T) street railway began work on a line that would run in a northwesterly direction from the city centre out to Port Dalhousie.

One considerable barrier that had



Where the swing bridge once stood, all that remains are the stone piers on the east and west side of Twelve Mile Creek and the stone pivot on which the bridge turned.

to be surmounted was the old canal (or Twelve Mile Creek). It was finally decided to run the line along Welland Avenue, Louisa Street, across Ontario Street, and then across the old canal at a point near the end of Carlton Street (where the McKinnon's/General Motors plant would later be built). The line would then proceed along Martindale Road, Lakeshore Road and Main Street until it reached its

terminus in Lakeside Park.

Because of the vessel traffic that still used the old canal - passenger ships heading all the way to the city centre and commercial carriers heading to the factory at Welland Vale — the canal would have to be crossed using a swing bridge whose span could be moved out of the way of passing ships. The first regular service on the new

Port Dalhousie line began on March 28,



1901, and it continued until the last run on March 1, 1950.

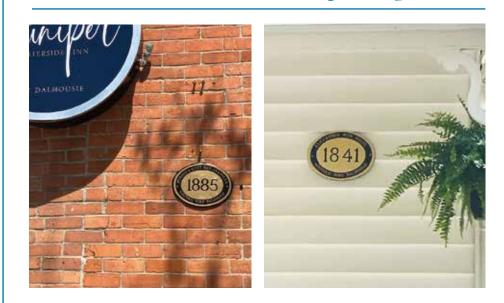
The old photo accompanying this article was taken in the course of one of the popular "fan trips" that would later open up the NS&T line for a day for railway buffs to have just one more ride, reminding them of the "good old days" of the NS&T. This photo was taken from the west side of Twelve Mile Creek looking toward the north end of the GM property at Ontario and Carlton streets.

By the time of the late 1960s, it was clear that the old swing bridge, having lost its purpose when the rail line closed, would have to be removed. There was considerable talk about how and when to do that, with some people saying the structure could still be useful as a path for GM workers living west of the creek to get to work. Others simply wanted the structure to remain as a historical artifact. The bridge's superstructure was finally removed in late 1975.

Our "today" photo this week was taken at a point just off the Merritt Trail on the west side of Twelve Mile Creek, a short distance from the corner of Martindale and Erion roads. We're looking toward the creek. Immediately to our left is the rough stone pier of the west end of the old bridge. The east pier is visible in the distance across the water. Between them, in the middle of the creek, can still be seen the huge stone pivot on which the old swing bridge turned.

- Dennis Gannon Is a member of the Historical Society of St. Catharines.

Port Dalhousie Heritage Plaques



As we approach the 200th Anniversary of Port Dalhousie, we have established a program to celebrate heritage homes and buildings in the Port Dalhousie Heritage District. Preserving that rich heritage is vitally important both for the city and local tourism. One way to ensure that we protect our architectural heritage is to signify our Heritage Homes and Municipal assets. A 1998 Directory from the St. Catharines Heritage Committee lists over 100 heritage properties in the District.

The Port Dalhousie Conservancy's Historic Plaque program focuses on homes and businesses in the District that pre-date 1900. Having a plaque to mark your home's history is a great way to enhance the value of your heritage home and celebrate a sense of pride in it. The plaque, similar to the one above, is made of cast aluminum, gold on black, and will last a lifetime. You can have 26 letters (including spaces) with which to indicate a phrase that characterizes your structure. It could be as simple as "Originally erected on _____" or if you know the historical provenance of your home/building the name, of the original family or use.

If you want to see one up close, just go to the Streetcar Shelter at Lock One Commons for an example. The Conservancy will order the plaque, and install it on a prominent place on your home. If there is a registered history on your home we will also give you a copy of it.

Only \$275 dollars!

The plaque is purely symbolic and creates NO legal obligation. You may even qualify for a tax receipt. If you are interested, please call 905-935-1058

Disturbing Delay For Downtown Heritage District At City Council

At the June 9, 2025 meeting of Niagara City Council there was a delay in the process to create a new downtown heritage district. In a motion by councilor Joe Kushner, the issue was delayed until the July 14th meeting of council. One of the reasons for Kushner's motion was that 3 of the 13 voting members of council were absent.

Before Kushner put his motion to delay on the table, there was a painful pause. Then councilor Jennie Lindal bravely moved adoption of the staff report. Approval of this report will simply be the start of a process expected to last for a year, to develop guidelines, which will likely stress height restrictions. The most positive aspect of the June 9th meeting was the extensive report by St. Catharines Heritage Planner James Neilson.

What was most worrisome is the condemnation of the proposed central district by three organizations, the Greater Niagara Chamber of Commerce and the Niagara Association of Realtors, as well as the Downtown St. Catharines Business Improvement Association (BIA). However, an active member of the BIA, former City Councilor Heather Foss, indicated that the organization is internally divided regarding the new heritage district, being approved only after a contentious 7 to 3 vote.

- John Bacher

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Pineapple

A Spectacular Lakeside Park Long Weekend celebration!

Lakeside Park on Monday, June 30 and Canada Day, Tuesday, July 1.

Don't miss this year's Lakeside Long Weekend, complete with free parking and fireworks on at 10 p.m. on Canada Day. Mark your calendars for June 30 and July 1 and join us for a weekend of fun, music, and community spirit at Lakeside Park.

Presented in partnership with Cicada Music and Arts Festival with support from Heritage Canada and Experience Ontario, this *FREE*, two-day waterfront festival brings together live music, art, family fun, and community spirit.

This year St. Catharines proudly joins the *National Canada Day Drumming initiative*. At 2:30 p.m. on July 1, cities from across the country will unite in a powerful six-minute drumming celebration of diversity, peace, and unity.

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Monday, June 30 - 5-9 p.m. The Strictly Hip Sloan Robert

Tuesday, July 1 - Noon to 10 pm

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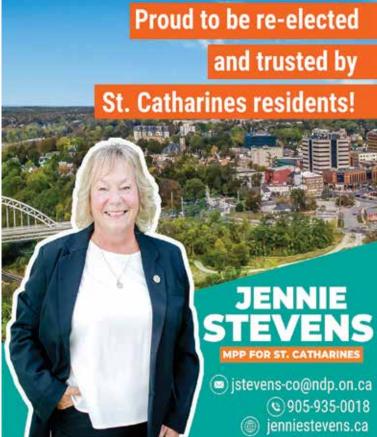
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From Where I Sit ...

Hank Beekhuis

Is Paid Parking necessary or just a Revenue Generator?

Paid parking in municipalities and public institutions is spreading like wildfire. The growth of user fees is largely due to the government's aversion to raising taxes. It can be considered an issue of fairness between those who use a service and those who don't. In addition, there is an underlying assumption that incurring financial cost changes behaviour of those who wish to avoid paying them (or are unable to).

A problem develops, however, when we start paying extra for things that were previously free or ought to be free. A further issue is the fact that fees are often not used to service the actual cost of the service but for general expenses which should be covered by taxes. The recent petition on hospital parking, where fees increased to 6 dollars for patients, staff and visitors alike, is an example. The hospital acknowledges that they use the funds to fund patient care which largely lets the province off the hook for the 4.4 million in fees they collect.

There has always been a lively debate in terms of what should be covered by taxes from all taxpayers for the common good, and what fees should be payment for some special benefit enjoyed by the payer only. We are, however, actually quite selective in what we cover as a taxpayer- paid benefit for the common good. We find it easier to charge user fees for parking and sports, but not so much for things like education and health care. It makes sense that there should, perhaps, be a difference between users and nonusers but we are not agreed on what should be considered a public amenity.

Paid parking in Port Dalhousie started out as a way to control behaviour during COVID when the parks were often overrun by out-of-town visitors. That reason disappeared but paid parking has remained and is in fact expanding. We now have private collection of fees on public parking at Lockhart point. The impact will be that those attending the Legion Fish Fry and volunteers will now have to pay \$3.00 per hour for the privilege. Is it fair to ask: Is this about controlling behavior or about creating revenue? My fear is that it is more about revenue than actually dealing with parking since there has been little to no direct investment in Port Dalhousie parking by the city. It is well known that Port Dalhousie suffers from a massive public parking deficit for 6 months of the year but little has been

"Paid parking in Port Dalhousie started out as a way to control behaviour during COVID when the parks were often overrun by out-of-town visitors. That reason disappeared but paid parking has remained."

done to improve it. Paying for access to public parks is generally unheard of in cities of our size. If there is a decision that parking private vehicles on public property is a privilege that needs to be paid for by the user, then perhaps it should be consistently applied everywhere at all times and we should ,as a result ,be seeing great investment in upgrading of spaces rather than the dereliction we are seeing now. Rennie & Jaycee parking and the unstructured parking along the channel on the east side is a disgrace.

If we are trying to change behaviour, then perhaps it should be accompanied

by improved public bus service, bus stops and bike storage at the same time. The current pattern has been to reduce public parking, thus creating scarcity and simply making life miserable enough for those seeking parking that they take public transit. All that it actually does, however, is drive people away from enjoying and spending time in Port Dalhousie and making them choose to go elsewhere, thus affecting the economic stability of our community . I worry that we are also creating a barrier for folks for whom enjoying a public park is the only recreational enjoyment that they may have access to and can afford.

Paid parking is not free either. The costs of installation of electronic meters can be 2,000 dollars a unit and annual maintenance fees can range up to 250.00 dollars a unit. When they break (which they do often), labour costs for repair are about 170 dollars per hour. This does not even include the cost of city staff to enforce it. Job creation ought not to be the goal; we should know the NET benefit.

It is time that we have discussion as a community on what we think is a public amenity and what requires user fees. If we determine that paid parking is the way to go, we need to discuss the impacts on the community and how we implement it. Currently we are all over the place with different rules and systems. How many apps/permits do we need to park in the same city? What options should the system have? What exceptions should be made for volunteers, seniors, those receiving public assistance and service vehicles? What paid passes should there be, and should they be applicable across all public parking in the city rather than just beaches? Let's have that discussion and then implement it consistently throughout the city.





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FOR ALL YOUR AUTOMOTIVE NEEDS We are pleased to present a series highlighting heritage and cultural sites from around the Niagara Region.

From Port to Port

Lately on my daily drives towards South Niagara, I've often thought if Port Dalhousie had a sister community in the Niagara Peninsula it would, without doubt, be Port Colborne.

While **Port Dalhousie** is nestled on the south shore of Lake Ontario and Port Colborne on Lake Erie's north shore, both share a significant relationship intertwined with the Welland Canal. What separates them is about 26 nautical miles and 326 feet in elevation; what connects them is they both developed during the canal's construction and hold their marine heritage as essential to their identity.

When the Welland Canal opened in 1829, Port Dalhousie was the original site of its busy northern terminus. Historical records cite "The canal (by Port Dalhousie) was a sea of masts." (Salter, 1969). A few years later in 1833, Gravelly Bay, (now Port Colborne), was chosen as the canal's southern terminus and point of entry on Lake Erie. It's easy to envision each as a bustling centre rich with sailors, skilled labourers and canal workers and their families building their communities. With William Hamilton Merritt and other captains of industry at the helm, they created the legacy that helped the Niagara peninsula prosper in the mid-1800's, and usher in the 20th century

Within moments of a quick walk around Port Dalhousie, historic remnants of the first, second and third canals are in clear sight. One particularly important historic site in the village is Dalhousie House, the former storehouse of the Muir Brothers Dry Dock and Shipyard. Opened in 1850, the shipyard built and repaired hundreds of ships and the enterprise at one time employed 800 workers. The historic site sits in beautiful Rennie Park near the finish line of the world-class Royal Canadian Henley rowing course. Sadly, even though it has been restored, Dalhousie House sits empty. (I'll get back to this later.)

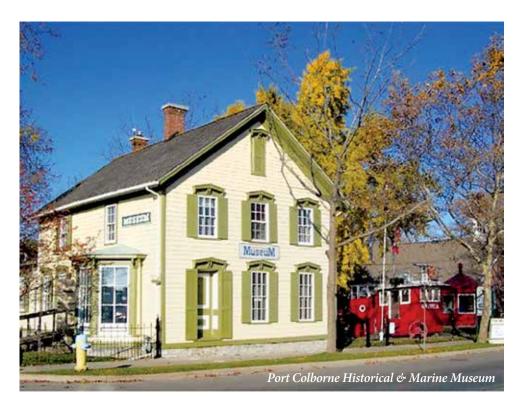
Port Colborne, incorporated as a city in 1966, was founded as a community steeped in the development of the marine industry and the importance of waterways. Like Port Dalhousie, the building of the Welland Canal and its increased traffic propelled existing mercantile businesses to expand to meet the needs of the burgeoning shipping industry. Port Colborne has been the terminus of all four canals and holds the distinction of being the only location where infrastructure remnants of older canals exist side-by-side modern shipping operations. As they've done for almost 200 years, the ships that ply the Great Lakes make their journey through Lock 8 which runs parallel to Port Colborne's downtown. The canal runs through the heart of the city and one can sit on historic West Street, eat an ice cream or sip coffee and watch ships from all over the world pass by.

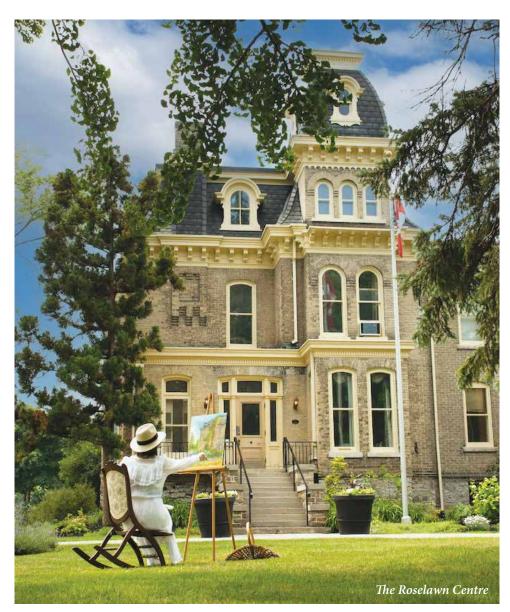
Did You Know?

While many Niagara residents know about Port Colborne's exciting Canal Days, -- a festival of history, music and culture honouring its marine heritage - some might be surprised to discover that this annual event all started at the Port Colborne Historical and Marine Museum in 1979 to celebrate the 150th anniversary of the Welland Canal.

Port Colborne Heritage Highlights

Port Colborne Historical & Marine Museum sits on a historic site right in the center of town, not far from the canal. It opened in 1975 and is currently





celebrating its 50th anniversary with a wonderfully curated collection called 'STEP RIGHT UP' displaying neverbefore-seen artifacts and sharing in the wonder of fantastic and mysterious items plucked from the museum's vault. Free admission - Open daily 12-5.

A Marine Park and Heritage Village sits on the Museum Grounds and is home to a Blacksmith Shop, Log Schoolhouse, among others. It is the site of the Captain J. Sharpe Heritage Resource center and home to upwards of 26,000 artifacts!

Arabella's Tea Room was conceived by museum volunteers with the intention to support the preservation and growth of the museum by creating an Edwardian-style tearoom. Tea and homemade biscuits are served in period costume. It opens each season and hosts delicious annual events such as Arabella's Pie Social & History Fair.

The Roselawn Centre, originally built in 1860, is a prestigious landmark in Southern Niagara and was home to entrepreneurs of industry and commerce. Its striking Second Empire architecture noted for its unique Mansard Roof is a must-see when visiting Port Colborne. This stately heritage home doubles as an exhibit space featuring local art exhibits, hands-on workshops, special events and community programming. Managed by Port Colborne's Department of Museum & Culture and a passionate group of volunteers, the Friends of Roselawn, it facilitates arts and cultural events in the community. In addition, it is home to Lighthouse Theatre, a professional company which stages plays and other entertainment events. Admission is free.

With the museum celebrating its 50th anniversary, this is an opportune time to take a drive down to Niagara's South Coast and discover these historic relics. The parallels of both 'Ports,' with their historic sites, scenic waterfront views and their fine sandy beaches, attract both locals and visitors. Mutually, each offers authentic experiences to promote a unique brand of cultural tourism that makes history come alive.

After immersing myself in Port Colborne's marine heritage and lore, I couldn't get the following out of my mind ...

While recognizing that Port Dalhousie amalgamated with the City of St. Catharines in 1961, the village maintains a strong cultural and geographic independence within the city's boundary. Port Dalhousie is proud of its 200-year seafaring tradition and there is no shortage of artifacts and historical significance to showcase its vibrant and colourful nast Given the village's fast approaching 200th Anniversary, what better time and place than to begin the process of creating a museum at the heritagedesignated Dalhousie House. It would add yet another gem to the already rich character of Port Dalhousie.

- Christine Nicholson

The St. Catharines Walker Family YMCA is NO MORE!

St. Catharines used to have an excellent recreation centre that also served as a community centre.--the Walker Family YMCA. In late 2020 the YMCA decided that, due to Covid, the future for the facility did not look promising so they decided to sell it in March of 2021. Could they have made a go of it? We'll never know, but the "Save the Walker Facility Group" felt strongly that they and/or the City could have. What we do know is that the Niagara Region YMCA sold the building in February 2022 for \$10.65m to Atria Development Corporation. What we do NOT know is what happened to that \$10.65m? There seems to be no consideration by the YMCA that the building was funded by community donations. Neither is there any record of where the \$100 /new member fee for their development fund went.

Except for Child Care, the YMCA no longer has a presence in St Catharines. There were many activities after February 2022, starting with Atria negotiating a possible lease with the YMCA. Following this, in March 2023 the City negotiated with Atria for a possible lease of the facility which was then followed in April 2024 with discussions to purchase the facility. Those discussions broke off in Sept 2024 as Atria did not appear to want to negotiate.

Representatives from the "Help Save the Walker Facility Group" met with Mayor Mat Siscoe on March 17, 2025. It was a good session. The Mayor clearly stated that the need for affordable housing was greater than the need for a community centre. He saw rental units as the future, rather than condos. He also saw Atria as the only corporation ready to build and administer rental units. We challenged him with the fact that there appeared to be discussions with Atria, but no real negotiations. We suggested the City should have made an official offer that would have prevented Atria from saying, "There never was an official offer." The Mayor said that the only way the City could now make an official offer was for Council to pass a "Motion for Reconsideration" that would then permit City Staff to again talk to Atria.

We talked to several of the Council members and none could see how the motion could get the required 2/3 majority. We then sent the "Petition", which had 1667 signatures, to City Council asking that they at least consider issuing a formal offer to Atria. We did not get a response.

Lastly:- I would like to thank all the citizens who supported our efforts to keep the facility operating, in particular those who signed the petition in the spring of 2025.

To answer those people who ask me what I learned, let me say, "I wish people had been honest with me." Back in April 2021, everyone said they did not know that the YMCA had financial difficulties. Yet, we have found out that discussions took place in June 2020 between senior people from YMCA and the City. Had I known of those discussions, I would have acted differently when I was given the mandate in April 2021 to seek a collaborative solution.

St Catharines has lost a valuable facility. The Recreational Master Plan, as far back as 2015, clearly states that aquatic centre provisioning is based on one per 40,000-80,000 population. So, St Catharines needs another facility now. Our estimate is that it will cost \$50+m.

We the taxpayers will be paying for this! It could have been avoided!

- Uwe J. Natho on behalf of the "Help Save the St Catharines Walker Family YMCA" When the importance of family is never greater...

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A Family of Families.

Front Street

At the time of amalgamation in 1961, Port Dalhousie had a Front Street. It was renamed Lakeport Road.

Gertrude Street

This street runs northwesterly off Canal Street. It was named after Captain Peter Tenbroeck's daughter.

Graham Avenue

Runs northwesterly off Bayview Drive to Terry Lane in Port Dalhousie. Prior to amalgamation in 1961 it was called Seventh Avenue. It is now named after Bill Graham who was Town Clerk of Port Dalhousie at the time of amalgamation. He later became an employee of the City of St. Catharines and served in the Clerk's Department.

Hogan's Alley

Runs northeasterly off the north end of Lakeport Road. In November 2009, City Council passed a by-law to close Hogan's Alley so it could be sold to PDVC, the company that intended to develop a complex with a tower overlooking Lake Ontario in Port Dalhousie. Not everyone was pleased by this closure, including Nancy Cameron, who claims the Alley is of great historical significance, it being an area where supplies were loaded onto ships, horses were stabled and prostitutes trolled. On page 4 of the November 1983 issue of the Port Dalhousie Nipper an article appeared that provides an explanation for the name of this street. It states that "In the late 1800's, when the village was a bustling port, a popular comic strip named Hogan's Alley regaled readers with the antics of humorous town characters. Along the Port Dalhousie lane in question were a number of stables and outbuildings. The motley groups of down on their luck, itinerant sailors that frequently sought over-night shelter in these buildings reminded townspeople of the comic strip characters. They started calling it Hogan's Alley and the name stuck." A new developer has new plans (2016) for the site.

John Street

Runs southeasterly from Michigan Avenue to Lakeshore Road and is named after John Symington Clark born in Louth Township in 1822. In 1847 he was appointed Collector of Canal Tolls and Customs at Port Dalhousie. He 1855 he married Frances Wyly. He was Captain of

and Adjutant of the 1st and 4th Lincoln Flank Companies. He served in the War of 1812, and was taken prisoner at the Battle of Chippawa but managed to escape. By the time he retired from the Militia in 1857 he was a Lieutenant-Colonel. He engaged in farming, land investment and the manufacture of potash and lime, which were shipped to England from Queenston. He was Secretary of the Welland Canal Company and in 1837 was appointed Collector of Customs at Port Dalhousie where he lived on "the hill" on the east side of the harbour. He bought land on Church Street bounded on the west by Clark Street. He was the



the 1st, 2nd and 5th battalions of the Lincoln Militia and took part in repelling the Fenian Raid in June 1866. He had substantial land holdings in Port Dalhousie. He died in 1877 and was buried in 1855 in Victoria Lawn Cemetery. His father, Col. John Clark, was born in Kingston and was baptized by Rev. John Stuart, the first missionary to the Six Nations Indians in Upper Canada. He attended the Garrison School at Fort Niagara. In 1812 he was Lieutenant President of the first local Historical Society. He was a pallbearer for his friend, Hon. William H. Merritt, who died on July 5, 1862. He returned from the funeral greatly fatigued and died just three days later. He is buried in Victoria Lawn Cemetery. Another John Street in St. Catharines was changed to Tasker Street at the time of amalgamation in 1961. In 1961 there was also a John Street in Merritton. It was renamed Essex Lane.



Johnston Street

Runs northwesterly off Main Street in Port Dalhousie. Formerly called Church Street because the Presbyterian Church was on this street, it is now named after Robert Mercer Johnston, born in Port Dalhousie in 1916. By 1933 he was working with his father in the ice and coal business in Port Dalhousie. His father, Thomas O. Johnston, was Reeve of the Village of Port Dalhousie in 1918-1919 and again in 1924-1927, and also Warden of Lincoln County. In 1941, Robert Johnston, at age 26, became the youngest Reeve ever of Lincoln County. He subsequently became Mayor of St. Catharines and served in this capacity from 1965 to 1968. In 1967 he was elected M.P.P. under the Conservative banner and continued as the representative of the St. Catharines Riding until he retired in 1977. He was a Justice of the Peace beginning in 1952. He died in 1985 and is buried in Victoria Lawn Cemetery.

Lakeport Road

Lakeport Road runs northeasterly off Lake Street just south of Linwell Road and continues to Main Street in Port Dalhousie. The name is an amalgam of "Lake Street" and "Port Dalhousie". Presumably it is so named because, in part, it borders the Port Dalhousie Harbour. The portion of this street facing the harbour used to be called Front Street. Prior to amalgamation it was called Ontario Street but it was changed to Lakeport by St. Catharines By-Law 61-129 on June 19, 1961 to avoid a duplication of names resulting from amalgamation. This street was created as a short-cut from Lake

Street to the junction of Ontario Street and Lakeshore Road in Port Dalhousie. It runs beside a former railway right-of-way.

Lakeshore Road

Runs easterly from Lakeport Road and ends up in Niagara-on-the-Lake where it meets Misssissauga Street and here its name changes to Mary Street. It is so named because it runs parallel to Lake Ontario albeit not along its edge.

Lakeshore Road West

Runs westerly from Gregory Road to Courtleigh Road in Port Dalhousie.

The St. Catharines Street Name Project was compiled by

Maurice Gomme

on behalf of the St. Catharines Heritage Committee

The People Would Like to Know.

What Does the Future Hold for the Historic Buildings at 14 and 18 Lakeport Road?

ast Saturday evening we went to ✓dinner at the Kaiser Haus Bistro on Front Street where we enjoyed an excellent meal. The downtown core was humming, all the restaurants and stores were busy with customers, families passed by eating ice cream, and couples strolled together hand in hand. As usual for a summery Saturday night in Port, parking was at a premium. SUVs, trucks, and motorcycles circled the Lakeside parking lot as if they were playing musical chairs, waiting to dash into an open parking spot. All in all, it seemed everyone was in good spirits and happy, businesses were thriving, and visitors enjoyed themselves.

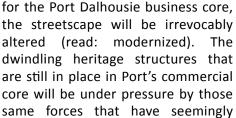
The only blight on the evening, at least on Front Street (Lakeport Road), were the two storefronts at the end of the street which have been closed, abandoned, and deteriorating for years, a sad and worrisome sight. The adjacent store fronts along the street The Portside Restaurant, The Juniper Inn, The Kaiser Haus Wine Bar & Bistro, 28 Lakeport Road and The Old Port Dairy Bar have been renovated and restored by their owners, converted to vibrant, profitable businesses while maintaining the integrity of their historic architectural heritage. The last two storefronts at 18 and 14 Lakeport Road have been

completely neglected. (18 Lakeport Road has been authenticated as the oldest storefront in Ontario) The deterioration of these historic structures is in full public view, especially after the plywood facing of 18 Lakeport has been removed, revealing the crumbling storefront

in a dismal state of disrepair. Hopefully the removal of the plywood hoarding is the first step restoring and in renovating the two buildings which are irreplaceable historical structures, key and to maintaining the integrity of the 19th Century streetscape. We have already lost the Port Mansion (circa 1860) that anchored that end of

the street through a tragic demolition that wrongly anticipated the completion of the failed and disgraced Port Place project. (I'd still like to know who signed the demolition permit on behalf of the municipality.)

With the impending construction of Rankin Construction's 'The Locks,' a massive condodevelopment approved



"The only blight on the evening, at least on Front Street (Lakeport Road), were the two storefronts at the end of the street which are empty and abandoned, and have been deteriorating for years, a sad and worrisome sight."

no regard for "old, outdated" buildings. erection of The many contemporary buildings, constructed of glass, steel and concrete, are the very antithesis of the heritage buildings and architecture that make Port a popular and desirable tourist destination. Unfortunately, the fact that Port Dalhousie was formally designated a Heritage Conservation District in 2003, seems

to be a moot point, the toothless bylaws protecting the architecture ignored and easily bypassed by city council, especially when profit and an increased tax base are at stake. I won't even go into the corruption and disregard of the Port Dalhousie Secondary Plan adopted in 2018. These venerated buildings on Front Street must be saved not only for future generations, but also for the prosperity of the commercial core. There are valid questions as to the plans for their future: Are the owners planning to restore and renovate them as the previously mentioned businesses have? Are they waiting to flip the properties at an opportune time? Or are there other plans such as "demolition by neglect," a deceitful strategy that allows heritage buildings to fall into disrepair until they become a safety hazard and must be demolished?

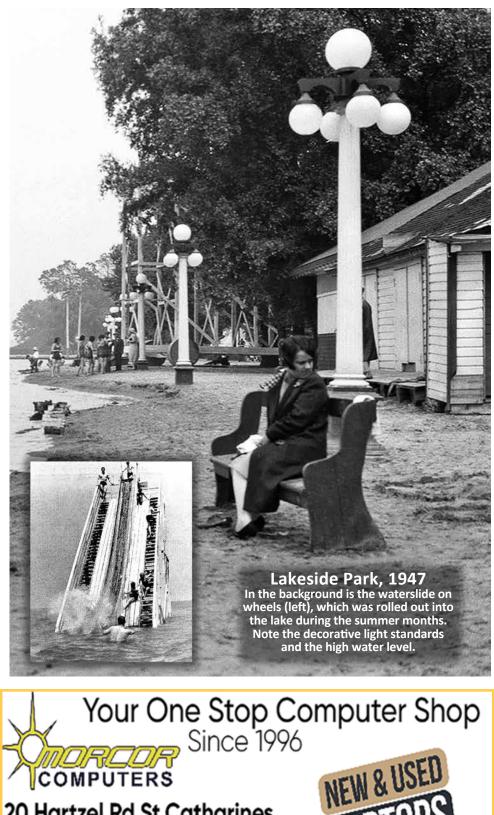
I'd like to offer an opportunity for the owners of these buildings to allay any public concerns and share their plans. I am willing to work with them and write a mutually approved update to be published in the next issue of the Port Reporter. They can respond by email directly to me at portdalreport@gmail.com or call me @289-213-3338. I risk the possibility that positive steps to remedy the buildings' condition might be taken before the publication of our next issue, making this article outdated and redundant. I truly hope so. But until then, I as well as many other concerned citizens await your reply.

- Peter Wing



Enjoy

and safe
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In Memory of Carlos Garcia

iscussions are taking place with the City of St. Catharines, the Yacht Club, BWC and the Port Conservancy with respect to finding an appropriate way to respect the hard work of Carlos Garcia in helping to create the Port Dalhousie Heritage District. The idea put forward is to clean up the overgrown area just east of Lock One, between the Yacht Club washroom and the heritage fencing next to the Trolly Stop, to create a parkette overlooking the Front St. heritage buildings and the Lock Stage that he was so instrumental in preserving. Donations can be made directly to the city of St. Catharines' BWC account as indicated in the BWC report. Let's all express our appreciation for work well done.



Port Dalhousie 200th Anniversary Committee - Update

Our volunteer committee continues to meet every three weeks to plan for the upcoming celebrations in 2026. With Marty Mako's recent election to City Council, he has transitioned from "Chair" of the committee to "City Councillor liaison" (Carlos' former role on the committee). Kelly George kindly accepted the role of Chair and Jonathan Belgrave will be the new Vice-Chair. Both will do great in their new leadership roles. We are also excited to share that our first big event in 2026 will be a "Winterfest," hosted in collaboration with the Port Dalhousie Lions Club. It will be happening over the Family Day weekend (Feb 14-16, 2026). More details to come, but for now mark your calendars and Save the Date!! If you'd like to help or connect with us visit our website @

pd200.ca



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Your BWC hosted its Annual Clean-Up on Saturday April 26th in celebration of Earth Day. Thanks to our dedicated volunteers we were able to clean up the Downtown area, Lakeside Park, Rennie Park and Michigan Beach. It was great to see people of all ages join in and support their local community! Coffee and treats were donated by Tim Hortons (Lake Street) and Anchor Pointe Retirement Community. We thank the conservancy for access to the Trolley Stop, and to Carousel Tattoo & Barbershop for offering a discount to our volunteers. Finally, the City of St. Catharine's provided all the cleaning tools. Port Dalhousie's newest Councillor, Marty Mako, welcomed everyone, and Mayor Matt Siscoe stopped by for a visit.

Planting

A big shout-out to our BWC volunteers who came out on Saturday May 3rd to freshen the soil in all our pots and planter boxes, and special thanks to Sam for allowing us the use of his truck - we couldn't have done it without him! Also, thanks to the Conservancy for allowing us to shelter in the Trolley Stop. By the time you read this, hopefully the flowers will be in full bloom and looking beautiful. We are doing well with volunteers for watering this year, but still a bit short in numbers. If there is anyone who would like to volunteer to water for a week, please let us know. We have started our weeding group. We meet every Wednesday at 9.30am at the Old Port Mansion Garden - unless we post any changes on Facebook. If you wish to join us, please bring gardening gloves, a small trowel, pruners, and whatever else you think you might need.

Volunteering

We are pleased to welcome Linda Poirier who will fulfill the role of community lead for volunteers. Linda has been a resident of Port for two years, after living in the Rice Lake area for 25 years. Now retired, Linda was formerly Vice President Academic at Fleming College and was a Registered Nurse ICU prior to that. Linda writes:

The importance of volunteering and giving back has always resonated with me. I am extremely happy to live in Port Dalhousie and joining the BWC introduced me to new friends and members of the community as a new resident to the area. It's a great way to connect with people and feel part of Port.

Our goal is the beautification, preservation, and enhancement of Port Dalhousie. Consider the many and varied volunteer opportunities we can offer you right here in Port:

Earth Day Clean-up; Swayze Memorial Grandstand Spring Clean-up; planting and maintenance; concerts; Halloween Stroll; Candlelight Stroll; infrastructure/ legacy projects; bottle drive; promotions and marketing; and much more.

To volunteer, speak to a current board member or community lead; text us on messenger, or email us at portdalhouse@yahoo.com. Summer Concert Series

For over 25 years, The Smudge Fundaes -

Canadian duo Sandie and Suzanne - have been delighting children and families with their award-winning, interactive music. Known for their original songs, classic favourites, and lively audience participation, their performances are full of energy, laughter, and fun! With 11+ international awards, The Smudge Fundaes bring joy to festivals, fairs, and special events, turning every show into a musical celebration for all ages!

The Smudge Fundaes will appear on our Lock Stage Saturday June 21 at 2 PM. We thank our generous sponsors – Portfolio Realty Group!

Donations

We truly need your help to keep Port beautiful and resilient! As you drive or walk through Port you can see the positive impact of your donations and the work of our volunteers. While there is a lot more work to be done, the small cumulative changes that have been made have had a notable impact improving the quality of life for residents. We have many ways to contribute. You can mail your donation to:

The Port Dalhousie BWC, 15 Lock Street, Suite 301, St. Catharines, ON, L2N 5B6. Or you can deliver your donation and deposit it in our new drop box marked BWC attached to the side wall at Balzac's. Donations can also be e-transferred to Gary van Eyk (BWC volunteer Treasurer and CPA accountant) at gary@garyvaneyk.ca. Tax Receipts Also Available

Personal donations of \$20 or more are eligible to receive a tax receipt from the City of St. Catharines. Make your donation cheque payable to the "City of St. Catharines" specifying only one of the following BWC eligible tax receipt projects to which you are donating: 1. Gardening/Flowers

- 2. Rock On the Lock Concert Series
- 3. Candlelight Stroll
- 4. Carlos Garcia Memorial Site to fund site preparation, fencing, memorial bench, plaque(s), tree, etc.

Include your full name, address, and email address. We will allocate your donation to your preferred project/ event, and the City will issue you a tax receipt and send it to your home. Every little bit helps! Thank You.

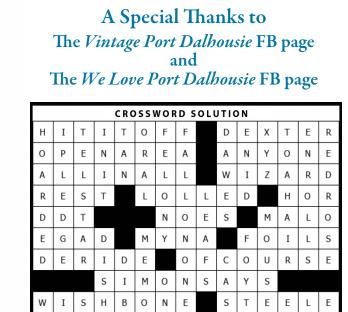
Reach out to us on Facebook (Port Dalhousie Beautification Committee) or email us at portdalhousie@yahoo.com

An opportunity for BWC volunteers or Friends

to work with the PD Conservancy Committee to staff the Trolley Booth located at Old Lock One.Its intent is to act as an informal information booth with volunteers aiding visitors with their questions that relate to Port Dalhousie which can range anywhere from parking inquiries, restaurant referrals or historical curiosity. To this point there is an average of approximately 45 interactions a day.A brief orientation session will take place to provide training as well as access to Port Dalhousie educational material on site. The booth is also equipped with wifi and a phone charger.Dates required are weekends and holidays from 11 am to 7 pm in two four-hour shifts.If this opportunity appeals to you, please email Linda Poirier at poirier5652@gmail.com

Hello Summer! Happy Summer, Port Dalhousie! As we officially welcome the warm days and sunshine of summer, I hope you are all looking forward to enjoying all that Port Dalhousie has to offer. I want to thank all of the residents and business owners who continue to make Port Dalhousie a special place to live, work, and visit. I encourage you to take advantage of the sandy beach at Lakeside Park, carousel rides, community events, and nice walks along the pier. Stay safe and enjoy a summer filled with unforgettable memories! P.S. SAVE THE DATE: October 29th 5:30 PM - 7:30 PM **Mayor Mat Siscoe** Port Dalhousie townhallSTC Event. Learn more at www.stcatharines.ca/townhallstc City of St. Catharines mayor@stcatharines.ca (O) @MatSiscoe MatSiscoe (f)@MayorMatSiscoe

Summer on the Beach, 1931



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COMMUNITY EVENTS - SUMMER CALENDAR

JUNE

June 02-29 **TD Niagara Jazz Summer Festival** 1-844-LIV-JAZZ (548-5299) For more details: Check out the TD Niagara Jazz Festival FB page!

Food Trucks Supper Market - Lakeside Park

Tuesdays, opens at 4:00 pm.; Music starts at 5:30; Closes at Sunset Family and Pet Friendly - bring a lawn chair or blanket and enjoy!

JULY

June 30 -July 1st

Canada Day Events @ Lakeside Park Monday from Noon until 4:00 pm music Tuesday, Canada Day, Music from 1:00 pm until 8:00 pm Fireworks to follow Hosted by the city of St. Catharines. Check out their social media for more info.

July 18

Port Dalhousie Bi-Centennial Committee will be holding a fundraiser event on Friday, July 18

More details will be posted on pd200.ca

July 19

"Rock on the Lock" at Port's Old Lock One Stage 7:00-10:00 pm: International Night with PK

Hummingbirds and La Fontina Musical Hosted by Port Dalhousie Beautification Works Committee. Check their FB page for more info!

July 27th 12pm to dusk Emancipation Day "Big Picnic"

Lakeside Park., from 1pm to 9pm Matter of Black will be hosting the annual "Big Picnic" Emancipation Day STC celebration at Lakeside Park on Sunday July 27th from 12pm to dusk. There will be a live DJ throughout the Day, live music from LMT and Rennatha and Vybe, a Black Owned 905 Market, food trucks and more! This is a free family friendly all day event, everyone is welcome!

AUGUST

141th ROYAL CANADIAN HENLEY REGATTA updated

MASTERS REGATTA: August 3, all day OPENING CEREMONIES at the grandstand: August 4 at dusk RACE WEEK August 3 - August 10 Cheer on the crews at Canada's oldest and North America's largest rowing event. www.henleyregatta.ca

August date to be announced **Peach Festival**, 5:00 to 7:00pm St. John's Church Baking, preserves and dinner with peach dessert!

August 16

"Rock on the Lock" 7:00-10:00 p.m. Jazz & Blues Night Check out Port Dalhousie Beautification Works Committee FB page for more info!

August 23

52nd Niagara Barbershoppers Corn Roast Port Dalhousie Lions Club Sat Aug 23 2024 at 5:00 pm More info on their FB page @ niagaracornroast or email niagaracornroast@gmail.com Tickets now available online and/or register to sing at www.niagarasingers.com/?page_id=1376

SEPTEMBER

September 13

"Rock on the Lock" at Port's Old Lock One Stage 7:00-10:00 Celtic Folk Night Check out Port Dalhousie Beautification Works Committee FB page for more info!

September 14

St. Catharines Terry Fox Run Lakeside Park - Registration 9:00 a.m. Start Time: 10:00 a.m. https://run.terryfox.ca/92732

September 27 "Bingo" St. John's Church 2:00 pm

OCTOBER

October 3 & 4 Cicada Music & Arts Festival

Henley Island St. Catharines' premier indie music festival returns to Henley Island in Port Dalhousie Watch their website for updates and tickets: https://www.cicadafestival.ca/

October 29 (time TBD) **PD Town Hall Meeting** at Optimist Club, Linwell Road

ONGOING EVENTS

Dalhousie Yacht Club Learn to Sail

Programs for youth ages 8 to 17 starting with weekends in June and full day programs July and August? We also offer adult Learn to Sail keelboat programs and adult Dinghy sailing. Check out the DYC website for more information: https://www. dalhousieyachtclub.com/sailing-school

Kids Summer Derby

July 1st - August 30/25 Kids Day - Saturday, September 6/25 In person, the fish from shore event is back! All kids 2-16, free to participate Details can be found on our Kids Summer Derby Facebook or Instagram page or at our https://scgfa.ca/event/kids-derby/

Henley Island Helper Breakfasts

Offering delicious breakfasts starting every Sunday in June from 8:00 am to 1:00 pm. on Henley Island, down near the water. Beautiful view and all proceeds are going to the rowing community. July, August and September look for their additional days on Saturday and Sunday from 8:00 am to 1:00 pm.

Friday Fish Fry

Port Dalhousie Legion 4:00 p.m. – 7:00 p.m Returning mid September

B.B.Q. Friday and Saturday

Port Dalhousie Legion 3:00 p.m. - 7:00 both days Check out their website for more details: https://www.rcl350.ca/events Port Dalhousie Super Markets Lakeside Park-Opening June 24 to August 26th Tuesday nights More details: Port Dalhousie Supply Company FB page.

Port Dalhousie Lawn Bowling

Celebrating 100th Anniversary 2025 Come out and try Lawn Bowling at the Port Dalhousie Lawn Bowling Club Mondays and Fridays 6:15 pm, Tuesdays and Thursdays 6:30 pm, May –September 24 Verdun Avenue (off of Main Street), St. Catharines Questions: contact Carolyn at 289-213-1202

Port Dalhousie Legion Activities

Recreational Euchre Starting May 21 at 7pm until the end of August 2025. Recreational Cribbage every Wednesday at 7pm–Starting September 3 until end of April 2026 Recreational Darts every Monday at 1pm– Starting September 8 until end of April 2026 ALL ARE WELCOME https://www.rcl350.ca/

Regatta Parking

Various Rowing Events throughout the summer offered at St. John's for a free will offering.Check out their ad in this issue for more info!

The Friends of the Carousel's 26th

Anniversary 'Keeping The Dream Alive'! Opened May 17/25 2024 Lakeside Park Carousel season Still 5-cents a ride! Victoria Day weekend through Canada Day weekend. Weekends only - 11am - 6pm Canada Day weekend through Labour Day weekend7-days a week - 11am - 8pm Labour Day weekend through Thanksgiving weekend. Weekends only - 11am - 6pm

City Events

Check out the City event page for summer events throughout the city of St. Catharines lovestc.ca/upcoming-events

Music in the Square

Come down to Market Square and enjoy local live performances. More details: www.stcatharines.ca/en/arts-culture-andevents/summer-concert-series.aspx

Available Self Guided Heritage Tours in St. Catharines

Explore the City of St. Catharines' rich history and take one of our heritage tours. Whether you're traveling by foot, bicycle or car, our tours will take you to some major historic attractions. This is a great way to learn about the history of our community. Both tours below are self-guided

Walking Tours

There are two self-guided walking tours. Review each of the tours and plan your route.

Victoria Lawn Cemetery Walking Tour
Downtown Heritage Corridor Walking Tour

Canal Driving Tour

The Canal Driving Tour in Merritton Ward gives visitors information about the history of Merritton and highlights some of the interesting sites along the Welland Canal. The tour starts at the St. Catharines Museum and Welland Canals Centre and there is interpretive signage installed along the route. Check out the city of St. Catharines website for more details on these self guided tours to learn more about the history and legacies of your community! https://www.stcatharines.ca/en/artsculture-and-events/heritage-tours.aspx

St. Catharines Museum

Stay in the know on upcoming museum events and programs Check out the museum events and calendar for virtual lecture series schedule and as well as when in person events will commence. https://www.stcatharines.ca/en/artsculture-and-events/museum-events.aspx

The Port Reporter provides free listings for any Port Dalhousie (or vicinity) area events that benefit local charities or community organizations and would be of interest to Port residents, vendors and visitors. It is at the discretion of the editorial team to include or exclude submitted events. Event details are always subject to change. Readers are encouraged to contact the organizers of the events to verify details closer to the event date. Submissions are due by the 1st of the month prior to publication and can be sent to editor.portreporter@gmail.com.

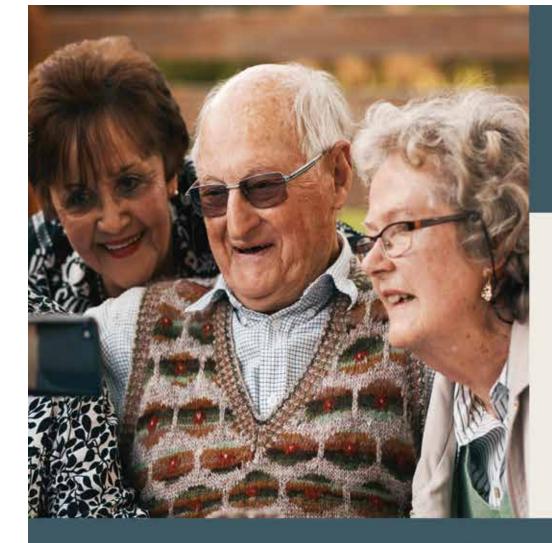


Photo: Kent Smith



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1. Get along	1. Put away	15		-	<u> </u>	<u> </u>		_			16					
9. Town near Bangor	2. Start of a patriotic recitation	15									10					
15. Good place to fly a kite	3. 1962 communications satellite															
16. Tom, Dick or Harry	4. Part of H.M.S.: Abbr.	17									18					
17. Generally	5. Whip															
18. Necromancer 19. Put one's feet up	6. Like some vaccines 7. Serious crime	19					20			21				22		
20. Put one's feet up	8. Admit defeat															
22. Obsolete TV control		23		-				24			<u> </u>		25			
23. Banned insecticide	9. Coolidge's vice president 10. "Idylls of the King" character															
24. Rejections	11. Series ending	26	-		27		28					29		<u> </u>		
25. St: French resort	12. Exactly	20			Ľ		20					25				
26. "Zounds!"	13. Registers		_			24				_						
28. Bird of the starling family	14. Symbol of love	30				31			32		33					
29. Blocks	21. Thumbs (through)															
30. Pooh-pooh	25. Cat, often				34			35								
32. As expected	27. Handed (out)															
34. Popular group game	28. Staff note	36	37	38							39			40	41	42
36. T formation alternative	29. Four-time Indy 500 winner															
39. Brosnan role	31. Rights	43	+		<u> </u>	<u> </u>		44		45			46	l		
43. Stud fees	33. Prop users							**		1						
44. " It a Pity?": Gershwin song	35. Burger add-on															
46. Victrolas, e.g.	36. "Neato!"	47					48							49		
47. Concrete unit 48. Model	37. Out of it															
48. Model 49. Lille lily	38. Walker with a purpose	50				51					52		53			
50. Third-century date	40. Bakery buys 41. Arranges															
51. Having no downside	42. Ancient Semites	54	-		55		+	-	56		+	57				
53. Facility	45. Big name in retailing															
54. Plenty	48. Galileo, by birth	58	-	-		──		-	59					<u> </u>		
56. Dropping	51. Occurred	~							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
58. 1998 British Open champ	52. Actress Foch		-		L			_		_			L			
59. Sounded about right	53. Ferrara ruling family	60							61							
60. 1956 perfect game pitcher	55. Musical sixths															
61. Some court evidence	57. Friday, for one: Abbr.												*AI	NSWER	S ON P	AGE 21

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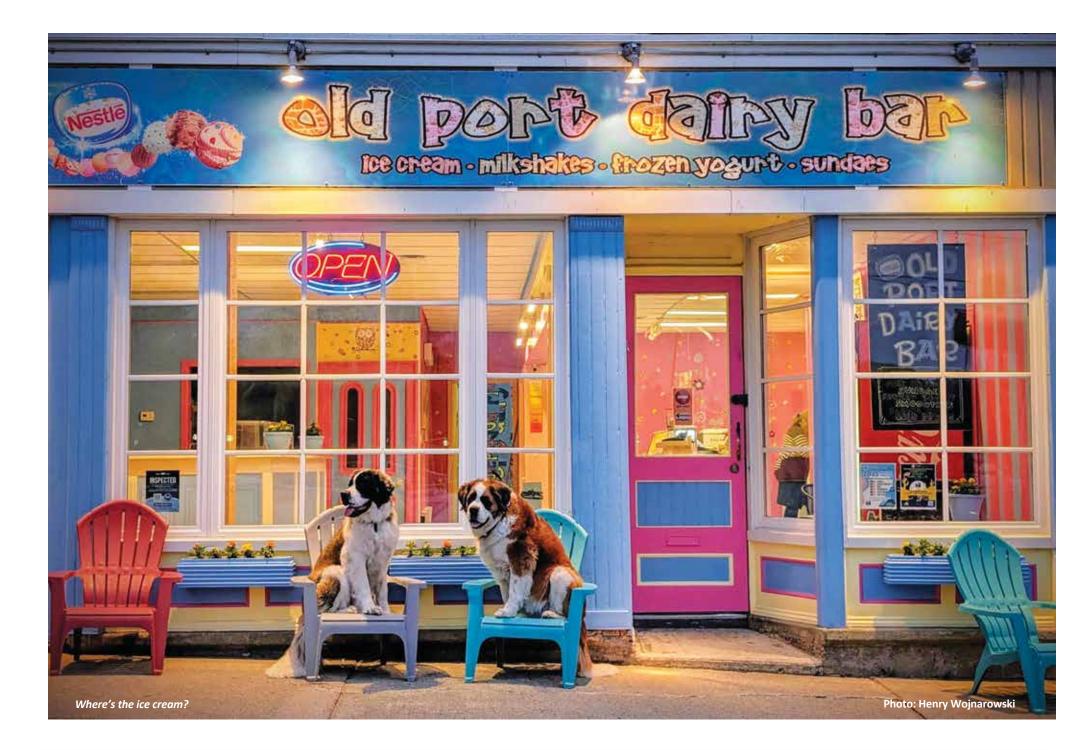
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Anchor Pointe is located across from Jaycee Gardens, a short walk to Port Dalhousie

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