

THE REPORTER

VOL.15 NO. 3

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

FALL 2020

Autumn: a Time of Colourful Splendor and This Year, Precaution

Port Dalhousie residents are a resilient bunch. We have passed through one of the most difficult summers on record, and despite the COVID pandemic and the associated fallout, its citizens have risen to the challenge of the lockdown. Over the summer months people have enjoyed the beach as well as the town's many charms, and merchants seem to be experiencing a brisk business. While there is optimism, this has to be tempered with caution for Fall is flu season and the same precautions of social distancing, sanitizing and mask wearing remain in play. Due to the higher possibility of contagion, let's not let our guard down now.

Although most of the Port Dalhousie development processes have ground to a halt during the COVID crisis (the reconstruction of Main Street, the Rankin condo development "The Locks" as well as "The Harbour Club" development) there is still lots going on, enough to fill

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Port Dalhousie: The Canary in the Coal Mine ?

Boom times are here for Port Dalhousie. We have million-dollar homes constantly being built, construction cranes reaching to the sky for luxury condos and new restaurants opening in the downtown core. I am not a historian, but it's likely there has not been development of this scale since the days of the Welland canals and their inherent shipping activities.

Port Dalhousie is undergoing a rebirth. It's a process that began over 30 years ago as people started to realize the charm and desirability of this waterfront community that had always been very working class, but rebirth has accelerated exponentially in recent years. It is likely to continue for at least the next 5-10 years as more intensification, in the form of luxury condos, are added to our waterfront.

The changes Port is undergoing has supporters and detractors. Both sides have demonstrated a capacity for well reasoned discussion as well as emotional vitriol, the dialogue has at times been so heated as to cause a polarization or divide in this small community, although to the extent I can discern much of that angst has been healed by the passage of time.

Having said all of that, there is still an issue with regard to development that



6-10 Dalhousie Avenue, non-compliant parking?

appears unsettled and has the potential to cause problems, not only for the residents of Port Dalhousie, but for St Catharines as a whole.

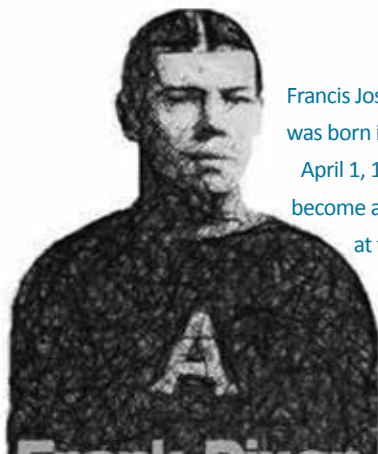
The issue is not development in and of itself, but unrestrained, uncontrolled or unfettered development. If development and change are inevitable (and they are) then we as citizens have the right to expect that the rules and regulations we jointly create in order to keep that development in line with a healthy

community vision, will be properly applied. These rules exist, in the St Catharines Official Plan and in various provincial policies and documents. The St Catharines Official Plan is further broken down into secondary plans for various areas of the City and all of these plans are derived through a consultation process with all stakeholders. Once agreed upon and finalized they provide the vision and guidelines for any development.

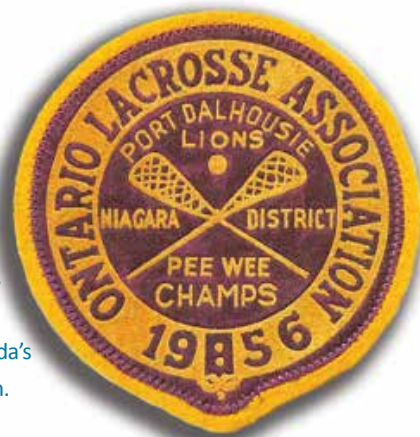
Citizens have a right to expect that

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A Concise History of Lacrosse in Port Dalhousie - Part 1



Francis Joseph "Frank" Dixon was born in Port Dalhousie on April 1, 1878. He would become a Gold Medal winner at the 1908 Olympic games held in London, England as the goaltender for Canada's (field) Lacrosse team.



Many Port Dalhousie residents played Lacrosse, Canada's National Summer Sport. In fact, a 1908 Olympic gold medalist, Canada's lacrosse goalie, Frank Dixon, was born in Port Dalhousie. The Canadian and Ontario Lacrosse Halls of Fame have several "Port" players and builders as members. Many more individuals coach(ed) or play(ed) on National, Provincial, St. Catharines, and Professional teams in both Field and Box leagues. Port Dalhousie teams won many Provincial and Regional Championships. Here we offer just a small portion of the History of Lacrosse in Port Dalhousie.

The first field lacrosse in Port reference I found was on page 136 of Footsteps Through Time: "Port Dalhousie was a very much deserted village on Monday. Everyone seemed to be at the lacrosse match." (Weekly Standard August 27, 1896.) In April 1897, the Lincoln Lacrosse Club of Port Dalhousie held an organizing meeting. A news article in the Weekly Standard reports: "Enthusiasm is pretty high in

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Autumn: a Time of Colour and Precaution

this issue. This Fall, The Reporter has an abundance of interesting articles: Ed Smith questions the City's follow-through on its bylaws and regulations, Bill Stevens submits an article on the rich past of Port Dalhousie lacrosse, Linda Crabtree probes the history of the Lakeside Park Dance Pavilion, Hank Beekhuis offers his thoughts on the creeping restriction of public access and Jesse Otta takes us on a walk through town with Frankie. As well, Chris Baker reports on the Rowing Club Alumni "Spring Cleanup" and Tara O'Neil offers possible future(s) for the town. These articles along with our regular features the Councillor's Report, the Restaurant Review, the BWC Report, as well as other items of interest fill out our Fall issue. We hope you find it entertaining and informative.

So on behalf of our intrepid, hard-working volunteers here at The Reporter, the Editorial Board, and of course our faithful advertisers, we wish you a safe and healthy Fall season.

Enjoy! ■

- Peter Wing

Port Dalhousie: The Canary in the Coal Mine? Cont'd from front page

once a development has been approved under our common vision the City will play its role in ensuring adherence to the rules and codes that apply.

In the spring of this year, we learned that the development at 6-10 Dalhousie, on the shores of the lake and abutting Lakeside Park, was not in compliance with the approved plan for its construction. The development had been approved with a plan that included 25 legal size parking spaces, including 1 accessible space. The finished site however was built with only 5 legal spaces, and none (zero) accessible spots. We all know what an issue parking is in Port Dalhousie, and that issue was raised when this development was being planned and discussed. Citizens were told that the development would not impose on already congested streets as there would be a requirement to provide ample parking onsite. Somehow this did not happen and we ended up with 5 legal parking spaces where there should have been 25.

Compounding the problem was the fact that it appears the City did not become aware of this issue until the development was built and our fellow residents had moved in. Where was the oversight?

How is it possible that in the year 2020 a modern luxury condo development can be built with no adequate parking for those with

accessibility challenges? Anybody who has done home renovations is well aware of the tight control processes that ensure anything you do is inspected by a qualified inspector for code compliance, again I ask, how was this major development built and nobody noticed

"We as citizens have the right to expect that the rules and regulations we jointly create in order to keep development in line with a healthy community vision, will be properly applied."

the lack of parking space until well after residents had moved in?

What does it say about our City that we view the fact that a modern structure was built that not only violates our local codes but also violates provincial codes that mandate proper provision of accessible parking, as a "minor variance"? Who made the decision that

these drastic non-compliances were minor in nature and therefore could be approved as they were?

There are so many questions that arise from this first major development in Port Dalhousie.

It's important for all of us to note that these are not issues brought on by our new neighbours that live in the building, they are part of the fabric of this City and they are very welcome, this is a problem that was borne and nurtured somewhere between the developer and the City, and we deserve answers. I imagine that the residents of the building feel somewhat victimized by all of this.

Port Dalhousie is a community within the greater community of St Catharines, we all have a stake in ensuring accountability and transparency, and we all deserve a system for crafting our communities that we can place our trust in. There are many more developments happening not only in Port, but throughout St Catharines, no doubt many of them are contentious in nature. Citizens expect that when these developments do get approval that at the very least the City is there to ensure compliance with the plan as approved.

Thankfully it appears that the City council shares that view. They have requested a report from staff on just how we got to this point, how did a major multi-million dollar development get

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Dr David Bergen

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Lacrosse in Port Dalhousie - Part 1 Cont'd from pg 3

Port at present and the boys intend, with the practice of last year to put on a winning team this season."

An August 2, 1906 write-up in the Niagara Falls Gazette (N.Y.) (Canadian News section) reports, "On Saturday afternoon the Niagara Falls Lacrosse Club will play the Port Dalhousie team of the St. Catharines league. An interesting and exciting match is looked for... This of course is field lacrosse and Port's home games were played in Lakeside Park.

In 1931 box lacrosse got started and it became the game of choice for most Port boys. The Buffalo Evening News of Friday, April 29, 1932, contained the following article: "Canadian Border Cities Form Box Lacrosse Loop. Box lacrosse is likely to have a good try-out in Niagara district this coming season as there are prospects of six teams. St. Catharines will have two teams with one in Port Colborne, Port Dalhousie and Niagara Falls. Entries for the St. Catharines clubs have been filed with

the Ontario Amateur Lacrosse Association and the teams are being organized. The Port Dalhousie team will use a box cushion at Lakeside Park. The teams will be in the intermediate series. Dunville may also enter the series."



A home game in Lakeside Park on June 13, 1932, against Niagara Falls was attended by the usual large crowd of fans. The Port team consisted of: goal McGregor, defence Day and Wright, rover Douglas, center Turner, home R. Pinder and Ben Pinder, subs McGrath, Richardson, Aiken, O'Malley, McArthur and Arbuthnot. The Niagara Falls Gazette (Saturday, September 3, 1932) article: "The

Lakeside Park box lacrosse cushion will this evening be the mecca of district followers of the abbreviated field pastime when at 6:30 o'clock the Port Dalhousie Lakesides clash with the Ohsweken Indians in the first game of the play-offs for the championship of the Niagara district intermediate Box lacrosse league."

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St. John's "Fill the Trailer" Food Drive a Great Success

Port Dalhousie pulled together twice this summer to help *Fill the Trailer for Community Care*. St. John's Church reached out to the town's Beautification and Works Committee (BWC) and to friends from Port's Royal Legion Branch 350 to spread the word that we were gathering food for Community Care. And fill the trailer they did! Eight brimming barrels of food, diapers and cleaning products and a whopping \$1115 in donations on June 10, 2020, alone. Due to the deadlines of this edition, the totals for September 11 have yet to be finalized. During this Covid pandemic, food drives were a great way to involve the community. Folks just

had to walk or drive up to the corner of Main and Ann and drop their donations into a barrel and leave. But what was so heartwarming was to witness parents walking their kids with bags of food to the barrels to model the importance of giving, to see neighbours waving friendly hellos, and to receive thanks from so many in town for giving them away to help out those in need while feeling safe and following public health guidelines.

The Community Care volunteers who loaded the barrels into the truck at the end of each day were amazed by the generosity of the town. Bravo, Port! ■



Steve, Brooks and Vivienne Szaszi with Sue Thibodeau, Grandmother and St. John's volunteer.

THE REPORTER

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

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

Editorial Board Hank Beekhuis / Deborah Kehler/ Peter Wing

Editor/Production Peter Wing

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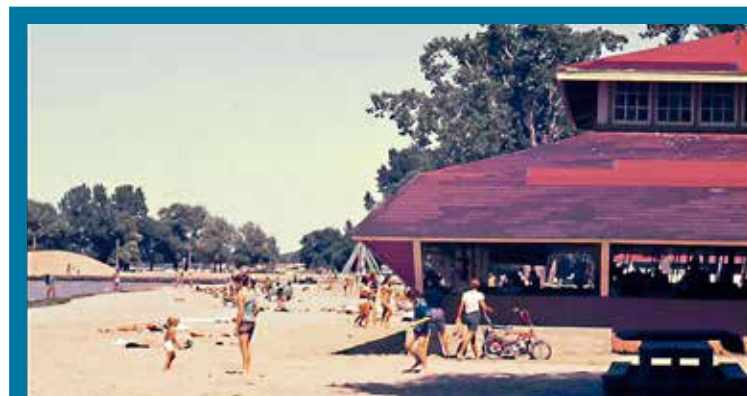
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Deadline for posting of community events, advertising, & article submissions is the first of the month prior to printing (February 1st, May 1st, August 1st and November 1st). Late submissions are considered at the discretion of the editorial board.

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Special Thanks to John House and the Vintage Port Dalhousie FB page

A Walk in the Town With Frankie *Through Which the Writer is Led in a Different Direction*

At 8 AM, the sound of crazed footsteps signals the start of the daily routine. Frankie, our 7-month old puppy wildly runs laps around the living room, before settling by the door while eagerly staring at his leash. He's ready for his morning walk to start the day. News plays on the TV, recapping another depressing day of anger, outrage and a lack of leadership from nearly everyone. Frankie grows impatient and breaks my focus on the news with a loud bark, letting me know that the lack of leadership in the world now also extends to me; he is ready to go.

I attach the leash and we head outside. Taking just a couple of steps down the driveway the goosebumps on my arms indicate that shorts and a t-shirt might have been a poor wardrobe choice. The first brisk breeze washing over the dying embers of summer ushers in the start of fall. We head towards the beach hoping that the sun will break and the day will heat up, but as we reach Lakeside Park another blast of wind provides me with a sobering shot of depressing reality. It's going to be a long haul over the chilly months ahead, and t-shirt weather is behind us.

Waves crash as Frankie's tags jingle with each step while my mind drifts back to the news. Politicians at home and abroad, on every side and every level are pointing fingers at one another. Nobody is able to work together and the stress of the pandemic has increased people's anger. We're heading into an uncertain fall, and fears of a second COVID-19 wave

is overwhelming for lots of people who do not know where to turn.

We continue on the path and Frankie interrupts my thoughts with a turn of his own. He starts pulling to go in a new direction and feeling lost and frustrated I simply give in. "Whatever", I mutter to



Chris and Virginia of Endless Pawzabilities with Frankie

Frankie as if he could understand me, "the day is already ruined anyway, let's go wherever you want today."

The persistent pulling leads me up Hogan's Alley. At the top of the hill I realize where we're heading. For the first

time in the day a broad smile crosses my face. We cross Lock Street and Frankie's tail wags mightily as his good friends Virginia, the friendly Human, and Ben, the French Bulldog, welcome us to Endless Pawzabilities - Frankie loves it here. He downs a couple of fresh-baked treats and gets outfitted with a new bandana before we're off.

The next stop is right next door for a warm-up drink at 416 Coffee. The father-son duo of Carmine and Chris welcome their little buddy Frankie as we chat about the creative and innovative ideas that are in store for their army of coffee lovers. The energy and passion for what they do could only be outmatched by the energy from yet another tug at the leash. It's time to continue in a new direction as Frank pulls me away and we head down Lock Street.

We don't get very far before the door swings open at MoveRight Real Estate Brokerage and Frankie is greeted by Jason, who helped land Frankie in the perfect home. Jason eagerly gives the growing pup a treat and remarks that the day seems to be getting a lot warmer. We laugh at Frankie's attempts to get attention from strangers on the sidewalk before continuing on home.

As I walk in the door I notice the news is still playing in the background. Realizing

how my day has turned around after Frankie's leading us in a new direction, I turn the tv off in a hurry. It reminded me of a quote from Vaclav Havel who said "As soon as man began considering himself the source of the highest meaning in the world and the measure of everything, the world began to lose its human dimension, and man began to lose control of it." He was right, and it took the leadership of a puppy to show me the way.

On a day where I started out a little lost and cold, I now had a sense of hope - thanks to Frankie who proved that leadership can come from the most unlikely places and it's a community that pulls through tough times, together.

Frankie's middle name may as well be Sinatra, because in his mind the best is yet to come. ■

- Jesse Otta

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Bruce Williamson

Councillor,

Port Dalhousie Ward

City of St. Catharines

Memories of the Lakeside Park Dance Pavilion

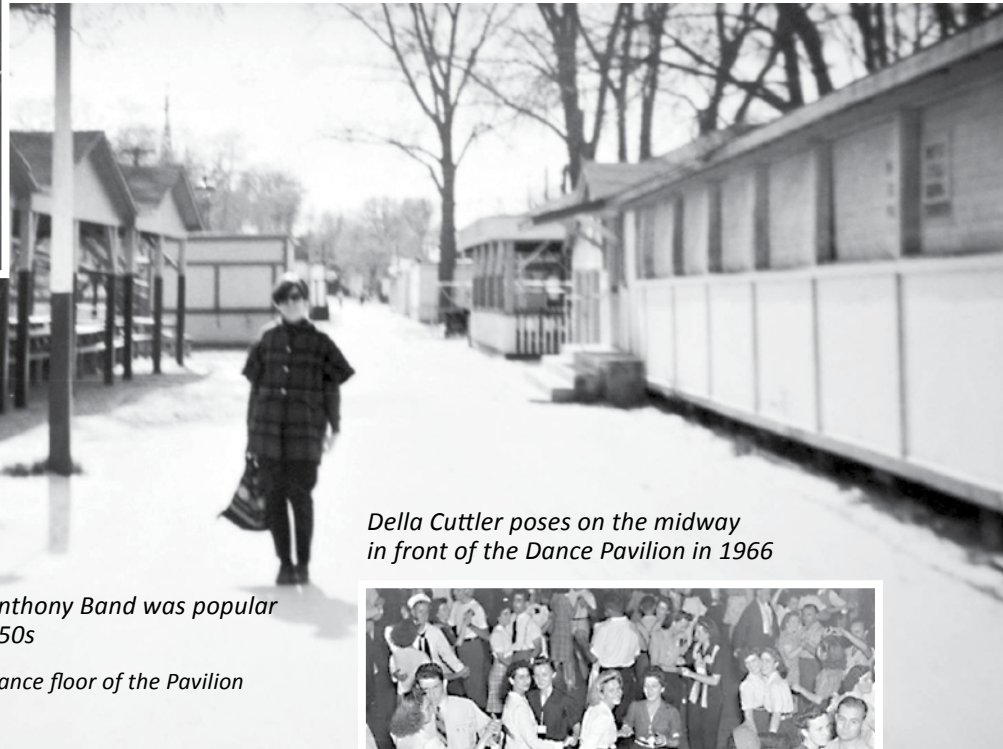
After all the sweaty, sandy, pooped out kids had been carted off the beach and taken home to be bathed and tucked into bed an entirely different crew took over the beachside at Lakeside Park in Port Dalhousie: the dance crowd.

Their destination was the dance pavilion: a big green and white building with horizontal lift-up shutters on the north and south sides to let the lake breezes flow through. It was located at the east end of the midway near the pier.

I can't find any records as to when the dance pavilion was built but a park site plan from the 1930s included it. An ad in the Buffalo Evening News, August 1902 advertised an elegant dancing pavilion and ads appeared throughout the next four decades so I'm thinking there had been dancing at Lakeside Park for many



Above: The Bruce Anthony Band was popular during the 40s and 50s



Della Cuttler poses on the midway in front of the Dance Pavilion in 1966

Right: The crowded dance floor of the Pavilion



years. Bruce Anthony's Orchestra played the pavilion quite often during the 1940s and 1950s.

Bruce Anthony is no longer with us but his son Bruce, then known as Bobby, remembers being at the pavilion with his father. On one occasion he was given a large box of granular dancefloor wax intended to be used sparingly and told to wax the entire dance floor. "I was only eight or nine and I wasn't sure what to do but in order to please

everyone, and thinking ahead to the dance crowd, I used a cup and scattered it all over the floor emptying the entire box. When I finished, the floor was so slick I could run and slide diagonally from one corner of the dance floor to the other. I was so proud of myself. That night my dad told me that when people got up to dance they could hardly stand up.

My career as a floor waxer was over. My father wasn't happy and there was some talk about insurance coverage. With a dance crowd waiting, he had to quickly find someone to put something on the floor so that people could dance again."

In 1960, Sid Brookson, who had been the manager for many years, took over the park. And, after running a midway concession at Lakeside Park for several seasons, young Fred Tripp became Sid Brookson's assistant manager.

Fred remembers that there were two roustabouts by the names of Slip and Slim who did general repairs around the

place including scattering Dustbane on the pavilion's dance floor to give the dancers traction. Perhaps that is what was used after Bobby's wax job.

Admission to the dance hall during Fred's time was 25 cents per person.

In 1959 or '60 the dance pavilion was renamed the Peppermint Bandstand and painted red and white. Fred is pretty sure that the promoter who was contracted to run it went by the name of Dave LaSalle.

Fred reminisced: "If you remember

the song "Itsy-bitsy Yellow Polka Dot Bikini", well, LaSalle advertised a dance and said that sometime during it a girl in a yellow bikini would run down the midway and into the dancehall. As you can imagine, the event was particularly popular with the fellows but when a person appeared at the end of the midway, it was Dave himself, in a wig and a yellow bikini. All the guys were really

Continued on next page



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Dance Pavilion Continued from page 5

hopping mad. I thought there was going to be a riot.”

“Then, In 1962, Buffalo radio station WKBW advertised that rock ‘n roll star



really restless and by 10:30 the crowd was stamping and hollering. It was a pretty ugly atmosphere and I could hear them in the office. Then I heard several

cars pull up and Freddie and Danny Neaverth, a KB announcer, got out and went into the pavilion. Freddy sang one of his hit songs called, “Palisades Park” only he changed the words to Lakeside Park. Then, after only one song, Neaverth explained that they had to leave. We couldn’t believe it but everyone was happy. Sid was particularly relieved because he was afraid that the crowd was going to tear the place apart.”

Believe it or not, Freddy

Cannon was going to appear at the dance hall. Admission was five dollars... a lot at that time... and the place was packed. Nine 9 o’clock came and no Freddy. By 10 people started getting

Cannon can be reached by email. I wrote and asked him if he remembered that night and he replied, “I think Danny Neaverth’s car broke down. Wow, what a night that was. But we made it, that’s

what counts.” signed, Freddy Boom Boom Cannon. A true voice from the past and part of the history of an era and a building, both gone.



The end of an era

The dance pavilion burned down on Dec. 19, 1971, and the cause was thought to be arson. It is said that local kids used to get into the dance hall through holes in the roof and starting a little fire to keep

warm or a discarded cigarette would have probably seen the place go up like tinder.

It was a special time. We don’t have venues like the Lakeside Park Dance Pavilion any more, and you rarely see big bands playing for dances, but there are still some great memories out there. ■

- Linda Crabtree

My thanks to Fred Tripp, the St Catharines Historical Museum, John House, Bill Stevens, Georgia Anthony Stewart, Bruce Anthony, Betty Brookson, Dennis Brookson, and others from the Vintage Port Dalhousie Facebook page.

Linda Crabtree is a local writer/artist who lived in Port Dalhousie for many years. Her autobiography, CMT and Me, is available through Amazon, Kindle and kobo. If you have memories or memorabilia including photos of Port Dalhousie and Lakeside Park, Linda would like to talk to you for future articles. She can be reached at linda@lindacrabtree.com.

Lacrosse in Port Dalhousie Continued from page 5

1933 saw junior and senior teams formed and over the years crowds gathered to enjoy the games at the Lakeside Park box lacrosse cushion. As the popularity of the sports in Port Dalhousie grew, a new organization emerged as reported in the St. Catharines Standard (June 15, 1945 issue), “A very successful meeting was held last night at the B.P. Lodge at which the Port Dalhousie Athletic Association was formed to organize and promote sports in Port Dalhousie. Those elected as officers of the association are Messrs. R. Johnston, Bill Latcham, Frank Latcham, Frank Newman, Perc Brisbin, F. Scott, W. Murphy, F. Lawson, Chas. McMahon. The agenda will include lacrosse, softball, hockey, basketball, and field and track meets. Members of the sports committee are: R. Thorpe, J. Inglis, O. Lounsbury, G. Inglis, Bill Mackie, Bob Pinder and A. Lines, whose first objective is to locate and erect a lacrosse box so that home games can be played in Port. The future plans for the association, the leadership and the splendid showing of the Port

Dalhousie lacrosse team warrant the support of the entire village.” The Athletic Association indeed moved quickly and a new box was opened on September 7, 1945, on the old Port Dalhousie



Turning on the new lights at the Lions Bowl. Young Bill Thorne is held by Lions Club member Ivor Jukes while Reeve R.M. Johnston looks on.

canning factory site. The opening ceremony featured President Fred Conradi conducting the face-off between Reeve R.M. Johnston and Earl Kidder,

who loaned the land to the village for the outdoor box.

The new bowl proved to be a successful venue for the Lakesides bantam team which won the St. Catharines Minor Bantam league championship in September of 1945 by defeating the Kiwanis Blues 8 -3. The team went on to defeat Dundas 44 -0 but were then ousted from the Ontario semi-finals. This first-year accomplishment did not go unnoticed by Reeve Johnston who personally presented each player with a windbreaker.

The Port Dalhousie Lions Club, which was formed in late 1947 became the major supporter in 1948 of the travel and house league teams. In 1948, when they defeated the Toronto Roden A. C. by a score of 8 - 1, the Port Lions won the Ontario Pee Wee

Provincial title, the first Port Dalhousie team to achieve this goal. It was played as a sudden-death game played prior to the Mann Cup game. Members of the team were: Jack Henderson, David Lienert, John Whitaker, Gary Moore, Russell Cowan, Bernard Parkins, Gary Parkins, Bobby Wright, Jack Rhodes, Bernard Long, Charles Curley, Grant Mower, Richard Daniels, Donnie Baker, Paul Hartleib, David Cole, David Hall, Ronnie Roy and Donald Page. Coaches

Bobby Thorpe and Bill Mackie; manager Joe Baker; assist. mgr. Bob Bell. Port Dalhousie would win the pee wee championship again in 1951 and have the town name once again engraved on the Lubbock Memorial Cup. Port teams would go on to win the provincial Bantam title in 1949 and 1950 and the midget title in 1951 with many of the 1948 pee wee team members on the rosters. ■

- Bill Stevens

Part Two of the History of Port Dalhousie Lacrosse will continue in the next issue of the Reporter

The Dance Hall Blues

The dance hall was a favourite spot,
For those who liked to dance a lot.
In summertime it earned its fame.
When well known big bands came.

It was a place where couples met,
And some you'll find together yet.
Romance was always in the air,
For all the elements were there.

Big band music is just the kind,
Today you'll have to search to find.
It had an easy, carefree beat,
That kept the dancers on their feet.

There's lots of folks around today,
Can say they danced the night away,
And after all the crowds would clear,
Went moonlight walking on the pier.

One night the fire horn would sound,
The dance hall had burned to the ground.
Nineteen-seventy marked the end.
Port had lost another friend.

- Anonymous



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New Security Fence for the Inner Lighthouse

The St. Catharines Branch of The Architectural Conservancy of Ontario is Spearheading the Project

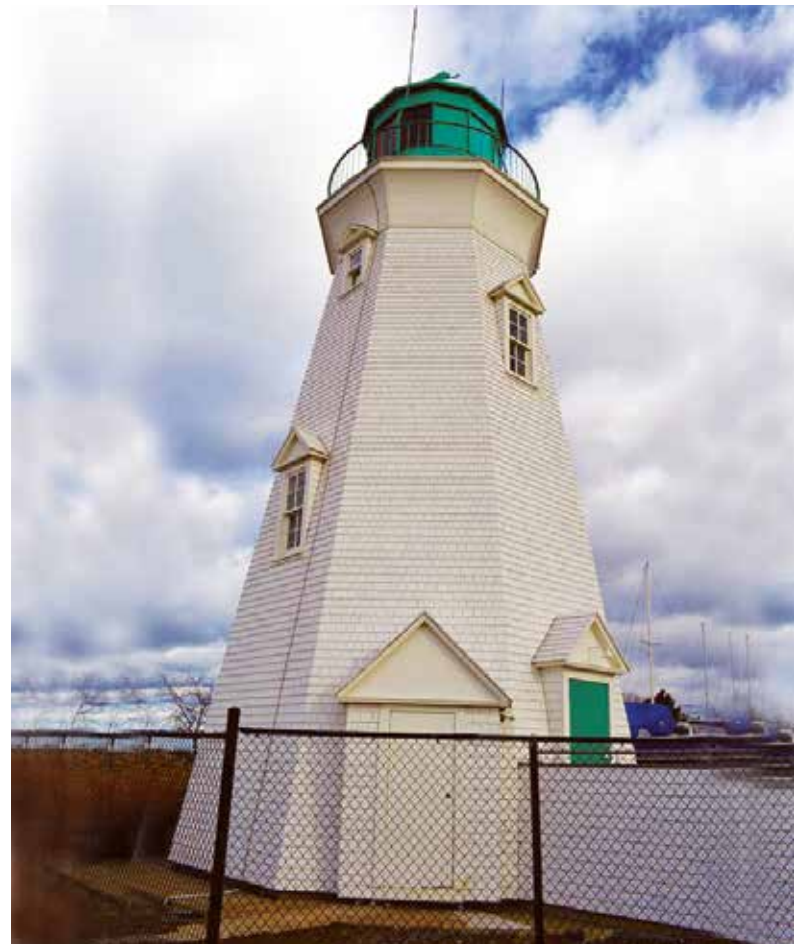


Ed Smith with a section of new fencing which will replace the chain link fence.

The Port Dalhousie Lighthouses are the historic icons of not only Port Dalhousie's Historic District, but for the entire City of St. Catharines. The Architectural Conservancy of Ontario (ACO) St. Catharines' goal is to ensure that both lighthouses are preserved for future generations to enjoy and admire.

In order to enhance the appearance and security of the Inner Lighthouse, ACO St. Catharines Branch is working with the City of St. Catharines to ensure chain link fencing is replaced by more secure and far more decorative fencing. In order to achieve this, we will use surplus fencing from the St Lawrence Seaway Lock One of the Welland Canal, the same fencing is also used at the St Catharines museum. And thanks to Rodd Gibson at Jeffery's Greenhouses for the fence storage.

This project is a collaboration between the ACO, the City of St Catharines, Bronte Construction and the Department of Fisheries and Oceans (DFO). Working together we will ensure a great legacy is preserved and passed on for generations of citizens to enjoy. ■



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The Outer Range Lighthouse: *Historic Beacon Lights the Way to the Past*

The logo of the St. Catharines branch of ACO features the Outer Range Lighthouse, located in the historic community of Port Dalhousie. This 136-year-old beacon with its prominent place on Lake Ontario is among the City of St. Catharines' most recognized and best known heritage landmarks, and a visual link with the community's lengthy and significant canal history.

St. Catharines owes much of its history and development to the Welland Canal, the immensely important commercial waterway that links Lake Ontario and Lake Erie. The canal, part of a water transportation system that helped make the Great Lakes region an economic powerhouse and opened the heart of North America to trans-Atlantic trade, has been the most important determinant of the growth of communities throughout the Niagara Peninsula.

In the north end of St. Catharines, in the old lakeside town of Port Dalhousie, lighthouses have long served as essential navigational aids. Port Dalhousie (part of St. Catharines since 1961) was the Lake Ontario terminus of the three early Welland Canals, from 1829 until 1930 when the present Welland Ship Canal bypassed the town. A lighthouse was first constructed at this port in 1833, and since then lighthouses have continuously been prominent buildings at the harbour.

From 1833 to 1878, during the years of the First and Second Welland Canals, a solitary lighthouse at Port Dalhousie served to guide boats into the harbour and canal. In 1879, as part of improvements for the larger and busier

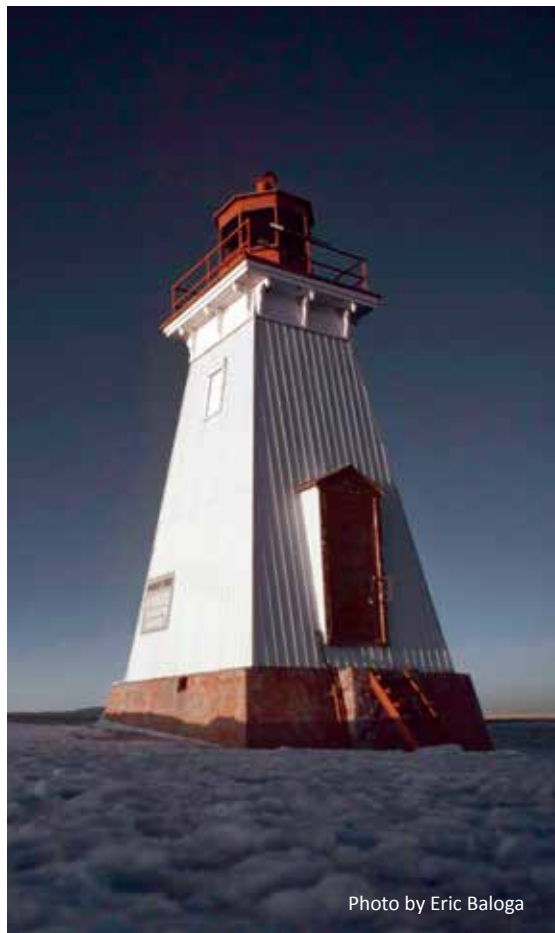


Photo by Eric Baloga

Third Welland Canal, it was decided to use an enhanced dual-light system of two range lighthouses. An additional lighthouse was constructed at the north end of the east pier to work in conjunction with the main lighthouse situated at the base of the same pier. The paired set of lighthouses at Port Dalhousie greatly assisted mariners aligning their approach to the narrow piers.

The Outer Range Lighthouse built in 1879 remains sturdy and steady at the outer end of the pier, the older of the two Port Dalhousie range lights (the inner lighthouse was destroyed by fire and rebuilt in 1898). It is a tapered square wooden tower topped with a substantial bracketed platform that supports a metal octagonal lantern. It was built to specifications of the Department of Marine and Fisheries by Richard Whiteacre of Allenwood (builder of a number of lighthouses in that period), at a cost of \$1488.69.

Simpler in design with fewer architectural features than the octagonal-shaped inner lighthouse, the outer lighthouse was built to be a functional and utilitarian building. With its tapered square plan, it is similar to a number of other 19th century lighthouses elsewhere on the Great Lakes, and is a good representative of these safety beacons essential to commercial lake traffic.

Originally the Outer Range Lighthouse was white and clad in horizontal wood siding, with a wide frieze and a bracketed gallery (or lookout) enclosed by a decorative

Continued on page 16



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What Would Jane Say?

Don Alexander Ruminates on the State of the GM lands and the Sage Words of Jane Jacobs

Don Alexander, Niagara journalist, broadcaster, filmmaker and former Regional Councillor offers these thoughts regarding the General Motors site. A good friend of the renowned urban planner and author Jane Jacobs, he wonders how her ideas could help the community and neighbourhood deal with the problem.

The For Sale signs are back up on the former GM site in St. Catharines. The site now lies in a clutter of various stages of factory demolition. There are also health concerns with toxic pockets of chemicals known to be on the site. Surrounding security fences line the sidewalks in a haphazard array. What a mess!!!!

I walked around the site today and noticed the For-Sale signs listing 54 acres of "Development Land." That word "Development" triggered a remembrance that my friend Jane Jacobs always stressed: Development is NOT things/properties/etc. but a PROCESS. (See Nature of Economies, 2000). As I walk around I ask myself, "What process can possibly move this jumble of ruins toward dynamic urban

spaces to adjoin our existing developed neighbourhoods and commercial areas?"

I say to myself, says I, "Maybe Jane said/wrote some other things that could help my community and

neighbourhood figure this one out."

And so she did. Among many other wise observations, Jane commented, "diversity is a kind of mixed use." There are many ways to think about diversity but it is an important consideration

for urban buildings and space. And yes "mixed use" of this/that/and the other thing is in our future here.

In her earlier writings The Death and Life of Great American Cities (1960) she wrote against "rigid" zoning rules and pre-ordained master plans. At the same time she recognized the vitality of street life and sidewalk connections. An active street life supported not only healthy neighbourhoods but also "eyes on the street" that provided security and safety.

Jane Jacobs said her writing and research was based on a "web-like" way of thinking: connections, interactions, relationships. That way of thinking and planning and imagining our future is now called a "systems approach," being sure all the parts and actors are considered in our plans and that they are at the table when the plans are developed. There is no neat formula for deciding how this property is going to be developed. The private owner perhaps has an unmanageable dilemma. The environmental cleanup needs much more money. Housing demand on a scale that would be worthwhile on the site is not likely to happen any time soon. Apartment

Continued on page 12



Jane Jacobs and Don Alexander on the front porch

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Mayor Walter Sendzik
City of St. Catharines

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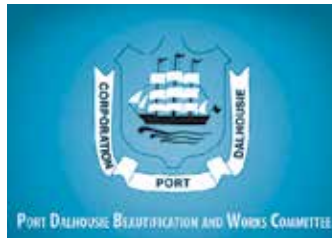
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Port Dalhousie Beautification and Works Committee Fall Report

What a strange summer! While it appeared that very little was going on in Port, your BWC was kept very busy. The cancelling of all of the City's gardening and watering schedules put a huge burden on our volunteers.

This year, we have received so many positive comments about the flower displays around Port, in the Lock, the railings on Lock St, the Old Port Mansion site and various other spots. However, this was the first major challenge. All of the usual garden centres were on lock-down, which made it impossible to select the right mix of plants for the 50 - 60 planters that we were responsible for. We were able to make a deal with Steve at Spring Valley on Fifth St. They even delivered our selection of about 600 + plants, so we will certainly work with them again.

Our next major concern was getting water supplies to all of these areas. Thanks to Richard Nowina, the Commodore of PDYC and its board of directors, the BWC was able to run a water line from the adjacent washrooms into the Lock. The new owners of the "Twisted Pig" restaurant, Mike and Robin, agreed that we could continue to use their water supply, as did Balzac's, with back up from Alejandra and Antonio at the Patio Andaluz. Curtis Scott at Rankin Construction, provided a faucet that enabled us to keep the Port Mansion Garden watered.

With the help of about 34 regular volunteers, we were able to keep the planters thriving, although

we lost a few plants due to the searing heat... A big thank-you to all who helped!

It was great to see that the residents, including the kids of Ann Street adjacent to the Cenotaph, pitched in to clean up, weed, plant and maintain the whole area. This is what a little community spirit can achieve. Well done Ann Street!

In the absence of any fundraising events and concerts, Kathy Stapleton and Andy Phillis, took the initiative and organized the "Bottle and Can" drive. They set up collection stations, sorted, counted, tabulated and transported over 15,000 containers. This was so successful, that on Canada Day, the BWC was able to present a \$1000 cheque to Betty Lou Souter, the CEO of Community Care. This coincided with an invitation from St. Catharines MPP, Jennie Stevens, to have the BWC wish St. Catharines a "Happy Canada Day."

Going forward, it is hoped that we will be able to hold the 6th annual Christmas Candlelight Stroll early in December and the Bike Swap and Sale in the spring of 2021. So hang on to those bikes that the kids have outgrown. We plan to revisit our main fundraising BBQ and the 5 Concert series in Port's "Old Lock One Stage". Both initiatives were brought to a sudden halt.

The BWC hopes that you all had a safe and healthy summer and we look forward to a full calendar in 2021. ■



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Betty Lou Souter, CEO of Community Care receives a cheque on behalf of the BWC. With Pam Langford Cameron Rapsey, Andy Phillis and Kathy Stapleton



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What Would Jane Say?

Continued from page 9

buildings could be spot zoned for one or other corners of the property, but low profile housing is unlikely to be economical for the owner.

So should I look for “predictions” about what could happen with this parcel of land? Jane Jacobs certainly imagined futures but never set out to predict. She said for instance, “I’m not going to be a prophet. Trying to prophesize is a fool’s game. It’s hard enough to see what is happening now.” She also said “It always amazes me how much people want predictions and how relatively uninterested they are in what’s happening, instead.”

I am not sure we have it figured out about private or public project, or about some kind of mix of the two. Anyway if I can quote Jane Jacobs in a helpful way, the City cannot wash its hands of the development. If the project stalls perhaps we’ll be back to having a City initiated ownership scheme, a Community Development Corporation. But looking ahead there is a hopeful thought Jane Jacobs expressed: “We should not be all that suspicious or ashamed of our ingenuity and our ability to make innovations. Innovation itself is natural to us. That’s a big part of what being a human being is—being able to innovate”

I guess we’ll just have to figure it out, innovate.

But whatever we decide to build there, remember, as Jane always said, “front porches are important.” ■

- Don Alexander

Canary in the Coal Mine

Continued from page 2

through a 3-year building process with nobody knowing that the parking was non-compliant until well after it was built and citizens were living in it?

If we are to embrace changes in our communities it can only be done in a system where we know that the end result will be something we all agreed on and expected, it has to be done with trust as a major foundation. I have been engaged in many processes in St Catharines, including public consultations where citizens are asked to come and give their input in order to help the City move forward in a fully collaborative manner. Trust became an issue for me some time ago.

None of us has the time or the inclination to waste our energy on a process if it amounts to nothing but lip service, this is an insult, to any of us and to all of us.

We have the right to know exactly what happened at 6-10 Dalhousie not just because this failure will have a negative impact on the community as far as parking goes, but because it represents a broken covenant between us and our local government. Is this an isolated case, or is the system slanted to allow developers to present false plans, get them approved, build what they want and get the changes approved after the fact?

We have the right to know fully what has happened here, and then it falls on us to make it right. ■

- Ed Smith

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Report from Councillor Carlos Garcia Port Dalhousie Ward

The following is my report on my work on behalf of the residents of Port Dalhousie Ward and all of St. Catharines as your representative at City Council over the period from mid-July 2020 through mid-August 2020.

Interim Control By-Law Regarding Cannabis Grow-Ops.

At the February 24, 2020 meeting Council unanimously passed the motion: "that an Interim Control By-Law be applied to Agricultural lands within the municipal boundaries of the City of St. Catharines to prohibit cannabis production facilities, effective immediately." This followed a re-consideration vote after Council had narrowly rejected my request at the previous meeting for an Interim Control By-Law to prohibit cannabis production facilities pending the results of a study and appropriate regulations. We had received numerous complaints from across the City and had some excellent delegations that helped sway the rest of Council.

Response to Covid-19 Pandemic

On March 12, 2020, the City of St. Catharines partially activated its Emergency Operations Centre (EOC), a facility that supports the work of the Municipal Emergency Control Group (MECG). The purpose of this activation was to initiate a proactive response to Covid-19 and mitigate the impact to the community and essential City services. Then on March 17, the Government of Ontario declared a state of emergency followed by various stringent measures to prevent the spread of the virus.

At a Special Council meeting

on March 27, 2020 we approved Amendments to the Procedural By-law to Permit Electronic Participation During an Emergency and all meetings since have been held on-line via Zoom and Live-streamed on YouTube. We also approved the delegation of significant authority to the Chief Administrative Officer and Treasurer to ensure business continuity and responsiveness for the duration of the state of emergency.

Considine to Christie (in Old Port) Shoreline Protection.

At our May 20 meeting, we voted to award the tender for this project. This was welcomed by residents on the lakefront who had seen the City-owned shoreline erode dramatically. However, we later learned that the two-phase project included removal of the widely-used stairs to the Lake at the end of Masefield –something Councillor Williamson and I, who strongly support maintaining access to the water, had not been made aware of. We received numerous complaints about this removal and then on July 13, Council passed my motion: "That staff be directed to review and recommend future potential features to the new shoreline protection in the Abbey Mews/ Considine area, that will reinstate public access to the lake, and that staff include funds in the 2021 Budget to identify potential alternatives and the associated costs."

Cutting Grass in Cul-de-Sac Circles

In March, the City's Budget Standing Committee (BSC) had voted to stop cutting this grass as a cost-saving measure arguing that only a small percentage of these were being cut by the City while adjacent owners cut the rest. At the May 20 Council, Councillor Dodge tried to reinstate the previous cutting schedule but this did not pass despite the support from Councillor Williamson and myself. Instead, a motion was passed asking

staff to develop a policy regarding cul-de-sac and boulevard grass cutting. The recommendation, which was eventually passed over our objections on June 3, was that the City cut only areas of 400 square metres and above. We continue to receive many complaints from unhappy residents who do not qualify.


Recognizing the Late Neil Peart

As readers know, the great Rush drummer Neil Peart, who grew up in Port Dalhousie, passed away. Neil was the main lyricist for Rush and wrote the famous song about Lakeside Park and, on June 3, Council passed a motion to name the Lakeside Park Pavilion the Neil Peart Pavilion at Lakeside Park. In addition, a Task Force has been formed to recommend other ways to recognize Neil. Councillor Williamson, Mayor Sendzik and I sit on this Task Force which also includes members of the public. The first meeting was held on July 24.


Canada 2021 Summer Games Project Update

At the June 22, 2020 meeting, we voted to approve the transfer of responsibility for the construction of Canada Games Park from the 2021 Canada Games Host Society Inc. to The Regional Municipality of Niagara. This was recommended because the Region is better suited for managing this construction which will also include a new training facility for rowers on Henley Island.


Continued on page 15




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From Where I Sit... *Beware of the Creeping Restriction of Public Access*



Hank
Beekhuis

Port Dalhousie has historically been a very busy place. Since the days of the booming Lakeside Park and the cross-lake ferry terminals, to simply lounging on the beach, picnicking in the park or just walking on the piers to watch the sunset, it was always a very public space which was open to all. It didn't matter your age, who you were, your level of income, it was accessible to everyone. In short, Port became a destination for many.

With the growth of private development however, it inevitably can begin to interfere with that accessibility. Some may say that nothing has changed and Port is as accessible as ever, but let me explain some of the scenarios people have shared.

The concern does not involve any perception that the City is intentionally deciding to restrict public access but more about the subtle changes that happen slowly over time so that you don't even realize it until it is too late. Access may well be denied to the residents of St. Catharines merely by the barriers that will happen quite naturally.

Some of this is already beginning to happen.

We used to have a carnival on the July 1st weekend. To be fair, the Lions Club put a lot of effort into that and they were probably getting tired of it but the reason given by the carnival was somewhat different, claiming insufficient space. This was after the park renovation which ought to have enhanced their ability to function not detract from it.

During the trials of construction and

flooding, both the beach volleyball and the fireworks were moved out of Lakeside Park and one wonders if they will ever return. Many events that used to be held have moved away and may never return as they become used to their new venues.

Parking is always an issue, but it seems that some appear to think that parking can be increasingly restricted or existing spaces removed without any impact on access. The costs of creating parking spaces are described in prohibitive terms but apparently the removal of them doesn't cost anyone anything. Main St. parking alone is 55 spaces. Will they remain when Main St. is turned into a Regional access road?

All of these developments come with costs and the City currently claims to be broke, so parking fees will be seen as an income stream. I went to Dufferin Islands in Niagara Falls recently and they now for the first time have paid parking at 5.00 dollars an hour. If this same approach is used in Port Dalhousie, I suspect the Carousel's Nickel a Ride policy will become somewhat redundant as will the sunset walk on the pier. What will it do to the single parent who just wants to give their children an inexpensive day at the beach?

Private owners like their privacy and their views. Given the fact that these owners paid over a million dollars to live there, that is somewhat understandable. We understand, however, that complaints about rowdyism, noise and litter at the beach in Lakeside Park have already come into City Hall and some of the already approved development has not even started. Once completed, one can expect that this will grow until additional restrictions are put in place. It's sort of like moving next to an airport and then complaining about the racket made by planes. Will other major events or the ability to hold them be impacted by this? The City currently closes the park early at 9 pm.

How will beach goers and park users or walking residents feel when sitting in

“The concern does not involve any perception that the City is intentionally deciding to restrict public access, but more about the subtle changes that happen slowly over time.”

the sun under the balconies of private condos or when walking along waterways? Is it inviting or not? Will they continue to feel welcome?

City planners are rightfully working on new public spaces to add, or replace existing ones when public land is handed over for developer use, however one wonders what restrictions they will come with? Will these manicured settings be for the enjoyment of a few or for everyone? The number of benches available and restrictive hours of operation will affect this.

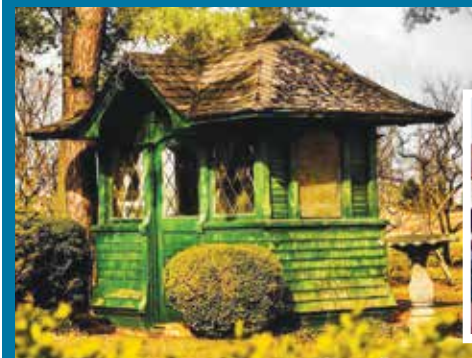
All of these issues together will likely lead to the creeping privatization of the City's main waterfront without anyone actually deciding that this is best for the residents of St. Catharines. Are we building in safeguards so that this does not happen? Good questions to ask your Council, I think! ■

Save the Last Trolley Stop!

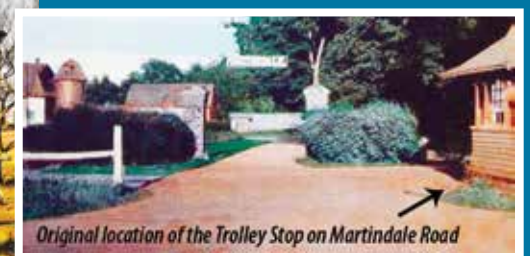
The Port Dalhousie Conservancy is trying to save the last remaining Trolley Stop of the Niagara, St. Catharines and Toronto Street Railway. The NS&T operated in Niagara from 1899 to 1959 in St. Catharines. It remains the world's first Commercial Electric Street Railway. It was used to transport people and goods from Port Colborne to Port Dalhousie in the era before the widespread use of automobiles and buses. The Line from St. Catharines to Port Dalhousie was the first one to be opened in 1901 and the last to close in 1959. This particular building is the Barnsdale Trolley Stop. For its 110 years, it is relatively well preserved. It has been donated to the Conservancy and is currently in Queenston for Restoration. It is our intention to create a significant space for it where it can be used for generations to come. The estimated cost of relocation and restoration is only about 15,000 dollars but we need your help. Please, donate to this very important cause and help us make this into a useful and lasting memorial of this unique piece of St. Catharines history. We can do this together,

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Original location of the Trolley Stop on Martindale Road

Mask By-Law

A Special Council meeting was held on July 6 to consider a potential by-law requiring that masks be worn in all public indoor facilities. We discussed many potential details and exemptions and voted to ask staff to draft the by-law. The by-law was drafted and reviewed at the July 13 meeting and was approved to become effective July 17. Although some critics argued it was late to do this, the advice from public health experts was that masks would definitely help in preventing and/or limiting further spread.

Restricting Beach Access to Niagara Residents

In response to overcrowding, poor behaviour and other issues that made it difficult to protect our residents from the virus, we passed the following motion on July 13: "That temporary Niagara resident-only access be applied to City beaches, effective July 18, 2020." Since staff had found that a large proportion of beachgoers were from outside the Region this temporary move was deemed necessary. The restriction in fact came into effect following the July 27 meeting and beach visitors must show proof of residence.

Requiring In-Person Public Participation

Also on July 13, Council passed my motion: "That programs or initiatives involving large commitments of taxpayer funds, that are not related to the COVID-19 emergency, such as CIP, not be discussed by Council until proper, in-person public participation is allowed." Councillor Williamson and I feel strongly that such large commitments should not be discussed, and potentially approved, without concerned residents having the opportunity to appear before Council in person. While we currently allow online participation or email and phone submissions, we know many residents don't have computers or cellphones and they must not be excluded.

Potential Relocation of Private Watson's Statue

In 2009 City Council voted to restore the cenotaphs in Port Dalhousie, Merritton and downtown. However, a condition report indicated the Private Alexander Watson monument, which had served as the central cenotaph before the new one was built, would be very costly to restore. A decision was made to allow for nature to take its course. Recently, concerns have been raised about what this statue symbolizes as the statue commemorates his fighting for the federal government

against Metis rebels led by Louis Riel in the Northwest Rebellion. At the July 27 meeting, we unanimously approved Councillor Porter's motion: "that staff be directed to report back on this consultation (with various organizations) with a relocation strategy and include options and costs for possible relocation of the statue that includes contextualization of its history and how this is an opportunity to the education of future generations on why the City did this and its importance to our commitment to Truth & Reconciliation." This approval followed extensive presentations and discussion as the statue has been in front of City Hall since the 1880's.

Report Request Regarding Parking at The Beaches Condo

Also on July 27, we approved Councillor Williamson's Report Request regarding this condo at the end of Dalhousie Avenue in Port. This request reflects the many questions and concerns raised by numerous residents about the Committee of Adjustment's recent decision to approve mostly undersized parking spots in this brand-new development: "That staff be directed to conduct a thorough site inspection at 6-10 Dalhousie Avenue, further review the process and events that led to this unfortunate situation and

prepare a report by the end of the third quarter 2020 that clearly addresses all the questions raised in the residents' letters, including input from the City's Transportation staff, and recommends:

What corrective action will be taken to ensure all the residents of the condo have appropriate regular and accessible parking and will not need to park on the already crowded City streets.

What changes will be made to ensure the concerns of local residents will be addressed fairly through planning consultations.

What actions will be taken to ensure this situation does not recur in other projects.

Restarting in-Person Council Meetings and Public Participation

At our August 10, 2020 meeting we reviewed a report from staff and passed my motion: "That in-person Council Meetings, and in-person public participation at Council Meetings, resume by late October 2020 and that staff recommend in advance which is the safest venue in terms of following proper distancing and all other health directives and, further, that staff apply to the recently-enhanced federal inventory

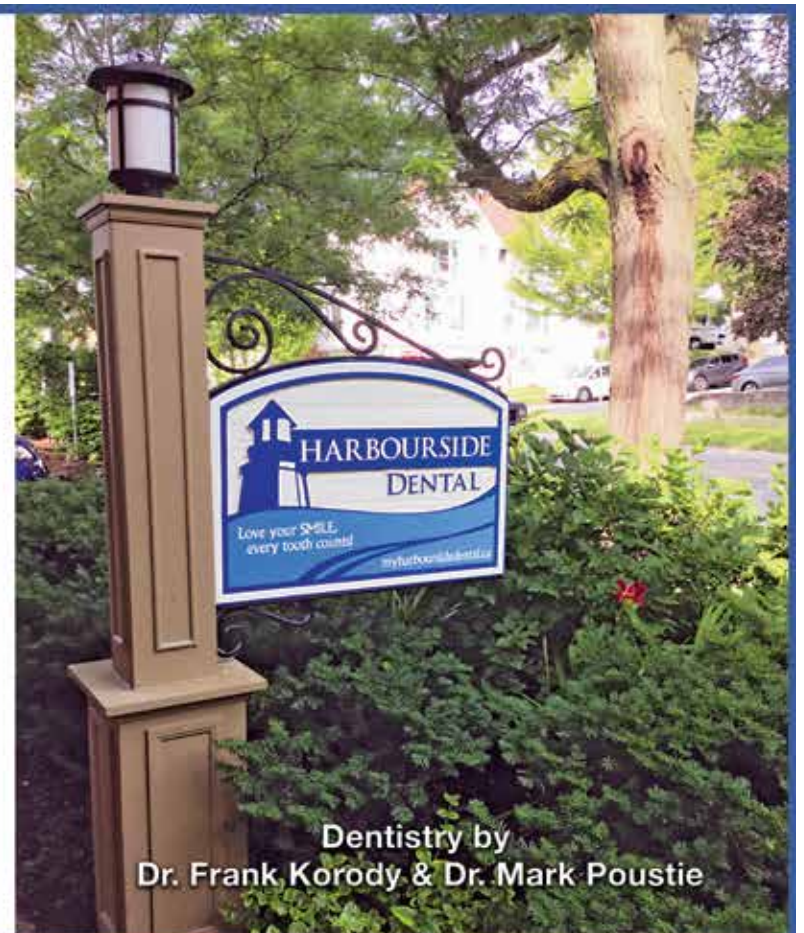
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in Canada Infrastructure Program for funding required to support proper physical distancing.”

Pier Reconstruction Update.

I continue to represent Council on the Task Force that meets with the federal Department of Fisheries and Oceans monthly. At our early August meeting, some delays were reported due to problems encountered by the contractor on the East side that affects their ability to start pouring the new concrete deck on the West pier. The latest estimate is that the West pier and parking lot will re-open this Fall and this could mean October at the earliest. The good news is they are still on target to complete the full project (both sides) by next Spring.

GM Lands Clean Up

We continue to receive updates from staff regarding the motion we passed in January about the former GM property on Ontario St. but nothing significant has changed. Many residents and, particularly, those living near the property are very unhappy about the condition of the site. This site is a major blight on our City and an eyesore so I strongly support efforts to improve the situation. At our August 10 meeting, we approved a By-law to Prohibit the Use of Certain Lands for the Disposal of Waste and Establish

Maintenance Standards, and this may prove very helpful in the future.

Pandemic Status Report

Following Provincial guidelines and Council's direction City staff have gradually re-opened public facilities such as pools, splash pads, the municipal golf course and, of course, the beaches. We are now in Stage 3 as defined by the Province that has also allowed the re-opening of businesses such as restaurants, retail stores and hair salons. In addition, City Hall is now open by appointment. Recognizing the severe economic hardship caused by the lockdown, the City has been very lenient regarding deadlines for property taxes and other payments. This, in addition to the inability to earn other revenues, has led to a potential deficit of \$10.8 million at year-end. However, staff have implemented a number of mitigating measures that reduce the estimated deficit to \$7 million – still a huge number for a city our size. Hopefully, other levels of government will step in since municipalities are not allowed to run deficits.

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

wood railing with cross-bracing. The entrance doorway on the south side was built out from the wall with a gabled roof. Access to the second floor (gallery) is provided by a steep wooden staircase. Outside, originally, access to the entranceway was provided by an elevated, narrow, heavy wooden walkway, to avoid waves sweeping over the pier.

Over the years, alterations to the lighthouse have changed or removed many of its architectural features. In 1898, the exterior elevated wooden walkway was replaced by a metal walkway, later removed as well. Sometime after 1934, the decorative wooden railing around the gallery was replaced with pipe railing. In 1984, to prevent vandalism, the Coast Guard covered the lighthouse with aluminum siding. Windows were stripped of their pediments and covered over. Also in 1984, the lighthouse, long featuring the colours red and white, now had its upper and lower segments painted green to conform to Coast Guard regulations.

The Outer Range Lighthouse still serves as an important navigational aid to boaters on Lake Ontario today.

In 1997 the City of St. Catharines recognized the historic value of both lighthouses and designated them under the Ontario Heritage Act. At that time the City took ownership of the inner lighthouse and maintains it today as a heritage

building. The federal government retains ownership of the Outer Range Lighthouse. Both range lights are Recognized Federal Heritage Buildings.

In June 2010 the federal government declared the Outer Range Lighthouse surplus, opening the opportunity of transferring ownership to the City or a community group. As this lighthouse still has working lights necessary for lake navigation, any new owner would have to allow the Coast Guard access for operation and maintenance. Uncertainty over the future of this important historic building raises concerns for its preservation. There is growing interest in the community to see it restored, like its longtime partner at the other end of the pier which has had extensive restoration in recent years. Restoration of the original appearance would enhance the character of the Outer Range Lighthouse and the area. This would comprise restoring the original gallery railing, removing the siding, and restoration of the original cladding, windows and door.

Still in operation after 136 years, the historic Outer Range Lighthouse has served a key role in providing safe passage on the lake and safe entry into the Port Dalhousie harbour. Today it remains a distinctive visual reminder of our important canal past, and a prominent and well-known heritage landmark at the city's lakeshore. ■



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The Kilt & Clover

Many restaurants and bars are fortunate to simply survive for a few decades, enduring the test of time. In the tough restaurant business, long-term survival is an impressive feat. Adding to the difficulty, with a global pandemic we're in the midst of unprecedented times.

Beyond survival, there is a much more elusive and mythical distinction that restaurateurs of the highest ambition aim to achieve. It isn't a pretentious decoration found in the Michelin Guide or the riches and fame of a celebrity chef, but rather to be considered and accepted by the community as an institution.

The Kilt & Clover is just that - an institution.

"The Kilt" as it's known by casual fans and loyal regulars, has stood proudly at the corner of Lock and Main for 23 consecutive years. But years alone do little to create a legacy. So how has this special pub earned its place in history as a Port Dalhousie touchstone?

Its jovial Irish and Scottish influence is brought to life by kilt-clad employees who join in on the fun with the diverse groups of guests at each table. While engaged in friendly banter they serve up what the restaurant jokingly refers to as "warm beer and lousy food."

The only lousy thing you may find here is the threat of spiders dropping in to say hello on the outside patio, which is seen by locals as a rite of passage. While the beer is cold, the warmth comes from the atmosphere. Cozy booths and a snug and welcoming bar are found in between walls decorated with relics of Irish and Scottish culture

as well as kilts from years gone by worn by staff.

The food is a mix of Irish and Scottish-influenced comfort dishes and well-executed pub fare. Great sharable snacking options such as the Irish Nachos (waffle fries with all of the traditional nacho fixings) are a must-have, along with a pouring of Guinness and some great company. After a few Harleys pass by and you're able to be heard once again, don't forget to ask for a deep-fried Mars Bar — a Scottish treat not to be missed!

While the legend has grown, the charm of The Kilt & Clover has remained intact since its opening on St. Patrick's Day 1997. The Kilt has been known as the place to hang your hat at the end of the day, no matter if your day ended at noon or midnight.

When it comes to institutions, change is almost always a forbidden word. On its 23rd anniversary, the pandemic forced a temporary closure and the lively heartbeat of the Port community was muted. Reopening came

paired with change, a word often feared by traditionalists. The change was that The Kilt would no longer be known as just the place to hang your hat at the end of the day, but at the beginning as well!

So, opening time was changed to 9 AM and a breakfast menu was launched. Why should the good times be reserved for just the end of the day? Not only can you end your day here, but you can also start it strong with a traditional Irish breakfast platter or an order of whiskey chicken waffles.

Fortunately, many local restaurants were lucky to simply survive the early stages of the pandemic, but the reintroduction of the Kilt & Clover with its exceptional breakfast menu once again proves that an institution aims higher than just admirably surviving. If the Kilt & Clover was shooting for "warm beer and lousy food" they have failed miserably (fortunately), but they've succeeded at cementing their legacy as a Port Dalhousie institution. Sláinte! ■

★★★★★ out of 5

- Adam Cooke



Chris Bittle

Member of Parliament - St. Catharines



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The St. Catharines Rowing Alumni Association *It all Started With a Case of Beer on a Sunday Morning in 1954*

It's early in the morning on July 4th, and I am standing on the patio of the St. Catharines Rowing Alumni Association, located atop Henley Island.

Around me, at a distance of (at least) six feet, are a handful of Alumni members, including my dad, current president, Don Baker Jr. We are here for the annual "Spring Clean-up." Except it's July. We're late this year because of the pandemic. To say these people are excited to finally be out of the house and back at their clubhouse is an understatement. Based on the turnout, this is obvious. I count at least a dozen members and a dozen leaf blowers. I find the one-to-one correspondence funny.

I look around this place and memories flood back. I've been coming here as long as I can remember: regattas and Henley parties, turkey raffles and boat christenings. The "Don Baker Sr." (named after my grandfather). Somewhere there's a dorky picture of

eight-year-old me standing next to that boat. I wonder where that is...

I am the Alumni's newest member

best bet to keep the lights on.

For a place I've been coming to my entire life, you'd think I'd know its

they called it.

"It attracted a significant amount of people," says Jim Minards. Past and present rowers were looking for a place to socialize. Pops and I are sitting on the veranda of Minards' ivy-covered home on Dalhousie Avenue not drinking beer. I wonder if Pops is disappointed.

That same year, the purchase of the land that would become Henley Island is brokered. Minards gets elected to the executive board of the Rowing Club, and eight new high schools in the region are commissioned. Rowing, for lack of a better term, takes off.

Minards recalls a memory where, one by one, the "old guys" who ran the rowing club during the war years disappeared. "Young guys" like himself and Pops that had rowed just a few years before were now "totally responsible" for everything when it came to rowing. And it's during this time that they form the Alumni. Their new name, curiously, is the St. Catharines Rowing Club Old Boys Association. They're in their 20s.

It takes years for rowing to actually move to the island. And even more before the clubhouse is finally built. There's no road, no bridge, no power. Pops and Minards remember the surveyor laying out the idea for the laneway off Main Street. But there's a

Continued on next page



Photo by Chris Baker

Jim Minards and Don Baker Sr., Charter Members

and my role this summer is to run the outdoor bar.

Every single one of the Alumni's rentals had been cancelled due to Covid-19 and with Ford's recent announcement that patios can open up this is our

history. But a casual conversation over pizza and beer with my grandfather (I call him Pops) proves otherwise. I learn that Pops, and a bunch of old rowers, back in the 1950s, were responsible for starting the Alumni and building the clubhouse.

It started with a case of beer on a Sunday morning in 1954. A dilapidated tin shed beside the old rowing club on Lakeport Road. "Sunday Morning Class"



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Steamship Dalhousie City Part Five of Our Series on Ships that Ferried Passengers To and From Port Dalhousie

At the turn of the century, the Niagara Peninsula was growing as an important residential and fruit-growing area and developing as a tourist region. Many citizens of Toronto were taking to the lake waters as an escape from the summer heat of the city and were finding a trip to Niagara to be the ideal diversion. The trade soon outgrew Lakeside and Garden City and the N.S. & T. began to consider how it might modernize its fleet in order to keep pace with the increasing demand for its services.

The company, in late 1910, let a contract for the construction of a new steamer to the Collingwood Shipbuilding Company. The steel hull measured 199.8 feet in length, 37.0 feet in the beam and 20.7 feet in depth. It was originally planned that she be named Dalhousie, but when she slid into the waters of Collingwood harbour, she did so with the name Dalhousie City painted on her bows.

She was licenced for the carriage of 1,050 passengers. On August 14, 1911, Dalhousie City cleared Collingwood on



The Dalhousie City enters the harbour

her delivery voyage to Toronto.

Dalhousie City was a good-looking, although rather traditional, three-deck steamer. The forward portion

of the main deck was devoted to the carriage of freight and this space would often be used for the shipping

observation area, but about 1930 it was made into a covered dance deck, by the installation of a domed shade deck above. In the early years, the ship's name was carried in large block letters on the front of the pilothouse below the windows, but as time passed, the name was reworked into script. Dalhousie City's debut on the Port Dalhousie - Toronto service rendered the little Lakeside surplus.

Dalhousie City ran opposite the paddler Garden City through the 1917 season, but then the older boat was dropped from the sailing schedule, due to the continuation of the Great War and the resulting coal shortage. In 1920, Garden City's place opposite Dalhousie City was taken by the yachtlike steamer Northumberland. The years of the Great Depression were reasonably kind to the Port Dalhousie boats. Probably because of their connections with the extensive

Continued on Pg 21

Alumni Association ... Continued

log cabin in the way. So they move the cabin. 100 feet. After that an orchard of peach trees. Pops chuckles at the memory, "We did a lot of tree cutting then."

It was all volunteers. They called them "work parties." A bunch of Old Boys coming out with their saws to cut the peach trees down. I think of the leaf blowers again.

Drinking beer at the Legion one night results in a scheme to alleviate the problem of disposing of the peach trees. Pops recalls a fellow named Rich Simpson getting his dad's tow truck and dragging the trees out of the City's ravine via the neighbouring dairy farm. One problem solved.

But problems persisted. Two concrete silos are knocked down. The Old Boys haul the concrete to the water's edge to make a pad for Bill Smith's dump truck so it can turn around. Then there's the current. A couple of barges donated by the Muir Bros. Dry Docks are sunk full of dirt. Then an old bridge from Niagara-on-the-Lake, and the "Handy Boy" tug that gets it there via Lake Ontario. The story of the Alumni and its clubhouse is intricately tied to the story of Henley

Island itself. You can't tell one story without the other.

Then in May 1959, Yale & Towne Lock Factory donate a good-sized, little used wooden warehouse to the Old Boys with the stipulation that it must be moved off-site within the year. This would eventually become the clubhouse. Piece by the piece, the warehouse is taken down and moved to Henley Island by the Old Boys. Everything was taken including the hardwood floor that is still in the main hall today. An architect designs the clubhouse based on the materials provided, a "back asswards" approach says Minards, but the price was right: free of charge. Bill Smith's dump truck gets another workout hauling timbers to the Port Dalhousie Dry Docks to be cut to size, and twelve, 30 ft. trusses are assembled. Smith's dump truck hauls them back. I understand now why Bill was named the Alumni's first president in 1957.

Pops' connection with Hamilton Plumbing Supply gets them a heating unit. This was a bit of a problem because the building was already up. A 7-foot hole had to be dug in the cellar. A few feet of sand and then mostly

clay. Heavy, hard and wet. A borrowed farmer's till and an old beat-up truck dragged it out. "Back asswards," Minards says again.

"Anyone who could do anything was called upon to do it," says Minards. It took dozens of members hundreds of hours of volunteer time to complete the task of building the clubhouse all the while working full-time jobs. Many had families. And that's still the way the club is run today.

For The Betterment of Rowing. That's the motto of the St. Catharines Rowing Alumni Association. Not just for old boys anymore. Not for a long time actually. Women and men for 60 years have given their time, freely, to the sport and to this clubhouse, to ensure its continuance. People like Jim Minards, Bill Smith, Smoky Blair, Jack Arbuthnot, Ed Sullivan, Jack McAleese, Clint Page, and Pops. And the "young guys", Don Baker Jr., Wayne Dick, Brian Campbell, Ken Campbell, Tommy Lockhart, Barb Little, Mike Purcer, Joey Martin, and Bill Schenck. These are just a few of the many, many people who volunteer their time and energy year after year, for rowing's betterment.

When I open up the clubhouse

bar every weekend this summer and welcome Port Dalhousie residents familiar or unfamiliar with the Alumni's lakeside patio, I try to remember what it took to build this place. I think about all the people past and present who blazed the trail, literally, to get here. Relishing the past, I think about my afternoon with Pops and Jim Minards on the veranda, the last two remaining charter members of the Old Boys. I think of all of the events Port residents have attended here over the years: Weddings and Stag & Does, Rec Rowing BBQs and Much Music Video Dance parties after Henley. When I'm cracking another cold can of beer on a hot summer's eve, I'm thinking that we've come a long way from an old tin shed.

And I find myself starting to wonder if I should get myself a leaf blower. ■

- Chris Baker

Special thanks to Jim Minards and Don Baker Sr. (Pops) for the interview. (Next time let's have a beer while we chat and make it official.)

How to Prepare for the Future(s) of Port Dalhousie

If this time last year someone told you that a global pandemic would strike, killing more than 650 000 people, closing all schools, and halting all travel, would you have believed them? I think its safe to say that you would have considered that scenario ridiculous and yet it happened, and we were not prepared.

The role of the futurist is not to predict the future but help prepare for multiple possible futures. The first step in accomplishing this is to research and ascertain the drivers of change that exist today and will affect us all tomorrow.

The past five years of my research have produced a compelling list of drivers that will have an impact on the town of Port Dalhousie. I am going to walk you through just one of them. It's complicated and multifaceted, and it represents only one driver of change I'm using to help create multiple possible futures for Port Dalhousie. All in, I am juggling about 20 of these drivers. This one is one of the biggest, and it has the most "proof" to support its existence. This kind of driver is called a mature trend.

The Changing Face of a Port Dalhousian

Our population is getting older. By 2030 one in four people in Canada will be over the age of 65 [1]. Globally that number is 1 in 11. Not only is our population shifting towards seniors, but we are also becoming a country with significantly fewer babies. Canada's fertility rate has dropped to 1.5 [2]. (Below two the population is declining). What's significant about this number is how it's changed. In 1960 Canada had a fertility rate of 3.8. In 1972 we dipped below two, and we have been declining ever since. Fertility rates in all developed nations are drastically falling. Even countries with fertility rates over two now see sharp declines. But while we are staring at an ageing and declining population from within, the global population is still growing; currently, it is at 7.8 billion. This will grow to 8.5 billion in 10 years and 9.7 billion by 2050 [3]. How will these trends affect Port Dalhousie?

New patterns of migration may also change the makeup of the once typical resident of Port Dalhousie. Today a

resident is Caucasian. Only 1.3% of the population is a visible minority [4]. 92% speak only English only, and 95% are Canadian citizens. 55% are third generation.

Pushing from the opposite side of this trend is the growing number of immigrants on the move. A paper published by the United Nations University estimates that between 200 million and 1 billion people will be displaced from their homes by climate change, war or disease by 2050 [5]we publish here an article on migration linked to climatic phenomena. Drawing

*So, I ask;
is Port Dalhousie
going to change?
Most of those I
interviewed
about the future
of Port Dalhousie
said no, it would
remain the same,
and that is
one possible
scenario.*

on the leading international studies in the field, Étienne Piguet shows the extent to which climate change could give rise to population movements. Reminding us that this is a theme that has received relatively little attention, he begins by defining the concept closely and underlining the importance of terminology in this field. For example, these migrations will be spoken of as "environmentally induced population movements" rather than as movements of "environmental refugees" - to avoid, among other things, falling foul of the legal regime on refugees as currently

defined by the United Nations. He goes on to show what the migratory consequences of global warming might be, as exemplified in three major types of climatic event: storms and floods, droughts and water shortages and, lastly, rises in sea level. As he stresses, this latter phenomenon is probably the only one that would give rise to irreversible migrations (in the other cases, the migrants would generally end up returning to their regions of origin[6]. If so, that could mean that 1 in 9 people will not have a home. Currently, about 26 million people are displaced yearly. That is one person every second, and while many will choose to move within their country, many will cross borders.

As the US stays closed for business, the population of Canada is growing. While Port Dalhousie has a multi-generational Caucasian resident[4], Canada paints a very different picture. Almost 22% of Canadians are foreign-born [7]. This number peaks in Toronto at 52%.

Canada has experienced a recent spike in our population due to immigration, responsible for 82.2% of our growth [8]. That's an increase of 1.4%, which is 2x higher than any other G7 country and the highest we have seen since 1990.

Someone said to me recently, maybe Canada is about to lose its status as the worlds best-kept secret.

To summarize, we have an aging population with fewer babies born, in contrast with an expanding global population, coupled with tremendous numbers of displaced people in need a home. Many of these people are skilled and ready to work.

So, I ask; is Port Dalhousie going to change? Most of those I interviewed about the future of Port Dalhousie said no, it would remain the same, and that is one possible scenario. Are we prepared for other scenarios to unfold?

To gain the insight needed for preparing for the future one must let go of the line "that will never happen" and instead ask yourself "what if"? When you free your mind and consider ideas that seem ridiculous, scary, and impossible; your mind expands, and new connections can be created.

So, let me start the what-if scenario generation:

What if we prepare for hundreds of thousands of new skilled immigrants to work in Niagara by building a high-speed train between St Catharines, Niagara Falls and Fort Erie? What if we construct a subway line today that extends from St Catharines to Jordan and Pelham? Doing this will halt any discussions about a new highway and help alleviate the heavy traffic we are starting to experience today?

What if we create a new after school program that pairs every school kid with a resident senior? Kids through these relationships gain knowledge and wisdom; seniors catch the sparks of enthusiasm and the energy of youth. Might a community grow closer and create a net, so fewer slip through the cracks?

What if we develop a sharing app that allows every resident to list the fruit trees in their yard and vegetables in their garden that will just go to waste? Like Uber, you log on and type in what you need, and the app shows you the closest match for your request. Perhaps you donate a dollar to the beautification fund on each transaction. Weekly a team collects all unused product and delivers it to the local seniors' homes for meals.

Not meant as solutions but as ice breakers, these kinds of ideas help us think about the future. How do we consider the possibilities of change? How might ageing, fewer kids and tons of new immigrants change the face of Port Dalhousie? Don't let the future take us by surprise. Instead let's talk about it, prepare for it and be ready to jump into action when required.

The Changing Face of a Port Dalhousie – what's your what if? ■

- Tara O'Neil

Tara O'Neil is a PhD researcher and resident of Port Dalhousie. She is conducting research on the future of Port Dalhousie in 2050. As part of this work Tara is creating Virtual Reality time machines that will depict multiple scenarios of the future based on drivers of change that exist in our world today. These time machines are part of an innovation process Tara is developing to help co-creation and creativity thrive.

Steamship Dalhousie City ... Continued from page 19

N.S. & T. electric railway network.

In the spring of 1949, both Dalhousie City and Northumberland were fitted out as usual, but the disastrous fire aboard the latter vessel the day before she was to enter service for the season spelled the beginning of the end for the line. Dalhousie City was placed in service without her running mate, but the schedule had to be altered because it was the slower of the two ships. She was able to handle two round trips on weekdays and three on Saturday and Sundays. But the reduced schedule caused a reduction in the number of persons using the connecting electric lines and attending Lakeside Park.

These considerations, together with the prospect of having to expend considerable money to bring Dalhousie City into compliance with tougher fire safety regulations (due to the Noronic fire in Toronto harbour on September 17, 1949, claiming 120 lives), led the company to a reluctant decision to abandon the boat service.

Dalhousie City was accordingly sold early in 1950, and on April 21 st she cleared Port Dalhousie harbour for the last time. The vessel's purchaser was Lake Shore Lines Limited of Lachine,

Quebec, who took her to Montreal. She ran excursion service during the summer months from Victoria Pier. For her new duties, she was renamed Island King II. The steamer continued her regular sailings through the 1960 season, at the close of which she was laid up as usual in the Lachine Canal. During the night of November 13 – 14, 1960, she was totally gutted by a fire whose origin was suspect and which seemed to be related to underworld activities in the Montreal area. The burned-out hull was dismantled at Montreal in 1961.

Dalhousie City had fifty good years in the passenger trade, thirty-eight of them on the Port Dalhousie route.

Thus ended one of Lake Ontario's best known passenger services. Lake steamers and connecting electric lines were the way to go prior to cars and highways. It has been 70 years since the last passenger steamer operated out of Port Dalhousie. A hundred years ago, the steamers could make the Port Dalhousie – Toronto run in about 2 ½ hours. Approximately the same time it takes today to go to downtown Toronto by car on a busy week-day. ■

- Roger Bradshaw

Streetcar Trolley Stop Update

Restoration is well underway on Port Dalhousie's last remaining Streetcar Trolley Stop. The students and teachers at Willowbank School of Restoration Arts in NOTL are back to work and they hope to have it completed by spring 2021. The Conservancy hopes to have a meeting with the students this fall to see the progress and discuss what additional features we would like to see.

In the meantime, an extensive proposal has been sent to the City with respect to placement. Current proposed plans are to incorporate the Streetcar Trolley Stop into the Port Dalhousie core, in a highly visible and more useful location that will celebrate our unique history. Unfortunately, discussions with the City have been delayed to date by covid-19, so we are unable to have finalized plans at this time. Keep an eye on the Conservancy website and future Reporter issues for further updates as they are available.

Your financial support of this restoration and preservation project is greatly appreciated! You can donate in one of two ways. First, you can go to the conservancy website www.pdconservancy.org/. With apologies, we are unable to give tax receipts at this time. Alternatively, to donate and obtain a tax receipt, go to ACO website www.ontario.ca/donate_check.php and make a donation to the St. Catharines Branch. Make sure you specify that your donation is to be marked for the "Port Dalhousie Streetcar Restoration Fund." Thanks for your consideration. ■

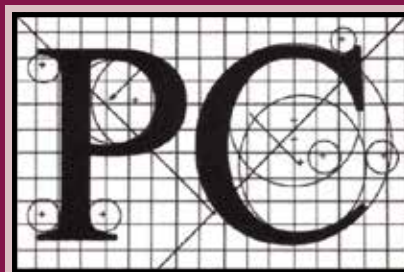


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Public Consultation is Not a Luxury *It is participatory democracy at work; it's about accountability*

Have you ever attended a public meeting where you were requested to give input about a public issue? An outside facilitator usually leads the meeting, a brief presentation is given, paper is handed out and everyone splits up into groups to discuss certain pre-arranged questions. At the end of the meeting, there may be a plenary session where a few folks get to give their opinions or those of your small group. After the meeting, you hardly feel like you have accomplished anything and rarely do you receive direct feedback or find out what happened to your ideas.

This multitude of ideas is gathered and documented. However, you go home feeling like you have just been humoured as the public consultation box was checked. Usually, there is enough varied opinion received that the organizers can find sufficient support for almost anything, especially if it aligns with their preconceived notions. Citizens appear to be treated as an annoyance rather than as an asset to be cherished.

During my career, I have attended many of these public consultations,

both large and small and I almost always came away feeling dissatisfied. You get the distinct impression that as a stakeholder you were tolerated but not really respected.

“When community members initiate proposals, they deserve not only to be listened to but also to be replied to.”

Recently St. Catharines City Council, wisely I think, decided that costly major financial decisions should not be made during the Covid-19 Pandemic without the public having an opportunity for face-to-face input. There was resistance to that by some who seemed to want to push some important issues and may not have been too keen on citizen input. Perhaps they were afraid of citizens actually changing the outcome they desired or maybe they simply didn't believe their input is valuable because they knew better. Covid-19 adaptations, like Zoom meetings, ought not to be used as an excuse to avoid public input. Councillors work for their constituents, not for the City or their personal agendas.

One of the first things you learn in any leadership course is that the very best decisions are those where everyone's opinion was considered and included in the final decision. One should never think that “regular” people are not smart enough or tuned in enough to have a valid opinion. Just because staff or City Councillors are hired or elected does not mean that the public does not deserve to have its opinions heard and respected.

How that input is gathered is also important. The recent push by some at the Region to have a group of businessmen advise the Region in terms of the current financial crisis was appropriately turned down. There is no problem with having a citizen advisory committee. However, if there is to be one, it should reflect the community served. Business people have valid perspectives but they are not the only ones with validity. Moreover, government is not a business but rather, a public service.

Consultation should be an ongoing process; not just a one-off public meeting and it should also be a two-way street. Government should be interacting with the community on a regular basis, even outside of any particular issue. Community leaders and business interests ought to be consulted regularly whenever changes are contemplated. A telephone works both ways. When people take

the time and effort to present well-thought-out proposals or alternatives, they deserve direct written feedback with reasons as well. We don't have to agree on everything, but we should work through these issues together as a community. That is participatory democracy at work; it's about accountability.

After all, residents live in the community: results of consultative exercises affect them more than anyone. When community members initiate proposals, they deserve not only to be listened to but also to be replied to. Legitimate questions deserve legitimate answers. We need to work together to make the best decisions for our community. ■

- Hank Beekhuis



Carlos Garcia
Councillor, Port Dalhousie Ward
City of St. Catharines

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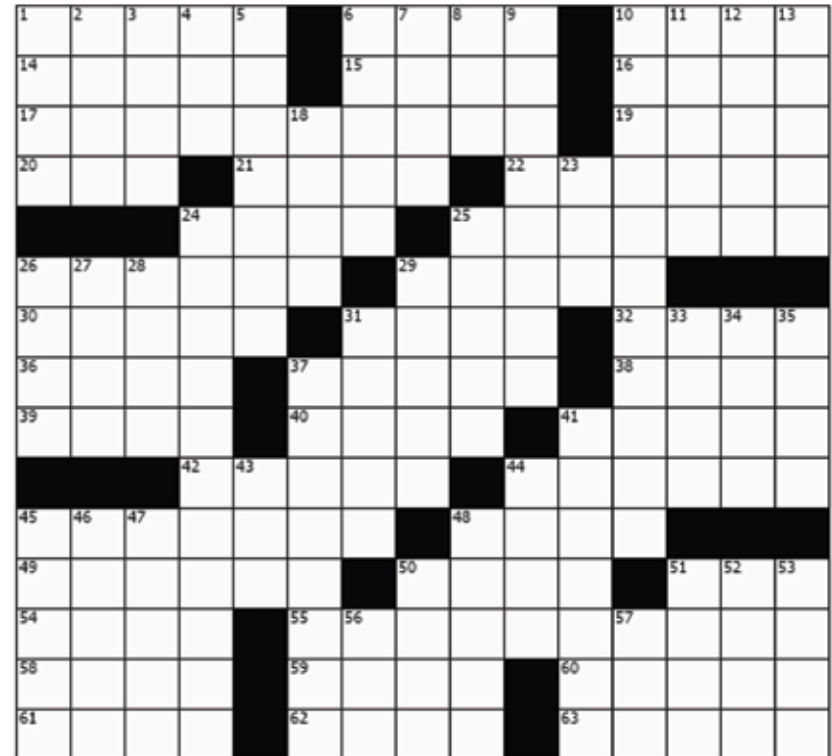
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Crossword Anyone?



Down

- | | | |
|---------------------------------|------------------------------------|------------------------------|
| 1. Trodden track | 18. Fabled napper | 41. "Waterworld" star |
| 2. Pang | 23. Venezuelan export | 43. Cockpit abbr. |
| 3. It's on the watch | 24. Did a shepherd's garden chore? | 44. Clinton opponent |
| 4. Monkey suit, briefly | 25. Action film sequence | 45. Like a whip? |
| 5. Impart knowledge to | 26. China problem | 46. Woods with woods |
| 6. "Crazy" singer | 27. Skelton persona | 47. "It's only ___!" |
| 7. Guard's shout | 28. Ponch portrayer | 48. Contents of Santa's mail |
| 8. Garden party? | 29. They may get splints | 50. Sharpen, as a razor |
| 9. The far left on the highway | 31. Blubbers | 51. Compared to |
| 10. Less good looking? | 33. British nobleman | 52. Needle point? |
| 11. TV's Mrs. Bunker | 34. Nefarious | 53. Amazes |
| 12. See eye to eye | 35. Army repast | 56. Light property |
| 13. Important closing documents | 37. Back street prowler | 57. Cautionary beginning? |

Across

- | | |
|--------------------------------------|--|
| 1. Rigatoni, e.g. | 39. Place for a pig |
| 6. Emeril, for one | 40. Retail grouping |
| 10. Peer at a page | 41. Rock of comedy |
| 14. Misbehave | 42. Low-lying areas |
| 15. Kind of lamp | 44. Handymen |
| 16. Place for the tense | 45. Office fasteners |
| 17. Lovers of all things 10? | 48. Going around in circles |
| 19. Urgent | 49. Like the Mississippi |
| 20. Tailor's task | 50. Max |
| 21. Act the demagogue | 51. One-time Howard Hughes airline |
| 22. Promoted boastfully | 54. "___ in Calico" |
| 24. Spare, e.g. | 55. Selected sigh of relief? |
| 25. Sportscaster's avoidances | 58. San ___ (Riviera resort) |
| 26. Word that always brings a smile? | 59. Em, to Dorothy |
| 29. Oil source | 60. Delete |
| 30. Opera star Marilyn | 61. "Jurassic Park" menace, briefly |
| 31. "Rush Hour" star | 62. Their sole purpose is to have a ball |
| 32. Judge | 63. Flat fees? |
| 36. Term paper abbr. | |
| 37. What questions do | |
| 38. Ring studded with diamonds | |



It is a great pleasure to offer my congratulations to The Twisted Pig and Patio Andaluz for their commitment and perseverance through these challenging times. Their determination to keep their doors open during the pandemic has been courageous and inspiring, and lights the way to a brighter future for the community of Port Dalhousie. I'm sure better days are ahead for all the businesses in Port, new and old! Best wishes and continued success to all,

Frank Basile

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