

THE REPORTER

VOL.17 NO. 3

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

Winter 2022

The PDC and the Future of Port Dalhousie

It's been almost 6 years since the Port Reporter rose from the ashes with a new and improved version. Hopefully it has provided the citizens of our community with content that has entertained, enlightened and educated its readers.

The Reporter is published by the Port Dalhousie Conservancy whose mandate is to preserve the distinct historic architectural and cultural landmarks that make Port a one-of-a-kind town. The PDC has sometimes been a vocal and legal/political opponent to the constant pressure of unrestrained and unregulated development that would consume this historic village and render it beyond recognition. Some people see this activism as blocking the way of so-called progress. In fact the PDC is not a hinderence to progress, but has led in the fight to preserve its unique historic architecture for future generations. This does not mean renewal and rejuvenation should come to a standstill, but that development should be sensitive to the singular

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Port Dalhousie: The Sculpture Capital of Niagara?

With the Addition of the Neil Peart Memorial in Lakeside Park and the Towhorse Sculpture at the Lock One Commons, Port is on the Way to Becoming a Public Art Destination.



Left: Maquettes of the two main sculptures by Morgan MacDonald

The band Rush has millions of fans around the world, and one of the talented trio of musicians in that group was born and raised in Port Dalhousie. By now almost everyone knows his name: Neil Peart. An artist of amazing virtuosity, Peart is considered by many as the best drummer in the world. He is also a highly respected author, lyricist and intrepid motorcycle traveller. One of the group's many hits was "Lakeside Park", in which Peart's nostalgia-infused lyrics reflect his youthful experiences while working and hanging out at the long-lost Lakeside Amusement Park. In his memory, and driven by the

collective desire of die-hard Rush fans, the City of St. Catharines created the Neil Peart Commemorative Task Force, chaired by David DeRocco. The Task Force was charged with organizing an artist competition for a commemorative sculpture to be installed in the park. The commission was awarded to Morgan MacDonald of The Newfoundland Bronze Foundry (Morgan Sculpture Inc.) who submitted a proposal that includes two large bronze sculptures of Peart as well as an interactive/interpretive walkway to be installed in Lakeside Park beside the recently named Neil Peart Pavilion. This installation promises to become a tourism

Continued on page 2

A Port of Call on The Welland Canal

In the 1920s the Town Offered Some Dubious Entertainment Options

Not so long ago Port Dalhousie was a somewhat unruly, rough-hewn port of call on the Welland Canal, nothing like the gentrified, sleepy town we now know. Most all ports of commerce on the great lakes, or for that matter the oceans around the world, have attracted its share of malcontents, drifters, and hard-calloused workers, and accordingly, an array of dubious entertainment. Port Dalhousie was no different. So we are fortunate that in the 1970s author Christine Robertson interviewed older citizens of the town, mining their fascinating memories. Their stories give us a colourful glimpse of their experiences living in the village during those boisterous, free-wheeling times. In the following excerpt, one unnamed Port resident shared a childhood memory. It's 1921, and Prohibition is in full swing...

“There were a lot of characters that moved into Port. I lived next door to the captain of one of those rum runners and he had a crew there. They were good neighbours. All the crew had sisters and cousins that would come to visit them. These sisters and cousins were all named Dolly or Trixie. We had a teacher in class and all the girls started bobbing their hair and fixing up. The teacher would say, “Now where did you learn that?” Well so-and-so's cousin Trixie, or so-and-so's sister Dolly, that's how they wear their hair. These girls, even in the hottest days in the summer, would have more rings and jewelery on that you could put in a trunk. And they all wore red fox furs around their necks. Even on the hottest days! And we accepted these people at the time, I'm talking about us school kids. As far as we were concerned these girls were the sisters and cousins of those fellows.

Continued on page 4

historic environment of Port Dalhousie. The PDC also believes that very real economic and social benefits would be derived from protecting and promoting the town's unique character through appropriate development. To that end, The Port Dalhousie Beautification and Works Committee is a fine example of citizens working together to enhance and rejuvenate the old town, and should be applauded for their efforts.

In this issue we offer our readers entertaining and interesting articles and photos of historical and contemporary events in our town. The recent awarding of a sculptural commission for the Neil Peart Memorial in Lakeside Park is an exciting development and so it was felt an overview of Port's collection of public sculptures and monuments was in order.

Along with our regular features including the Councillor's Report, the From Where I Sit column, the restaurant review, the BWC Report and various historical articles, we hope you enjoy this latest issue.

From all of us at the Port Dalhousie Conservancy and the Port Reporter, stay safe and Happy Holidays! ■



Aerial view of the Neil Peart installation (

magnet that will no doubt attract many Rush fans from near and far.

Fortunately, the future Neil Peart Memorial will be in good company with a recent sculpture that adds to the cultural fabric of the village. Beside the Lock One Commons, another impressive bronze and steel sculpture has been installed. Created by local artist Floyd Elzinga, the sculpture was spearheaded by the Port Dalhousie Beautification and Works Committee, in partnership with the Kiwanis Club of St. Catharines. It pays homage to the horses and mules that had the excruciating task of towing the sailing ships that passed through the first two Welland Canals. Their forced labour kept the flow of nation-building commerce moving through the canal's early days, and the acknowledgement of their strength and sacrifice is long overdue. Elzinga's sculpture is a fitting memorial to those noble creatures.

To donate to the Neil Peart Memorial installation visit:
cityofstcatharines.akaraisin.com/ui/neilpeartmemorial

Across the road in Rennie Park, Port Dalhousie's rich history of the sport of rowing is celebrated in "The Spirit of St. Catharines" bronze sculpture. Created by another local artist Perry Wakulich, it depicts a rower in mid-stroke driving to the finish line. The artist self-funded the production and installation of the sculpture and should be commended for his commitment, hard work, and the legacy his sculpture will provide for future generations.

Also in the park, set upon the edge of the finish line of the Henley Rowing Course is yet another sculpture that memorializes the sport of rowing. "The Heavy Eight" is an imposing iron and granite installation that is truly the result of a community effort. Donations from local companies and hundreds of citizens provided funds for its creation.

There was another idea for a sculpture in Rennie Park that was floated by Sheldon Rosen, the developer of the Lincoln Fabrics building. His concept was to relocate the massive flywheel of Lincoln Fabric's decommissioned generator to Rennie Park as a historical reference to the industrial industry of Port. Whether this will come to fruition is up in the air, but it's certainly an intriguing idea.

Continued on page 4



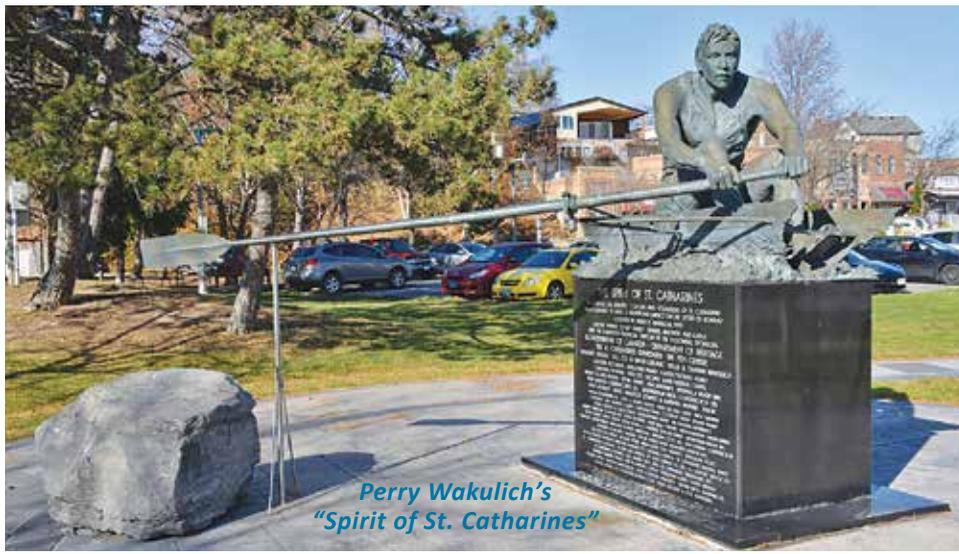
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*Perry Wakulich's
"Spirit of St. Catharines"*



Artist Floyd Elzinga

Photo by Steve Powell



"The Heavy Eight"

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
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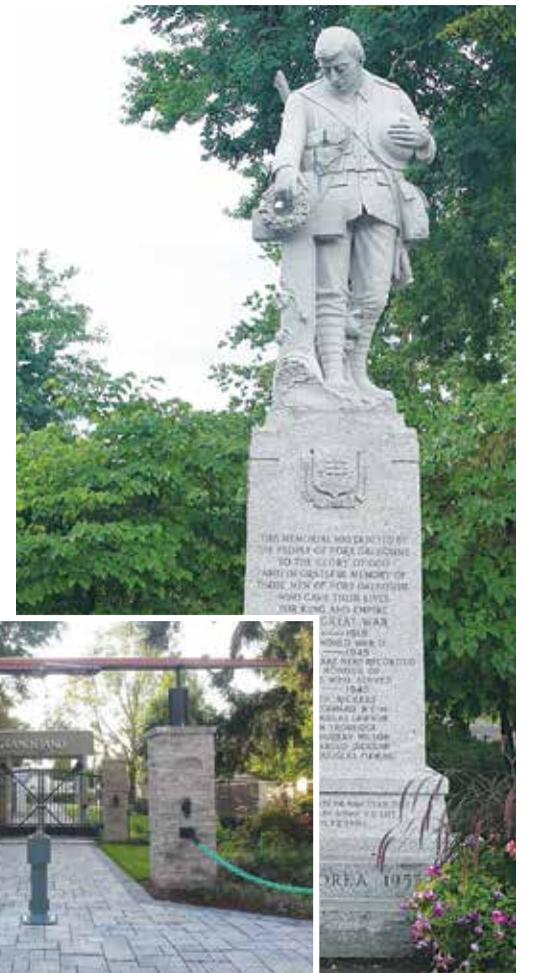
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*Top:
Floyd Elzinga's
"Towhorse"
sculpture at the
Lock One Commons*

*Right:
The Port Dalhousie
Cenotaph*

*Bottom:
Entrance to the
Craig Swayze
Memorial
Grandstand*



The Sculpture Capital of Niagara? ... Continued



Farther up Main Street, the entrance to the Craig Swayze Henley Grandstand was redesigned to incorporate a cool copper/bronzed/inverted rowing shell as an archway, along with a historical plaque, decorative fencing and landscaping. The PD Beautification and Works Committee were instrumental in the vast improvement on the original entrance which was, let's say...serviceable.



In addition, just a few properties down from the grandstand entrance, is the beloved sculpture that is the village's Cenotaph, created in memory of the local soldiers that made the supreme sacrifice during the wars in which Canada was involved. This moving depiction of a mourning soldier was created by artist Emmanuel Hahn, and has been a Port Dalhousie landmark since its unveiling on November 23, 1924. The Royal Canadian

Two other memorials in Rennie Park, Dedicated to the First Women Rowers (top) and The Hiroshima Memorial (bottom)

Legion Branch 350, has created a small parkette behind the monument, with inlaid tiles of the names of Port veterans, decorative benches and landscaping.

All in all, an impressive collection of public sculpture for the relatively small village of Port Dalhousie, one that could and should be promoted and expanded upon. Many cities have recognized the economic and social benefits of public art. Artworks including murals, sculptures and installations have been encouraged and financed by municipal/Regional governments in conjunction with corporate and private fundraising as well as available provincial and federal cultural grants. So why not expand and promote a select collection of commissioned historic and interpretive, public sculptures within "Old" Port Dalhousie? After all, we have a healthy head start on the process and could truly become the "Sculpture Capital of Niagara". ■

- Peter Wing

Back in the 1920s ... Continued

We didn't know any different. Let's put it this way; now when you look back you can see they were cheap and trashy. But what comparison did the Port Dalhousie kids have? We had never seen anyone like that before. They chewed gum, spoke in slang, and drove around in those fellow's cars. When they passed the public school they'd wave, and the kids would wave back at them and say, 'That's so-and-so's cousin Trixie.' It never occurred to us that they were all named Trixie or Dolly.

My friend Charlie and I would go up there every Friday. We had to be there at half past four, sharp. Not before, not after. It was like something out of a movie. We went around to the back with an express cart and rapped at the back door. Through the pane of glass a face would appear. "What do you want kid?" and we'd say, 'Hey Mister, those empty bottles.' 'Just a minute.' and you'd hear the other door slam. 'Ok kids, they're under the veranda of the back porch.' Well, there would be bags and bags of empty



Trixie or Dolly?

wine bottles, and we'd load them all up in the cart. 'Get them out of here, get them out of here! Don't stop, don't stop, get them all out of here!' A couple of times he'd come out and say: 'Here's a full bottle, drop this off at such and such a place for me. And don't tell anybody!' We were 12 years old at the time. One time we got there on Friday and it was very, very

muddy. Of course the driveway was mud and this damned cart was fully loaded. Charlie and I were pushing and pulling this thing through the mud. This guy came out looking like a typical gangster, then either Dolly or Trixie came out, I forget which one. She had high heels on and jewellery with all these rings, and fox fur hanging around her neck. She and I were pushing at the back and they were pulling at the front and we got it out onto the road and away we went. Her in her high heels and silk stockings and short dress. When I say short, styles were different then, just below her knees. And she had enough rouge on to stop a bullet. Of course Charlie and I thought she was pretty swell to come out and help us like that. Not many Port girls would have done that." ■

Meet the Sculptor of Port Dalhousie's Cenotaph



Ned Hanlon Monument

Emmanuel Hahn was born in Reutlingen, Germany and moved to Toronto in 1888 with his family. In 1903, he pursued his passion at the local school of art and design and the Polytechnical School, and briefly apprenticed in the studio of a sculptor teaching at the academy. From 1908 to 1912 Hahn was a studio assistant to sculptor Walter Seymour Allwar and in 1912 he was hired at the Ontario College of Art and ultimately head of the sculpture department until retirement in 1951.

After the First World War Hahn gained fame for his war memorial designs as communities sought to honour their veterans with cenotaphs and memorial sculptures. Hahn's winning proposal for the city of Winnipeg's war memorial caused a national controversy when the sculptor's German ancestry was revealed in 1925 and Hahn was forced to relinquish the commission. Hahn's career was not significantly harmed, however, since he received wide press coverage, some of which condemned the city of Winnipeg because Hahn was a naturalized Canadian citizen. The following year he was awarded the contract for the Edward Hanlon monument (1926). Hahn was the first President of the Sculptor's Society of Canada which he established with Frances Loring, Florence Wyle and Elizabeth Wyn Wood in 1928. (Loring and Wyle created the Henley Bridge Decorative Abutments). He also created the statue of famed rower Ned Hanlon at Hanlon's Point in Toronto. Hahn also designed Canadian coins featuring the Nova Scotia racing schooner *Bluenose* on the 10¢ coin; the caribou head on the 25¢ coin; and the Canadian Parliament Buildings reverse of the 1939 Royal Tour of Canada silver dollar. ■

Towhorses on the Welland Canal

Horses provided the physical power essential for the operation of the early Welland Canals. These canals opened a navigable commercial waterway between Lake Ontario and Lake Erie, bypassing the obstacle of Niagara Falls. As such, they greatly determined the development of the Niagara Peninsula, facilitated active trade and commerce throughout the Great Lakes region, helped open the heart of North America to transatlantic trade, and laid the foundations for the current Welland Ship Canal. These far-reaching impacts could not have been realized without the role of horses in daily canal operations. An enormous amount of economic growth, development, and history rode on the backs of the Welland Canal towhorses.

The First Welland Canal (1829-1845) and the Second Welland Canal (1845-1880) were in use during the era of sail on the Great Lakes, when wind-powered sailing vessels carried passengers and cargo to busy ports throughout the region. By the mid-19th century, the Great Lakes schooner had evolved as a unique and purpose-built sailing vessel, designed to fit the dimensions of the Welland Canal locks. Once within the canal, schooners could not use wind-power to transit the 27-mile length of the canal from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie. These vessels, together with scows, rafts, and barges, had to be towed from lake to lake, and for this their owners depended on the towing companies and

their towhorses.

By the 1860s, over 3000 schooners criss-crossed the Great Lakes engaged in commercial trade. Every month hundreds of vessels made their way through the Welland Canal during the navigation season from April to early December. At each end of the canal, in Port Dalhousie and Port Colborne, huge barns stabled over two hundred horses.

was 100' long with a cargo capacity of 185 tons; in the period of the Second Welland Canal, a typical vessel length had increased to 140' and its cargo capacity to 750 tons.

Towhorses trudged the towpath beside the canal, pulling and straining, in all kinds of weather. The towpath was often rough and rutted, wet, deep in mud, snowy, slushy, or icy. During storms,

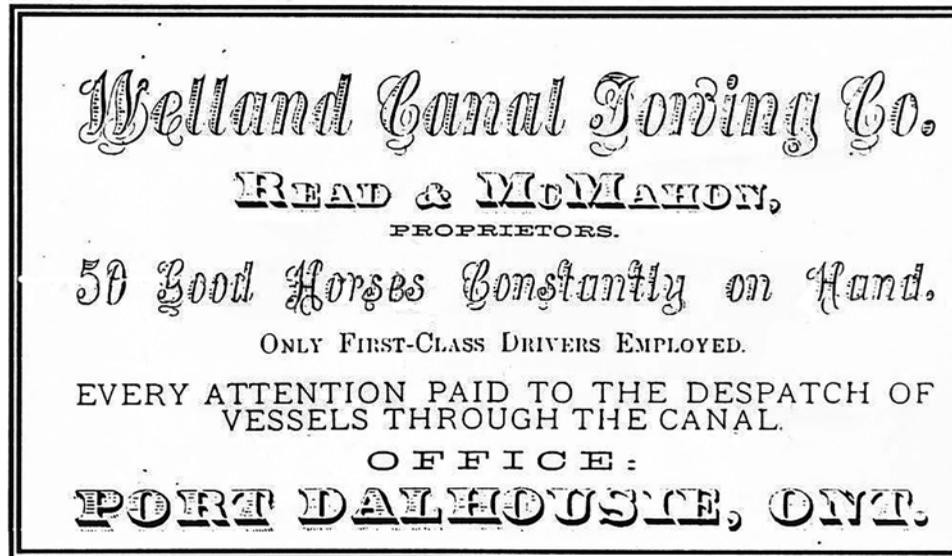
incidents of horse drownings and abuse, and called for better and more humane treatment of the animals.

For many in the towing business, however, horses were considered no more than commercial property. Thomas Keefer, a prominent civil engineer who worked on the Welland Canal, wrote in 1850: "So upon the Welland Canal, a few years since, it was thought that any horse was good enough for towing: the old, the poor, the halt, and the blind were therefore procured for this purpose, and as they were killed by the work in a few weeks, it was soon found to be true economy to pay £30 and £40 each for the best which could be procured, and the class of animals now employed for this purpose are not to be surpassed anywhere."

In the village of Port Dalhousie, many men made their living from towing, which was an integral part of canal life. The owners of the tow companies were known as tow masters, and their employees were towmen or towboys. The towboys who trudged along the towpath with the horses were a rough lot, often transients and usually teenagers. Towing a vessel between Lake Ontario and Lake Erie usually took 24 hours or more. The companies competed for business and for the fastest towing times.

Developments in steam technology by the second half of the 19th century brought increasing numbers of steamboats to the Great Lakes. Steamers soon dominated the passenger trade, while bulk cargoes

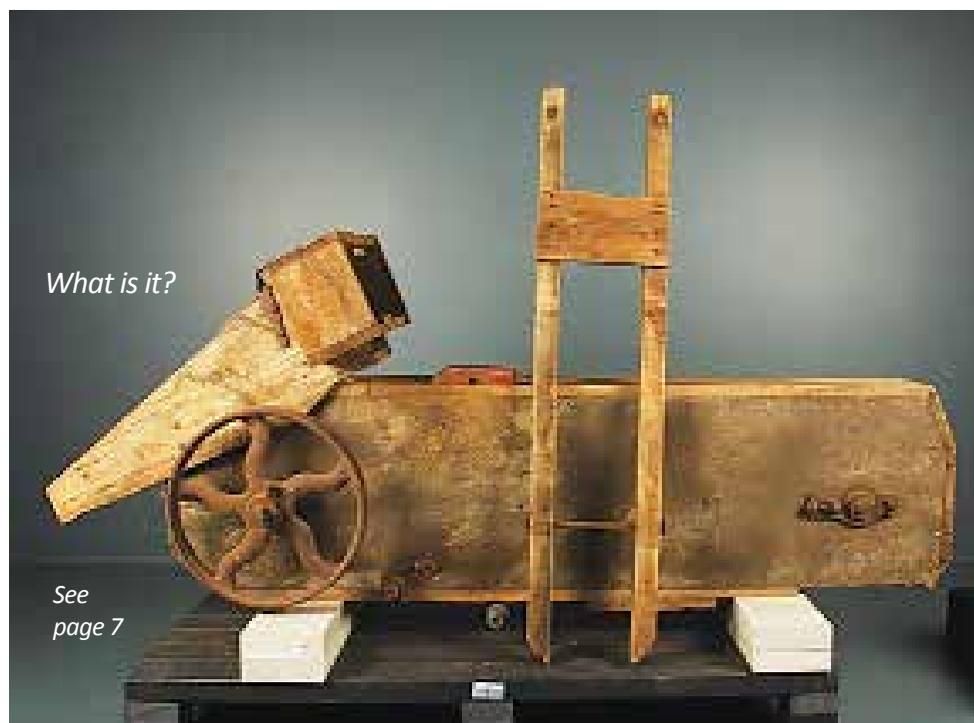
Cont'd on page 9



The barns in Port Dalhousie were located where Lakeside Park is today.

The lives of canal horses were full of drudgery, hardship, and danger. Hitched to heavy vessels with weighty towlines, the horses usually worked in teams of two to six, depending on the vessel towed and its cargo. They pulled immense loads: during the years of the First Welland Canal, a typical vessel

heavy winds blew against the towed boats, pushing them back and sometimes dragging the horses into the canal. At other times, swaying boats, snapped or tangled towlines, wet and eroding towpaths, human carelessness and negligence, or other incidents resulted in injured or drowned horses. Horses also suffered cruelty and abuse from some towmen. Local newspapers reported



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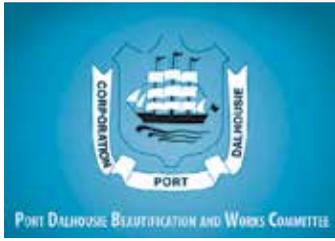
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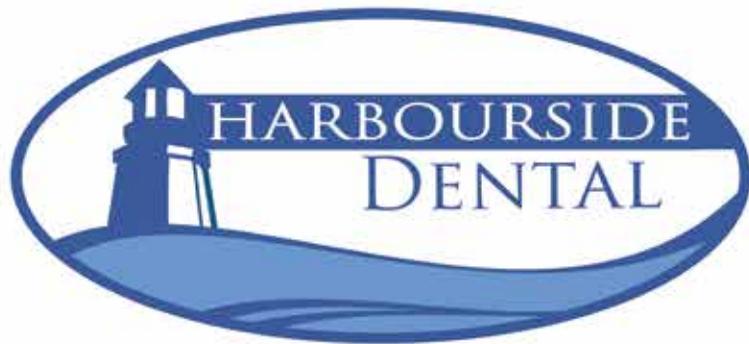


Port Dalhousie Beautification and Works Committee Winter Report

What a summer of 2022 we had in Port Dalhousie !!

With mostly incredible weather, a beautiful setting beside Lake Ontario, the fantastic BWC 2022 Old Lock One Concert Series, and the return of various neighbourhood events, Port Dalhousie was once again “the place to be”. Speaking of The Concert Series ... your BWC presented sixteen evening concerts, plus facilitated a number of daytime pop-up performances, open mic shows and community gatherings. These events could not have taken place without the terrific BWC volunteers ... So, a huge thank you to them, who, for every performance, cleaned the whole seating and stage area, made sure the required electrical was in place, assisted in stage set-up, accepted and appreciated the kind donations from the crowd, which helped support the artists that performed, (thank you, thank you, thank you), plus helped with “tear down” as necessary, at the end of the evening. We really do have an abundance of fantastic talent in the Niagara region and it was so nice to see great entertainment, in the fresh air, in such an amazing setting. A big “shout-out” and thank you also to all of the sponsors and terrific Port Dalhousie businesses, whose assistance was very much appreciated.

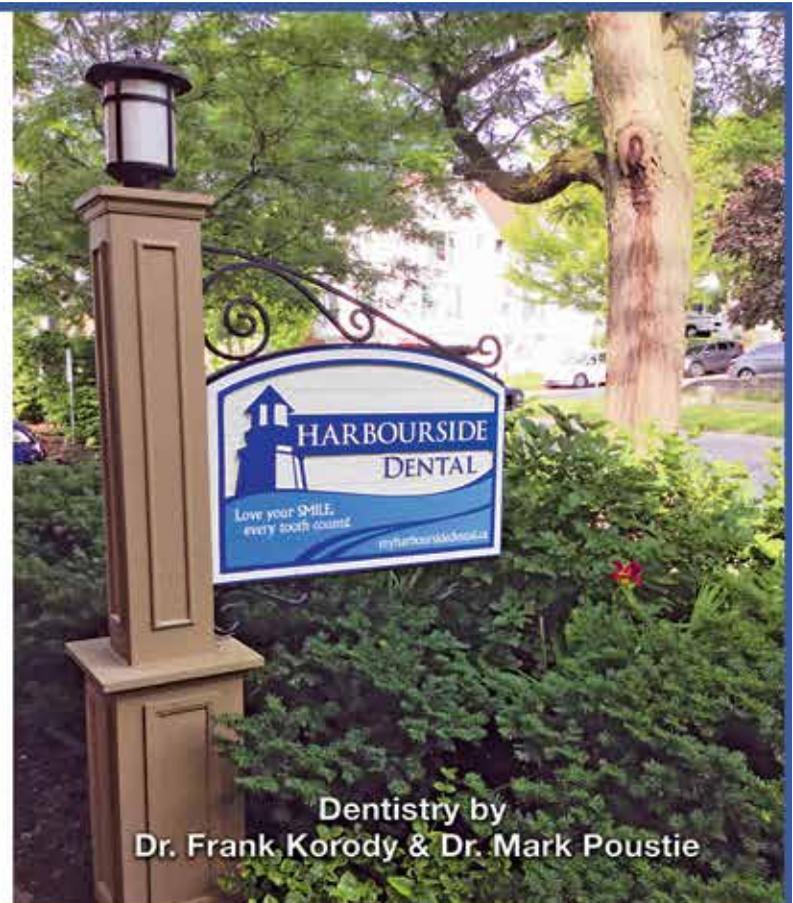
We also appreciated the terrific support for the “BWC Thankful Tree”. Lots of people donated and wrote what they were thankful for on the colourful “leaves”, which were then hung on our “Port Pine” beside Old Lock One. We are very



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*BWC's
Phantasma-
Fabulous
Halloween
Event
was a
huge
success.*



Photos by Anne Kalagian @ www.annekalagian.com

pleased to report that as a result of those community donations to the Thankful Tree, the BWC was able to present a cheque for \$1,000.00 to the "Out of the Cold" program, which is dedicated to providing a hot meal, every night of the week, from November to March, for those in need.

The beautiful BWC summer planters may have reached their end, but that doesn't mean that Port goes into hibernation! You may have seen the volunteers out replanting with fall colours.

Early in October, we started receiving inquiries about whether we would repeat the "Phantasma-Fabulous" BWC Halloween event. Sooooo, the BWC "witches" cooked up a plan for this year and worked their magic – with the assistance of those same terrific local businesses – and presto! Parade!! Colourful characters led the trick-or-treaters along the route, during which they received lots of goodies, ending up at the BWC tent for hot chocolate, Balzac's coffee, as well as cookies from Captains Cabin Cafe! We are sorry it is over, but don't worry - the BWC also has "elves" ... and they are already planning decorations for Xmas. Stay tuned ...

And an update on "The world's quietest bottle drive" ... We continue to collect any containers that once held alcohol. (Bottles, cans, those "4 and more" litre plastic bags from the wine boxes). Monies raised go directly to the flower fund, so if anyone would like to donate empties so that Port Dalhousie can continue to have beautiful planters, please call or text Andy at 289 213-9500, or send us a message via our Facebook page, (Port Dalhousie Beautification and Works Committee). He'll be pleased to swing by and pick 'em up!!

Also - A reminder that new volunteers are always welcome and appreciated! Just send us a message on our Facebook page, or chat to one of us if you see us installing all those colourful seasonal decorations.

Have a wonderful and safe Port Dalhousie winter!! - Your BWC

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Answer for the mystery image page 5:
The object is a grain bagger from the McMahan Farm in Port Dalhousie.
Once a prominent dairy in the region, it is now a subdivision.

Thanks to the St.Catharines Museum

Tony Douvis
Financial Advisor

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Post-Election Port Dalhousie Councillors' Report ... Continued

During approximately seven weeks of knocking on doors and listening to many residents across Port Dalhousie Ward, we gained valuable insight regarding your concerns. We will be working hard on addressing these issues during the new term of Council.

Paid Beach Parking and Affordability.

These were, without a doubt, the top concerns. The vast majority of residents oppose paid Beach Parking and believe (like we do) that free access to the beach is a right that comes with living in our city. In addition to the cost, paid parking causes severe neighbourhood traffic problems as many visitors park on the streets to avoid paying. Parking problems at Lakeside Park were exacerbated by the pandemic in 2020 and 2021 and we should now return to normal.

General pocketbook issues

of affordability, including property taxes, rates and fees are a universal concern - particularly since we have so many seniors on fixed incomes, many of whom are struggling with the increasing costs of living. We need to strike the right balance between providing essential, necessary services and keeping taxes from increasing too fast.

Other major concerns include:

Former GM Site on Ontario St. This is, of course, a city-wide concern. The site is an eyesore and there have been toxic contaminants affecting nearby residents and polluting 12 Mile Creek, Martindale Pond and Lake Ontario. We must push the Ministry of the Environment on the clean-up effort and insist on a full clean-up of the total site ASAP, before any development proceeds, to ensure PCBs and other toxic contaminants cannot leak or seep out.

Subsidizing Luxury Housing.

The residents who brought this up were particularly vocal that the Community Improvement Program (CIP) that has led to developers getting millions in subsidies from both the City and Region for luxury housing that would be built anyway, has to change.

Staircases to the Lake.

Residents are very concerned that some staircases were not available this Summer. However, repair work has proceeded to reopen and maintain the four sets of existing stairs at Lakefront Park, and on the Pawling, Graham, and Simcoe road allowances. In addition, we received approval for funds to eventually replace a fifth set of stairs at Masefield (or another suitable location) since they were rendered unusable following emergency shoreline repair and protection work.

Speeding/Traffic Calming.

Many residents complain about vehicles driving too fast on residential streets. The City has approved reducing the speed limit on most residential streets to 40 Km following a pilot project we introduced in old Port Dalhousie. However, we need to redouble efforts to work with police on enforcement and introduce traffic calming measures where appropriate.

Environmental Issues.

Numerous residents expressed their desire for maintaining a healthy urban forest including thoughts on caring better for newly planted trees, protecting existing trees, as well as maintaining and extending the natural experience of our network of trails and parks. It was also suggested we look to nature-based solutions and prioritize the use of permeable, low-carbon, less costly alternatives to hard surfaces such as asphalt for pathways in trails and parks.

City Customer Service and Citizens First.

We heard many complaints about residents either not being able to get through on the phone or being on hold for lengthy periods. City staff in charge are aware that there are problems and the system has to be fixed. Our residents deserve better.

We also want to share some updates and positive news for Port Dalhousie Ward residents about recent and upcoming recreational facilities investments. These include:

Bill Burgoyne Memorial Arena.

The interior renovations and systems renewal has been completed and budget monies have been approved to insulate and clad the exterior of the building.

Elma Street Basketball Court.

The cost of constructing a new replacement court was approved in the last capital budget.

The Neil Campbell Rowing Centre.

A legacy facility of the 2022 Canada Games is now in use serving the need for off-water training and support facilities at the Royal Canadian Henley Rowing Course. It is fully accessible, with universal change rooms, fitness rooms, and a multipurpose training, event, and administrative/support space. It has a net zero energy design.

Port Dalhousie Piers.

It has been terrific to witness the number of people who have used these valuable assets which are now owned and maintained by the City of St. Catharines.

Port Dalhousie Wading Pool.

Budget approval has been granted to refurbish the children's pool.

Ontario St. Reconstruction Linwell to Lakeport.

Many residents are concerned about the condition of this Regional road. The good news is the Region confirms most preliminary work is complete and reconstruction is scheduled to begin Spring 2023.

Finally, we want to thank the residents of Port Dalhousie Ward for having confidence in us and re-electing us. We wish everyone a happy and prosperous Holiday Season and New Year. ■



Thank You for Your Support and Happy Holidays!



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



Thank You For Your Support, Best of the Holiday Season!



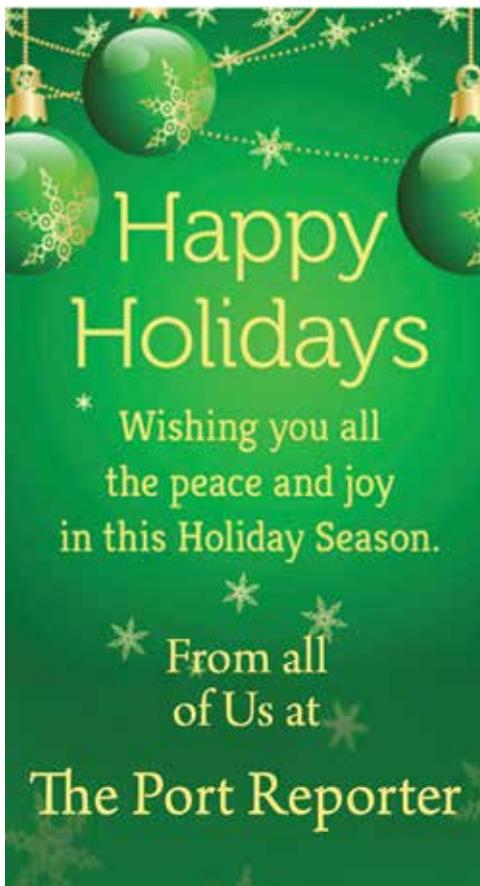
Carlos Garcia
Councillor,
Port Dalhousie Ward
City of St. Catharines

Towhorses ... Continued

of grain, timber, and coal were still transported by schooners. By the 1880s, however, steamers began to take over the cargo trade as well, and steam tugboats for towing came into common use on the Welland Canal. Horse towing companies evolved into tug companies. By 1900, few schooners were used commercially on the Great Lakes. In the waning years of the 19th century, local newspapers noted the occasional “old-fashioned” use of towhorses on the canal, but the era of horse towing with its many miseries for the Welland Canal towhorses was over.

The march of progress with the advent of steamers and steam tugs eliminated the need for Welland Canal towhorses, towboys and towpaths. The familiar tramping of horses along the canal was heard no more. 19th century Great Lakes sailors recalled the towhorses in their stories, recollections, and songs, and the local expression “More nerve than a canal horse” acknowledged their toughness and courage in the face of constant physical hardship. But the towhorses together with memories of their labours faded into the past, their immense contribution to the Welland Canal soon forgotten. ■

- Nancy Cameron



Group Fitness Classes

The classes will be held in the gym at Scott Street Church located at 339 Scott Street in St. Catharines

Please see below for a schedule of the classes that will be offered this winter.

MONDAY	TUESDAY	THURSDAY	FRIDAY	SATURDAY
Strength 9:15 am	HIIT 9:15 am	Strength 9:15 am	HIIT 9:15 am	Circuit (5/10/15) 9:15 am
Gentle Fit 10:30 am	Gentle Fit and Core 10:30 am	Gentle Fit 10:30 am	Gentle Walk & Stretch 10:30 am	Gentle Fit 10:30 am
	30 Min Express 11:45 am		30 Min Express 11:45 am	

The cost for unlimited access to classes is \$45.00 per month + HST (pro rated based on the date you join).

If you are interested in signing up, please contact roz.w.fitness@niagara.ymca.ca

Please feel free to share this information with anyone you think may be interested in participating.



@ymcaofniagara



A good friend and I recently decided to get together for lunch before the Christmas rush. She left it up to me to choose where. After browsing so many spots to choose from, I remembered she has Celiac Disease, and my options significantly narrowed. Fortunately, Nola's On Port opened this past summer and their sign at the Port Plaza advertises a Gluten Free and Keto kitchen. I hadn't yet had a chance to dine there. Or... maybe I felt it was only for those who had dietary restrictions. I now had the perfect opportunity to treat my friend to a lunch where she could have the pick of the whole menu while expanding my own horizon and palate. The menu not only caters to gluten free, keto and vegan diets, but is inclusive to all. For those of us who aspire to lead a healthier lifestyle, all offerings are low carb and sugar-free.

We walked into an inviting atmosphere and were greeted with a warm welcome

from their staff. As soon as we were seated my friend looked over the menu and said with delight, "I'm so excited!" I then realized how limiting it must be to constantly live in fear of eating something that can make you ill. Let's face it, for those of us who are omnivores, it simply comes down to taste.

The menu is extensive: All Day Breakfast & Brunch, Handhelds, Salad Bowls & Loves, and the best category yet, The Stuff You Miss; comfort foods like Handmade Perogies, Chicken or Veggie Pot Pie, and Homemade Lasagna. In the spirit of supporting area farmers, wherever possible foods are locally sourced.

My friend chose the Nola's Turkey Melt with a side order of fries. It came topped with pesto mayo, melted mozzarella and cucumber, served up all hot and toasty. She remarked on how the non-deli turkey was moist and delicious. Her crispy french fries were multi-coloured; burgundy made from beets, golden from parsnips, and bright orange from sweet potatoes. "I should have ordered the fries.", I exclaimed. Thankfully she was in the mood to share!

For myself, "The Sam" from the menu caught my eye. The description had me at "Google Turkish Eggs". Curious by nature and of the mind there are no stupid questions, and having previously seen the

word "sammies" used as a short form for sandwich, I asked the server if it was the case here. "No," she said, "Sam, is the name of the owner's son".

When "The Sam" arrived it was beautifully presented with sprouts atop the main items. I thoroughly enjoyed the perfectly poached eggs dripping golden yolk over the spinach and hash browns and toast, all layered nicely with surrounding veggies on a fluffy bed of creamy garlic yogurt sauce.

We were both fully satisfied with our delicious meals made of quality ingredients and bursting with a savoury selection of flavours.

Full from the hearty brunch/lunch we decided to pass on dessert. However several patrons came in requesting the Almond Lace Wafers. The server told them they were in luck because they were baked fresh this morning and usually sold out. Clearly, we could not leave without trying these. Dear readers, rather than take my word for it, you must go try them yourself, they are other-worldly.

Upon coming home and visiting Nola's website I was to learn within this family, necessity was indeed the mother of invention. Owner, Melissa Woodworth has transformed a true life experience of

exploring food to build a healthier lifestyle for her son Sam, who as a child suffered thousands of seizures from an unknown cause. Careful attention to a ketogenic diet has made all the difference – Sam has been seizure free for 15 years. Their inspirational story is a testament to the labour of love and passion they bring to their culinary creations.

What Nola's offers is a rare dining experience for those who need special dietary considerations, and high quality, delicious food for all of us. Their setting is nicely appointed and those big circular windows let lots of natural light in. Their prices are reasonable and their commitment to health and well-being - is priceless. And did I mention everything is made from scratch?

There is more good news; Nola's has extended their hours as of December 3rd, open Thursday, Friday and Saturday until 9 pm. They also now serve wine and beer and are offering a Holiday Dine-in and Take-out Menu.

There is something for everyone at Nola's! ■

Nola's On Port
Port Plaza, 600 Ontario St.,
St. Catharines, ON
(905) 397-3020

- Allie Fresco

Chris Bittle
Member of Parliament - St. Catharines

Hope you have a safe and happy
Holiday Season!

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

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Chris.Bittle@parl.gc.ca

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5th Annual Stockings of Love 2022

Now in its 5th year, I am proud to say that Stockings of Love has evolved into a successful ever-growing charity serving lonely Seniors at Christmas in the St. Catharines community and surrounding area. In 2021 we distributed nearly 1,400 beautifully stuffed Christmas Stockings to every Long Term Care and Nursing Home in the region!

Initially created to provide Christmas Stockings for Long Term Care Homes after Covid, more than ever I wanted to expand the program to include Seniors at home alone and in need. So last year we partnered with Meals on Wheels, who enabled us to target those very individuals. As well, we were able to gift Community Care so that they too may give their Senior clients who live alone a Christmas stocking. My hope is to continue expanding on the outreach portion of this program. I personally see to it that every Stocking finds its 'Home' by Christmas Eve.

This year, 2022, promises to be another great one for Stockings of Love. Already we have been granted a 'Headquarters' space by Al Visser of Visco Holdings. Located within the Marketplace at 17 Lock Street in Port Dalhousie, it will be a fun place for our Elves to stuff Stockings and meet and greet volunteers and donors. It will also serve as a drop-off location. Please come by with a cash donation or stuffed Stocking for the bin, meanwhile enjoying a cup of coffee at 'Santa's Workshop'!

This holiday season, I ask you to visit your local dollar store and buy a Stocking and stuff it with gifts and goodies suitable for Seniors in Long Term Care or those who live alone and have little. Or kindly donate via E-transfer to our email:

stockingsoflove1@gmail.com

and we will purchase a stocking on your behalf and our Port Dalhousie Elves will stuff it with love.

I continue to encourage this incredible community of ours to keep on giving...as that is who we are. Helping others is what we do best here in Port...and there is no better time than Christmas to show our spirit in love to the forgotten ones.

Please visit the Stockings of Love FB site for all goings-on and updates:

www.facebook.com/stockingsoflove.seniorsaloneatchristmas

Merry Christmas!

Sincerely, Janice Ford Spencer

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Avondale 260 Lakeshore Rd, St. Catharines

Your Boutique 25 Main Street, Port Dalhousie

Martindale Physiotherapy 7-600 Ontario Street

The Marketplace 17 Lock Street, Port Dalhousie





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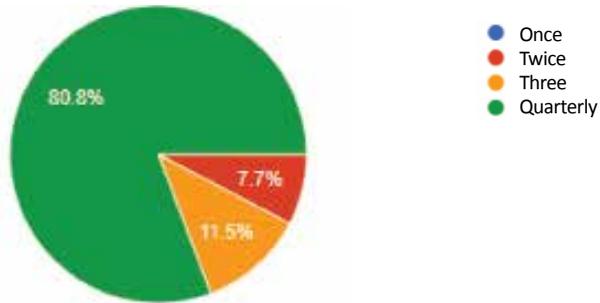
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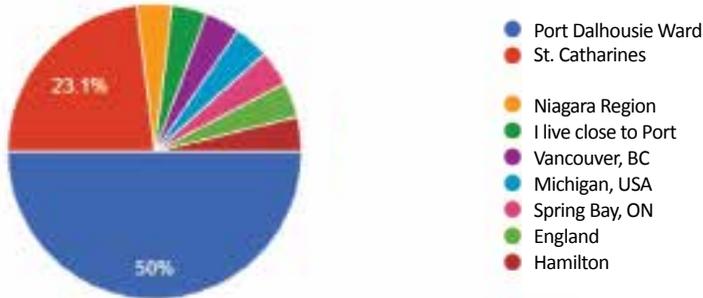
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Results of Our Reader's Survey *We Want to Hear From You!*

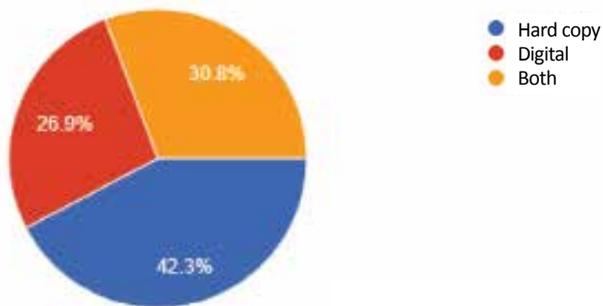
How many times a year do you think the Reporter should publish?



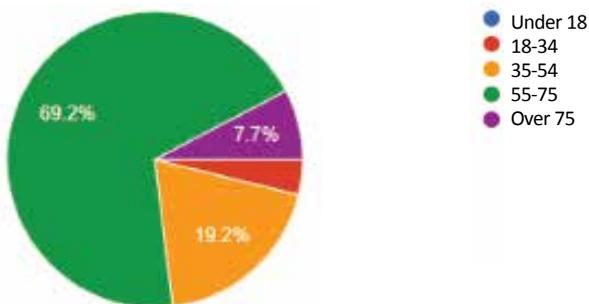
Where do you live?



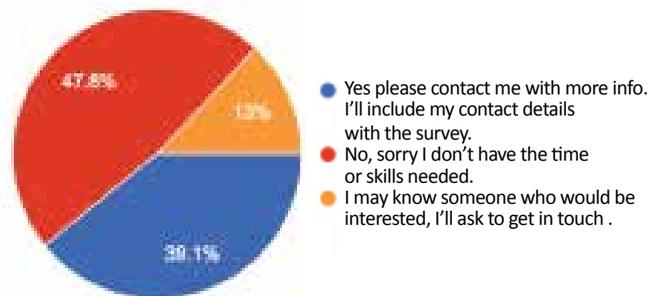
Do you prefer reading the digital or hard copy version of the Port Reporter?



What age demographic are you?

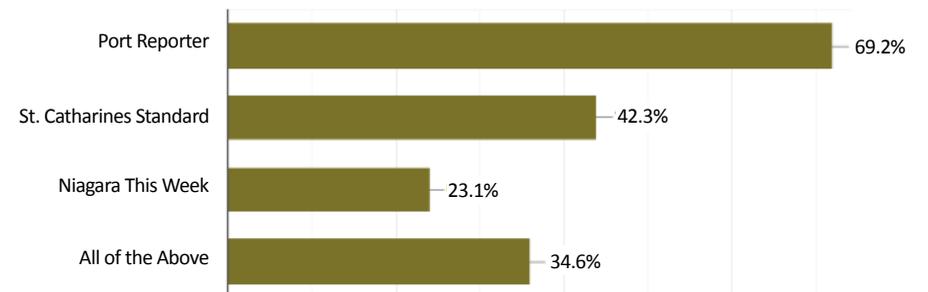


Would you be willing to volunteer in producing the Reporter?
Skills needed:

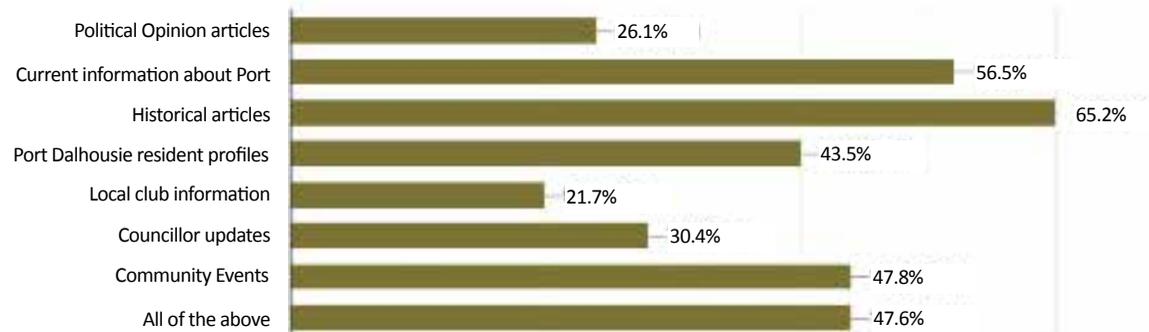


We created a Reader's Survey to get a better idea of what readers were thinking as they read the Port Reporter. The responses were as diverse as our readership. This information helps our team of volunteers create each issue. It's not too late! The survey is still active and you can still submit a response. Use the QR code or link found below.

Which newspapers do you read regularly? (select all that apply)



What sections of the Reporter do you like most? (select all that apply)



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From Where I Sit... *Some Considerations.*



Hank
Beekhuis

Do our City Councillors deserve a raise?

St. Catharines Councillors recently voted down a proposed recommended salary increase. Given the current economic situation, that was admirable; however, with the workload increasing exponentially, I am not so sure an increase isn't required. Councillors sometimes receive 300 pages of briefing notes on a Thursday night and have to be in a position to make a decision by Monday night, which requires a lot of time and effort to do a reasonable job of oversight. I have heard of councillors who haven't even opened their package until they are at the meeting. Having the time to analyze and consult and fact check requires expertise and time, unless we want our councillors to become mere rubber stamps.

I do not have a problem with our hard-working councillors getting a good increase. However I also have a few requests in exchange for it. Some councillors engage with residents a lot more than others and I believe some minimum representation standards should be expected.

How about an email and phone call that is answered within 24 hours? How about a mandatory town hall meeting every quarter where citizens can directly address their councillors in person on the issues important to them and receive an update from them? How about a Ward Facebook page where residents can respectfully engage them and actually expect responses? How about a mandatory item on the agenda right after the conflict of interest declaration, that all councillors have to affirm that they have read all the materials and are prepared for the meeting?

We need to modernize our democracy and be able hold our councillors accountable to those that elect them. That is worth a lot more to me than the money most of them deserve.

Why are volunteers resigning from City Committees?

A recent article in *Niagara This Week* gave me some pause. Apparently five individuals just resigned from public volunteer committees dealing with Diversity and Inclusion. Having turnover in volunteer committees is not unusual, however I believe we should find their reasons for leaving very disturbing. I personally know of several additional individuals who have resigned from volunteer committees including the Heritage and Green committees for similar reasons. This is not a new problem.

They are not resigning because they have served their time and want to go on to other things. What unites them is the fact that they do not feel respected

*“Volunteers are vital
to the operation of any
municipality.”*

by the bureaucracy or the city council that they are supposed to serve with advice. Their life experience is not appreciated, their mandates are rarely met, and perceived progress is incredibly slow, so they become frustrated and quit. This is troublesome indeed.

Port Dalhousie has certainly experienced that with respect to Heritage preservation. When well meaning and responsible advice is regularly ignored and overturned by council, it is no wonder that volunteers become discouraged. This is especially understandable when some council members and staff advisors are also part of the committee.

Volunteers are the grease that makes the municipal machinery work for everyone, and the city does not have enough of them. We should not discourage them.

Let's hope that, with a new council, respect and support for volunteers will be improved so that we can all work together to make our communities great places to live and work. ■



Is This “Demolition by Neglect”?

It seems the owner of these heritage storefronts on Front Street has decided to let these buildings fall apart to the point where they cannot be saved. Sadly, it reminds one of the tragedy that befell the Welland House Hotel.



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Dr. Albert Scales, DC
Dr. Scales has been in private practice for over 40 years in Niagara. He first attended the University of Toronto before graduating from the Canadian Memorial Chiropractic College.

Dr. Brendan Macoretta, D.C. BHSc
Dr. Macoretta is a graduate of the University of Western Ontario and the chiropractic program at D'Youville College in Buffalo, N.Y. He is proficient in sports/orthopedic rehabilitation, soft tissue work, kinesiotaping and developing exercise programs.

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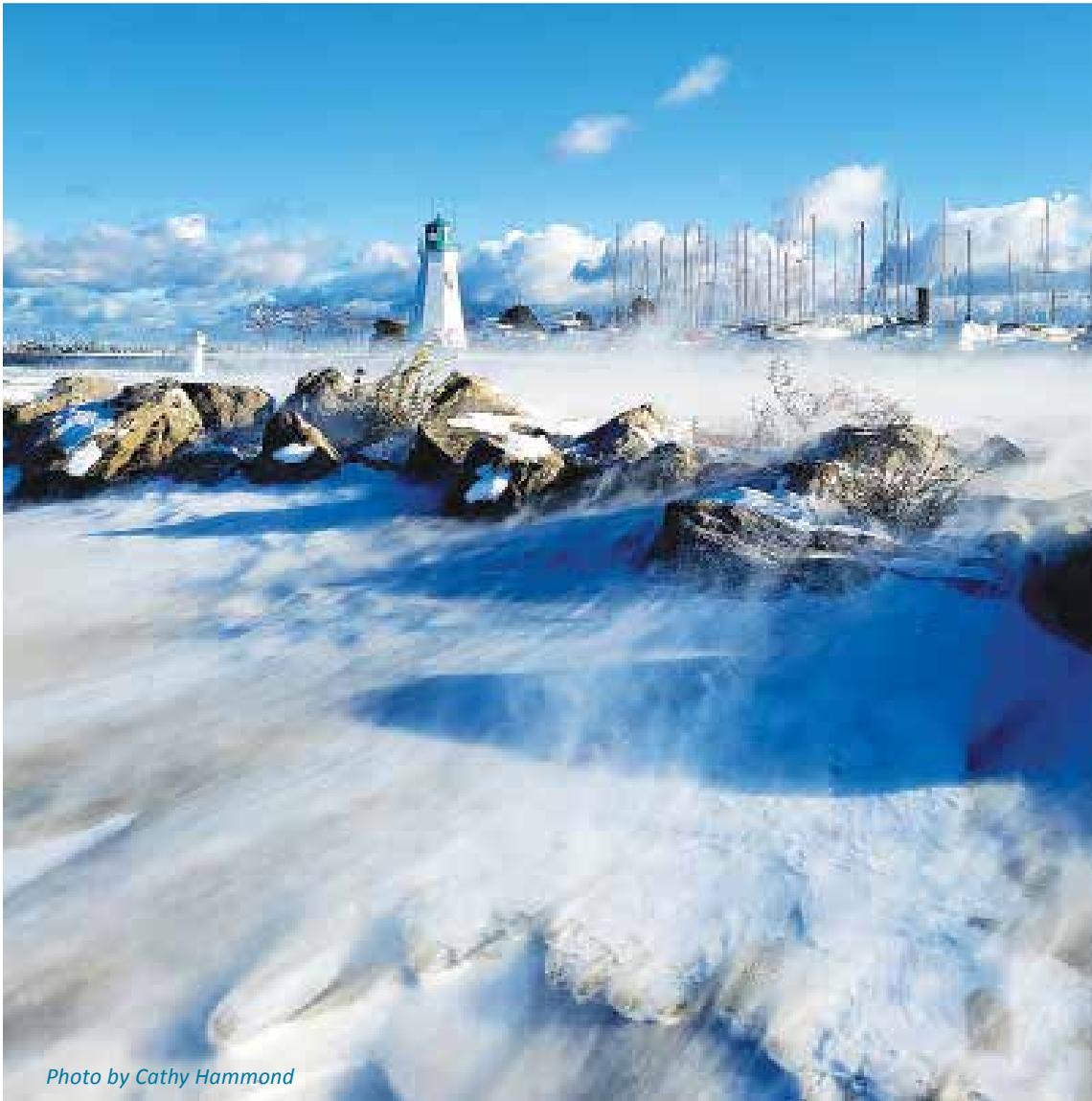


Photo by Cathy Hammond

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William Hamilton Merritt

A Life of Adventure and Enterprise

Although he is most known for being one of the driving forces behind the building of the first Welland Canal, he was many things throughout his life: a soldier, merchant, promoter, entrepreneur and politician, to name a few. Born on July 3, 1793 at Bedford, Westchester County, N.Y. to Thomas Merritt and Mary Hamilton, Merritt's family relocated to Canada shortly after in 1796. The move came after Merritt's father petitioned John Graves Simcoe for land in Upper Canada after serving under him in the Queen's Rangers during the American Revolution. The family quickly settled into their life at Twelve Mile Creek in St. Catharines. Merritt's father became sheriff of Lincoln County in 1803 while Merritt began his education in mathematics and surveying. After a brief period of travel and more education, Merritt returned to Lincoln County in 1809 to help farm his father's land and open a general store.



While a farmer and merchant, Merritt turned his attention to military endeavours. A short time after being commissioned as a Lieutenant in the Lincoln militia, the War of 1812 broke out. Fulfilling his duty, Merritt fought in the Battle of Queenston Heights in October of 1812, and numerous small battles until the Battle of Lundy's Lane in July 1814. It was here that Merritt was captured and held in Cheshire, Massachusetts until the war ended. Arriving back in the

St. Catharines area upon his release, Merritt returned to being a merchant, as well as becoming a surveyor and mill owner. Some historians hypothesize that the need to draw water to his mill was how the idea of the Welland Canals was born. Beginning with a plan to connect the Welland River with the Twelve Mile creek quickly developed into a connection between the Lakes Erie and Ontario. Its main purpose was to improve the St. Lawrence transportation system and provide a convenient way to transport goods without having to go through the Niagara Falls portage. The plan was set in motion in 1818, but most of the people living in Queenston and Niagara were not happy with it as it would drive business away from them. Along with the opposition came financial and political restraints. Despite these factors Merritt pushed on and the Welland Canal Company was chartered by the Upper Canadian Assembly on January 19, 1824. The first sod was turned on November 30, 1824 almost a year after the initial chartering. Many difficulties arose during the building of the canal including financial, physical, and geographic restrictions. Despite the difficulties two schooners passed through the canal on November 30, 1829. Throughout the next four years continual work was done on the canal as it expanded and was modified to better accommodate large ships.

After his canal was underway Merritt took a more active role in the political arena, where he served in various positions throughout Upper Canada. In 1851, Merritt withdrew from the Executive Council for numerous reasons, one of which being that public interest had diverted from the canals to railways. Merritt tried his hand at other public works outside transportation and trade. He looked into building a lunatic asylum, worked on behalf of War of 1812 veterans, aided in building Brock's monument, established schools, aided refugee slaves from the U.S. and tried to establish a National Archives.

He was described by some as having "policy too liberal – conceptions too vast – views too comprehensive to be comprehensible by all", but he still made a great difference in the society in which he lived. After his great contributions, Merritt died aboard a ship in the Cornwall canal on July 5, 1862. ■

- The Welland Canals Foundation

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Holiday season.

Mayor Mat Siscoe
City of St. Catharines

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Before and After, Again.

The Reporter is proud to present reprints of Dennis Gannon's popular column *Before and After* in future issues. Dennis has written over 2,000(!) columns and we will be reprinting his Port Dalhousie-themed articles. A special thanks to The St. Catharines Standard for their permission to reprint.



The Lions Club

It is hard to detect it, but there is actually an older building with a much different purpose hidden behind the exterior of the Lion's Centre, 201 Main Street in Port Dalhousie.

The light coloured section that makes up perhaps 95% of today's Lions Centre is actually the shell of the old Port Dalhousie Canning C. Ltd.

The company was founded and the building was built in 1913. It was used for packing vegetables and fruit from the rich farmlands surrounding St. Catharines. The photo shows the Main St. facade.

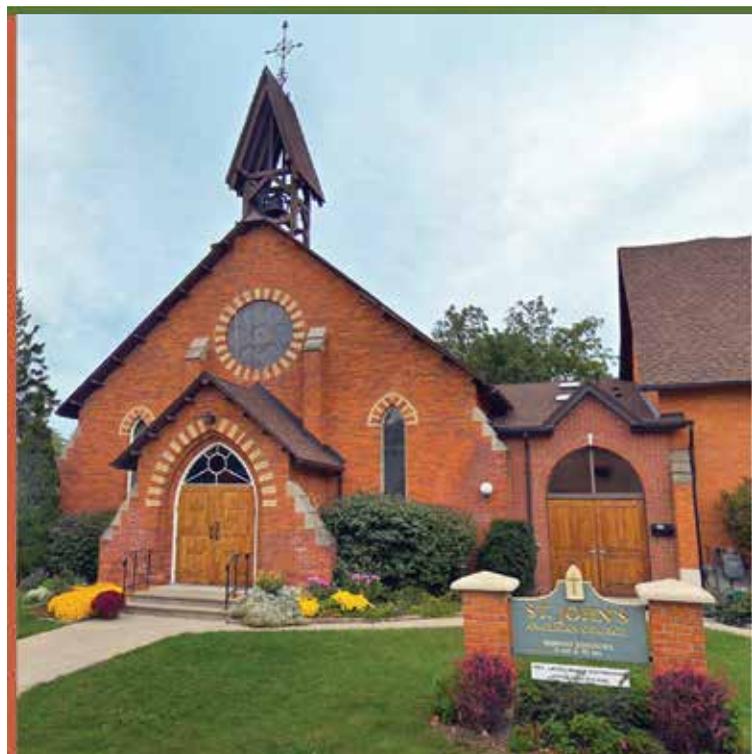
In those days two railway lines ran along that part of Main Street. The one in the foreground, photo left, was used for both the NS&T street railway and also for freight, and the one in the background on which the boxcar is sitting, was a spur that served the cannery. The boxcar is pulled up to the buildings loading dock to pick up produce for distribution around the country. On average the company packed some 50,000 cases of fruits and vegetables each year and employed 150 people.

In 1923, the local business became part of Canadian Cannery Ltd., the largest such firm in the country. Thereafter the building was only used for storage, leaving the packing to other Canadian Cannery locations in St. Catharines.

In June 1952, the building was sold to the Lions Club of Port Dalhousie. It undertook renovations to convert the building into a proper community centre. Almost all of the windows of the original building were covered over, the original brick fabric was covered with stucco and the loading dock was replaced with a simple brick extension, in the centre of which are stairs leading up to the main entrance.

- Dennis Gannon

St. Catharines Historical Society



For More Information
Contact us at 905.935.6021 or email: stjohnschurch@cogeco.net
Church Office hours Tuesdays and Thursdays 9 a.m.-1 p.m.

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Interesting facts for people in this group . . .

You are the smallest group of children born since the early 1900's.

You are the last generation, climbing out of the great depression, who can remember the winds of war and the impact of a world at war.

You saved tin foil and poured fried meat fat into tin cans.

You can remember milk being delivered to your house early in the morning and placed in the "milk box" on the porch.

You are the last generation who spent childhood without television; instead, you "imagined" what you heard on the radio.

With no TV until the 1950s, you spent your childhood "playing outside." There was no Little League.

There was no city playground for kids.

The lack of television in your early years meant that you had little real understanding of what the world was like.

Telephones were one to a house, often shared (party lines), and hung on the wall in the kitchen (no cares about privacy).

Computers were called calculators; they were hand-cranked.

Typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon.

'The INTERNET' and 'GOOGLE' did not exist.

Newspapers and magazines were written for adults and the news was broadcast on your radio in the evening.

New highways would bring jobs and mobility.

The radio network expanded from 3 stations to thousands.

Your parents were suddenly free from the confines of the depression and the war, and they threw themselves into working hard to make a living for their families.

You weren't neglected, but you weren't today's all-consuming family focus.

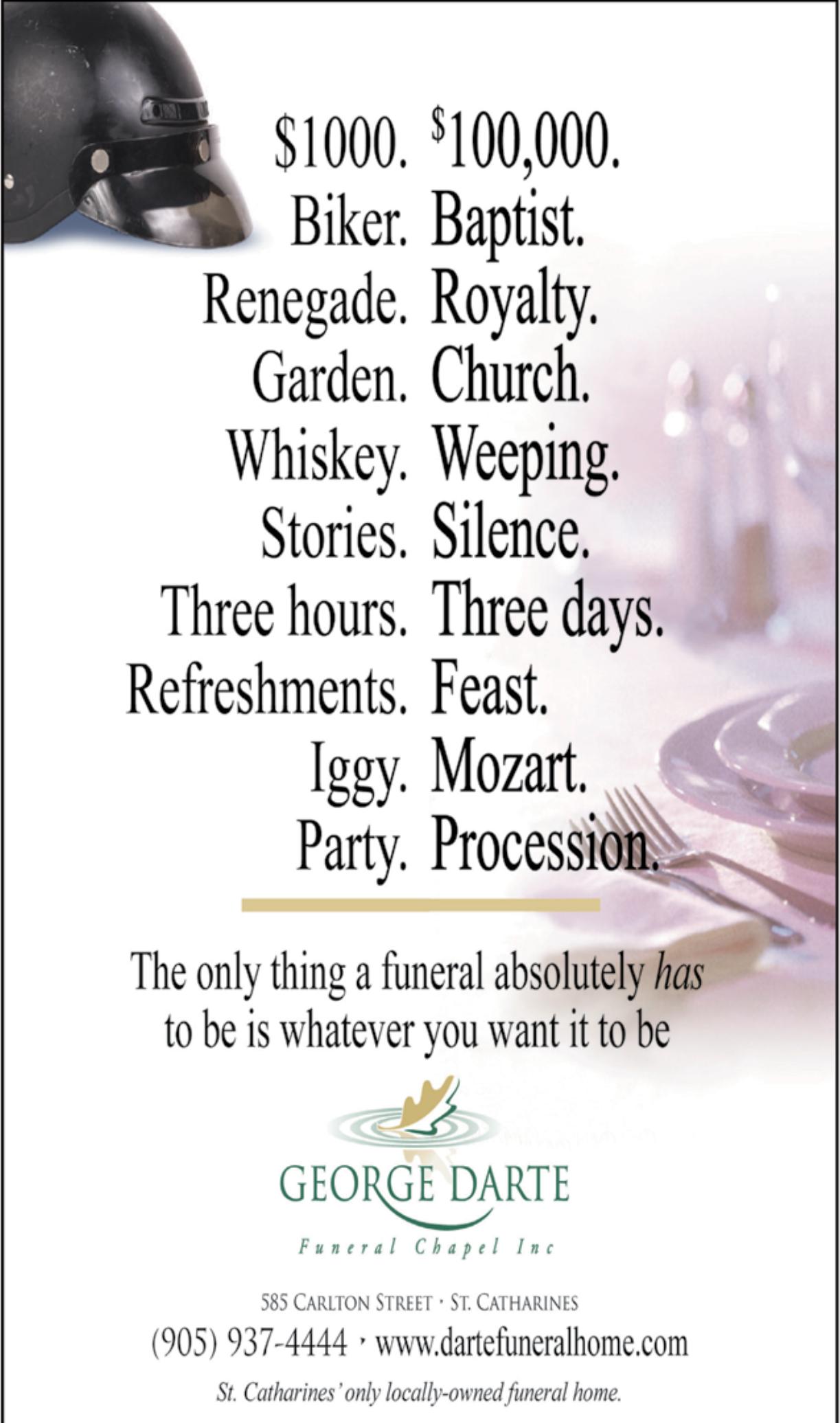
They were glad you played by yourselves.

They were busy discovering the postwar world.

You entered a world of overflowing plenty and opportunity; a world where you were welcomed and felt secure in your future although the depression poverty was deeply remembered.

You are the last generation to experience an interlude when there were no threats to our homeland.

You grew up at the best possible time, a time when the world was getting better, not worse!



\$1000. \$100,000.
Biker. Baptist.
Renegade. Royalty.
Garden. Church.
Whiskey. Weeping.
Stories. Silence.
Three hours. Three days.
Refreshments. Feast.
Iggy. Mozart.
Party. Procession.

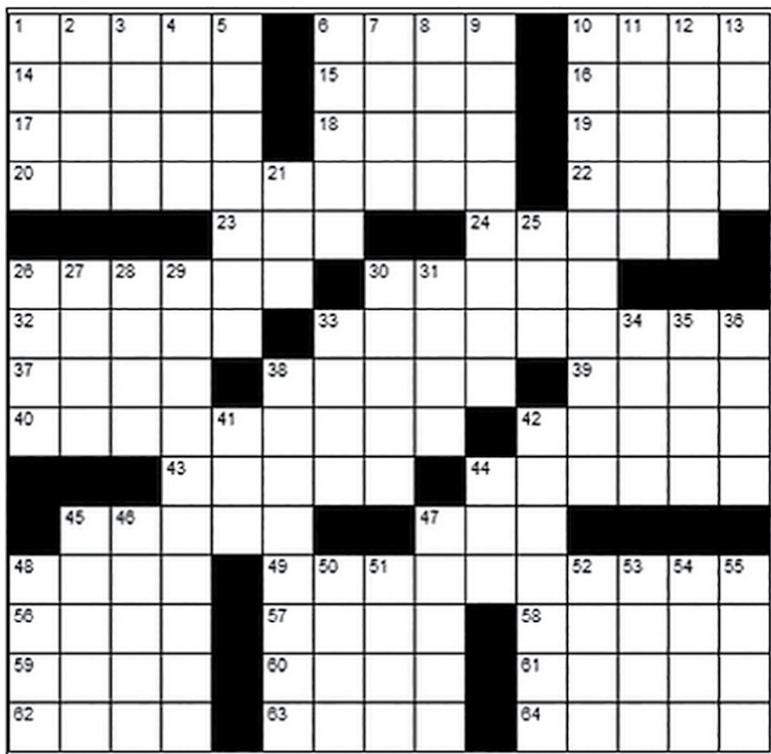
The only thing a funeral absolutely *has*
to be is whatever you want it to be



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WINTER CROSSWORD



ACROSS

- 1. Hold responsible
- 6. Jetty
- 10. Stigma
- 14. Propelled with oars
- 15. Wash
- 16. Meal in a shell
- 17. Sporting venue
- 18. Twixt
- 19. Keen

- 20. Allowable expense
- 22. Jar tops
- 23. Charged particle
- 24. Young horses
- 26. Lower the capability
- 30. What a bee might do
- 32. Female reproductive organ
- 33. Amends
- 37. A feat
- 38. Winged

- 39. Bright thought
- 40. Spying
- 42. Precipitous
- 43. Quotes
- 44. Requital
- 45. Unit of electrical energy
- 47. Brassiere
- 48. Lunch or dinner
- 49. Practices
- 56. Celestial bear
- 57. Midmonth date
- 58. Leg bone
- 59. Playlet
- 60. Monster
- 61. Lacquer ingredient
- 62. To be, in old Rome
- 63. A musical pause
- 64. Well-known

DOWN

- 1. Actor Pitt
- 2. Old stories
- 3. Blown away
- 4. List of options
- 5. Rapacity
- 6. Unadorned
- 7. Poetic foot
- 8. Wicked
- 9. Give a new definition
- 10. A cylinder in a cave
- 11. Quibble
- 12. Corrosives
- 13. Fishing poles

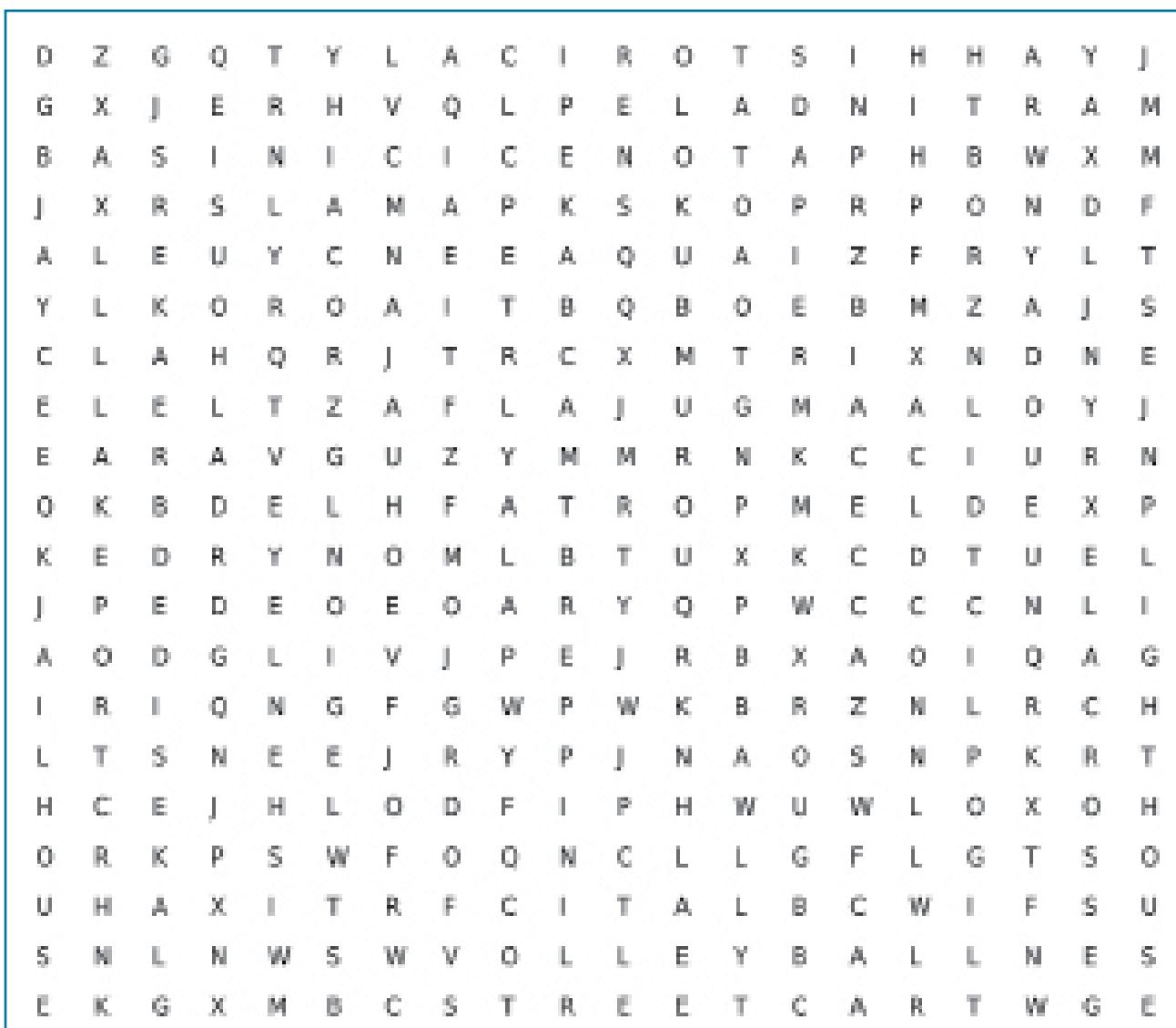
- 21. Foot digit
- 25. In song, the loneliest number
- 26. Venician magistrate
- 27. Nights before
- 28. Coarse file
- 29. Eloquent
- 30. Bucks
- 31. Carry
- 33. Wings
- 34. Biblical garden
- 35. Require
- 36. Faucets
- 38. Toward the front

- 41. Petroleum
- 42. Spruce up
- 44. Genus of macaws
- 45. Tugs
- 46. Fertile area in a desert
- 47. Assail
- 48. Cogitate
- 50. Border
- 51. Not his
- 52. Storage cylinder
- 53. Incite
- 54. Citrus fruit
- 55. Told

* Answers to puzzles on Page 23



PORT DALHOUSIE WORD SCRAMBLE



Words can be found in any direction (including diagonal) and can overlap each other.

WORD BANK

- peart
- nipper
- lions
- peninsula
- carousel
- lighthouse
- jailhouse
- character
- streetcar
- regatta
- bowling
- breakers
- jaycee
- pond
- legion
- volleyball
- pier
- cenotaph
- marina
- lock
- beach
- pool
- lakeport
- dalhousie
- lacrosse
- port
- quorum
- rennie
- rowing
- bwc
- canal
- historical
- lakeside



The Little Match Girl *The Classic Christmas Short Story by Hans Christian Andersen*

It was so terribly cold. Snow was falling, and it was almost dark. Evening came on, the last evening of the year. In the cold and gloom a poor little girl, bareheaded and barefoot, was walking through the streets. Of course when she had left her house she'd had slippers on, but what good had they been? They were very big slippers, way too big for her, for they belonged to her mother. The little girl had lost them running across the road, where two carriages had rattled by terribly fast. One slipper she'd not been able to find again, and a boy had run off with the other, saying he could use it very well as a cradle some day when he had children of his own. And so the little girl walked on her naked feet, which were quite red and blue with the cold. In an old apron she carried several packages of matches, and she held a box of them in her hand. No one had bought any from her all day long, and no one had given her a cent.

Shivering with cold and hunger, she crept along, a picture of misery, poor little girl! The snowflakes fell on her long fair hair, which hung in pretty curls over her neck. In all the windows lights were shining, and there was a wonderful smell of roast goose, for it was New Year's eve. Yes, she thought of that!

In a corner formed by two houses, one of which projected farther out into the street than the other, she sat down and drew up her little feet under her. She was getting colder and colder, but did not dare to go home, for she had sold no matches, nor earned a single cent, and her father would surely beat her. Besides, it was cold at home, for they had nothing over them but a roof through which the wind whistled even though the biggest cracks had been stuffed with straw and rags.



Her hands were almost dead with cold. Oh, how much one little match might warm her! If she could only take one from the box and rub it against the wall and warm her hands. She drew one out. R-r-ratch! How it sputtered and burned! It made a warm, bright flame, like a little candle, as she held her hands over it; but it gave a strange light! It really seemed to the little girl as if she were sitting before a great iron stove with shining brass knobs and a brass cover. How wonderfully the fire burned! How comfortable it was! The youngster stretched out her feet to warm them too; then the little flame went out, the stove vanished, and she had only the remains of the burnt match in her hand.

She struck another match against the wall. It burned brightly, and when the light fell upon the wall it became transparent like a thin veil, and she could see through it into a room. On the table a snow-white cloth was spread, and on it stood a shining dinner service. The roast goose steamed gloriously, stuffed with apples and prunes. And what was still better, the goose jumped down from the dish and waddled along the floor with a knife and fork in its breast, right over to the little girl. Then the match went out, and she could see only the thick, cold wall. She lighted another match. Then she was sitting under the most beautiful Christmas tree. It was much larger and much more beautiful than the one she had seen last Christmas through the glass door at the rich merchant's home. Thousands of candles burned on the green branches, and colored pictures like those in the printshops looked down at her. The little girl reached both her hands toward them. Then the match went out. But the Christmas

lights mounted higher. She saw them now as bright stars in the sky. One of them fell down, forming a long line of fire.

"Now someone is dying," thought the little girl, for her old grandmother, the only person who had loved her, and who was now dead, had told her that when a star fell down a soul went up to God.

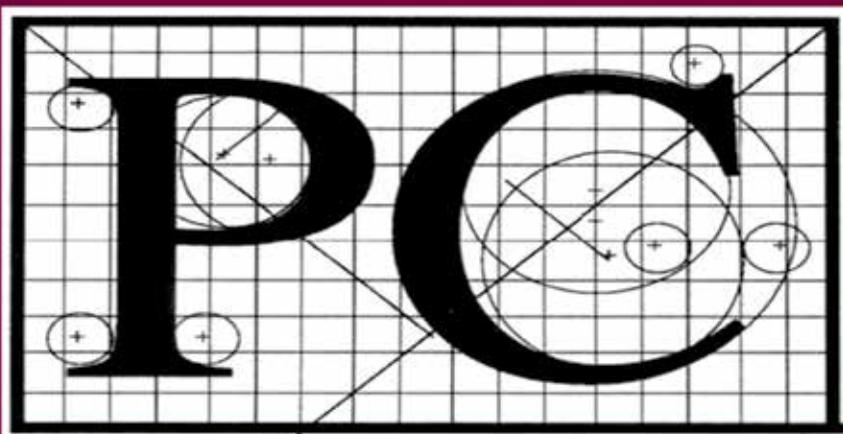
She rubbed another match against the wall. It became bright again, and in the glow the old grandmother stood clear and shining, kind and lovely.

"Grandmother!" cried the child. "Oh, take me with you! I know you will disappear when the match is burned out. You will vanish like the warm stove, the wonderful roast goose and the beautiful big Christmas tree!"

And she quickly struck the whole bundle of matches, for she wished to keep her grandmother with her. And the matches burned with such a glow that it became brighter than daylight. Grandmother had never been so grand and beautiful. She took the little girl in her arms, and both of them flew in brightness and joy above the earth, very, very high, and up there was neither cold, nor hunger, nor fear, they were with God.

But in the corner, leaning against the wall, sat the little girl with red cheeks and smiling mouth, frozen to death on the last evening of the old year. The New Year's sun rose upon a little pathetic figure. The child sat there, stiff and cold, holding the matches, of which one bundle was almost burned.

"She wanted to warm herself," the people said. No one imagined what beautiful things she had seen, and how happily she had gone with her old grandmother into the bright New Year. ■



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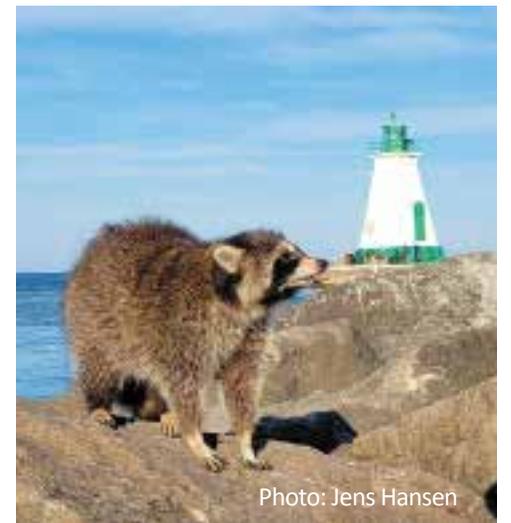


Photo: Jens Hansen

**It looks like a
giant raccoon
is threatening
the lighthouse
visitors!**

The Christie Family of Port Dalhousie

Captain John Christie, formerly of the Royal Navy, had a large farm - Welland Hill Farm - and sawmill on the east bank of Port Dalhousie harbour. John CHRISTIE and his wife Elizabeth CLEMENTS owned most of the lands on the Michigan side of Port Dalhousie between 1832 and 1848. John died there. This is a brief history of John and Elizabeth CHRISTIE and their extended family.

John CHRISTIE

John CHRISTIE was born about 1794 in Greenock, Renfrewshire, Scotland and was known as "Captain", as he may have served in the Royal Navy. When his daughter Elizabeth died, her obituary said her father was Robert (sic) CHRISTIE who was on Nelson's flagship Victory. However, no documentation has been found and the event occurred while he was too young to have served at the battle of Trafalgar when Nelson died on 21 October of 1805.

John may have married twice: first to a Ms. Nancy BLAKE likely in Jamaica and secondly to Elizabeth CLEMENTS. Elizabeth was born in 1800 in England. Her parents were Robert Finlater (born Dublin, Ireland) and Catherine CLEMENTS. They owned land in Jamaica. Jamaica is where John Christie was married and his first child, Elizabeth Blake CHRISTIE, was born there about 1827. A second child, Catharine Grace Higginson CHRISTIE, was born 11 August 1841 in Ontario, likely in Port Dalhousie.

John spent some time in Jamaica before moving to the Port Dalhousie area of Grantham Township where he purchased several parcels of land between 1832 and 1835 in Grantham Township. This property became known as Welland Hill farm and was located on the east side of Port Dalhousie harbour between Lake Ontario and Lakeshore Road. He also had a saw mill near the harbour.

An article in the 30 August 1838 issue of The Journal (a St. Catharines newspaper of the day) provides an account of the "Arrest of Capt. CHRISTIE" R.N. of Port Dalhousie arrested in Buffalo on a charge of being concerned in the capture of the Caroline has been discharged and is now safe at home, he being proved to the satisfaction of the Buffalo authorities that when the "ill fated" pirate was destroyed, he was discharging a sailor's duty at the Grand River. The vessel Caroline was destroyed near Navy Island in the Niagara River on December 29, 1837.

John CHRISTIE died on 03 February 1848 (aged 54 years) at his residence in Grantham Township, Lincoln County. John is buried in the cemetery at St. George's Anglican Church, Church Street, St. Catharines.

Elizabeth CLEMENTS (wife of John CHRISTIE)

Elizabeth was born in 1800 in England. Her parents were Robert Finlater (born Dublin, Ireland) and Catherine CLEMENTS. They owned land in Jamaica. Elizabeth had two brothers: William Arthur CLEMENTS and Arthur CLEMENTS.

After the death of husband John, Elizabeth moved to Port Burwell, Bayham Township, Elgin County, Ontario. The 1871 census of Bayham Twp. shows her living with her daughter Catharine and husband Daniel FREEMAN. In February 1874 they moved to California with her daughters Catharine. Elizabeth died in 1879 in Inglewood, Los Angeles County, California and is buried in Inglewood Park Cemetery.



Elizabeth Blake CHRISTIE -daughter

Elizabeth was born about 1827 in Jamaica in the West Indies. She was married on 27 May 1846 in St. George's Anglican Church, St. Catharines.

She married James Frederick SAXON at St. John's, Deansgate, Manchester, Lancashire, England. In the 1861 census they were living in St. Catharines - James died 20 September 1889 in Fort Erie, Ontario.

In the 1891 census of the Town of Welland - Elizabeth was a widow and a lodger, 60 years old. She died 31 December 1913 due to bronchitis in St. Catharines and is buried in Victoria Lawn Cemetery, St. Catharines.

Catharine Grace CHRISTIE - daughter

Catharine was born 11 August 1841 in Ontario (likely Port Dalhousie). She died 9 November 1874 in Inglewood, Los Angeles County, California.

She married Daniel FREEMAN on 13 July 1866 in St. Luke's Church, Vienna, Bayham Township, Elgin County, Ontario. He was born 30 June 1837 in Missouri Township, Middlesex County, Ontario. After their marriage they lived in Port Burwell where Daniel owned a small shipyard. The 1871 census shows Daniel as Reeve of Bayham Township, Elgin County.

Catharine developed tuberculosis in February 1873 and decided to move to a warmer climate and ended up in San Francisco, California. In 1874 they moved to the 25,000 acre Rancho Centinela property in Los Angeles County and eventually acquired the property. It was on this property that Daniel founded Inglewood, California.

Daniel FREEMAN died 28 September 1918 of a heart attack at his home on Inglewood Avenue, Inglewood, Los Angeles County, California. Burial took place in Inglewood Park Cemetery. Daniel left part of his estate of approximately one million dollars to granddaughter Alice Cruz FREEMAN.

Catharine and Daniel FREEMAN had three children:

Archibald Christie FREEMAN

Archibald was born 14 March 1867 in London, Ontario. He was married on 18 February 1890 in Los Angeles to Nora KIRKPATRICK. The family is listed in the 1900 census of Ballona Twp., Hyde Park Precinct, Los Angeles: Archie C. FREEMAN - aged 32 years old, born English Canada, immigrated 1863, farmer; Nora FREEMAN - 26 years old, born English Canada, immigrated 1887. married 10 years; Inez Grace - daughter, born 1895 California, [actual birth date: 18 June 1894 Inglewood, California]. Archibald died 2 March 1931 in Ceylon.

Charles FREEMAN

Charles was born 04 September 1868 in Port Burwell, Ontario. There may have been three marriages. Between the second and third marriages Charles served with 35th Infantry U.S.V. in the Philippines campaign of 1899, 1900, 1901. Charles died 8 June 1906 in Los Angeles, California and was buried on 11 June in the Angelus-Rosedale Cemetery / Crematory.

Grace Elizabeth Isabella FREEMAN

Grace was born 31 January 1870 in Port Burwell, Ontario. In the 1900 census Hyde Park, Los Angeles - Charles and Grace HOWLAND were living in Daniel FREEMAN's residence. They divorced in the early 1920's and Grace never remarried. They had no children. While living in the Freeman estate mansion Grace deeded 9 acres of the estate to the St. Joseph of Carondelet for the building of a hospital to be named after her father Daniel.

Grace died on 04 June 1956 in Los Angeles, California and is buried in the Angelus Rosedale Cemetery, Los Angeles. Two streets near her mansion in Inglewood, Grace Avenue and Howland Drive, are named after her. ■

-Bill Stevens



Calling all Lovers of Port Dalhousie!

Port Dalhousie is one of the largest and most unique Heritage Districts in Ontario. The Port Dalhousie Conservancy has worked tirelessly for over two decades to preserve the charm and village feel of the old town. We all love Port but we need to work together to make it a year-round destination we can all be proud of.

The Port Dalhousie Conservancy Inc. (previously known as PROUD) was initiated back in 1999 for the purpose of creating the Heritage District and working to preserve our historic architecture. This initiative was strongly supported by residents and city council. There was a lot of positive energy around its formation, and Heritage District street signage was erected and paid for by residents.

Unfortunately this work was stalled by a proposed massive 33 story condo development which required an enormous amount of energy and resources to defend against. However, now that the framework for the latest condo project has finally been agreed upon, it is time for us to refocus on our original mandate which is to preserve the remaining heritage structures and spaces of our beloved Port.

It is our intent to promote Port Dalhousie as a recreational mecca, not only for those seeking to spend time on the beach, but also for those who want to learn about our history, enjoy the unique charm of its canal village atmosphere, and shop and dine in our fine establishments.

We invite everyone to a public meeting to get informed, meet and greet your neighbours, and most of all, get involved!

Save the Date!

January 19, 2023 @ 7 PM.

“Smiley Hall” at St. Johns Church – Main Street

Agenda: Update on the current state of Port Dalhousie, upcoming developments and exciting new projects.

Featured Speaker: Dianne Chin - President of the Architectural Conservancy of Ontario who will speak on “Bill 23 and its Potential Effects on Heritage in Ontario”

Sign up or renew your membership at the meeting. Refreshments Served.

We Love Port Dalhousie Word Scramble Answers

D Z G Q T Y L A C I R O T S I H H A Y J
 G X J E R H V Q L P E L A D N I T R A M
 B A S I N I C I C E N O T A P H B W X M
 J X R S L A M A P K S K O P R P O N D F
 A L E U Y C N E E A Q U A I Z F R Y L T
 Y L K O R O A I T B Q B O E B M Z A J S
 C L A H Q R J T R C X M T R I X N D N E
 E L E L T Z A F L A J U G M A A L O Y J
 E A R A V G U Z Y M M R N K C C I U R N
 Q K B D E L H F A T R O P M E L D E X P
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 U H A X I T R F C I T A L B C W I F S U
 S N L N W S W V O L L E Y B A L L N E S
 E K G X M B C S T R E E T C A R T W G E



Crossword Answers

B	L	A	M	E		P	I	E	R		S	C	A	R			
R	O	W	E	D		L	A	V	E		T	A	C	O			
A	R	E	N	A		A	M	I	D		A	V	I	D			
D	E	D	U	C	T	I	B	L	E		L	I	D	S			
						I	O	N			F	O	A	L	S		
D	E	R	A	T	E		S	T	I	N	G						
O	V	A	R	Y		A	T	O	N	E	M	E	N	T			
G	E	S	T		A	L	A	T	E		I	D	E	A			
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		J	O	U	L	E				B	R	A					
M	E	A	L			R	E	H	E	A	R	S	A	L	S		
U	R	S	A			I	D	E	S		T	I	B	I	A		
S	K	I	T			O	G	R	E		E	L	E	M	I		
E	S	S	E			R	E	S	T		N	O	T	E	D		



Front Street, Port Dalhousie circa 1906 with the steamer Garden City by Dorene Inglis



Lakeport Road in Old Port Dalhousie circa 2010 by Benita Collini

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