

THE REPORTER

VOL.16 NO. 2

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

SUMMER 2021

The Piers Are Back, Patios are Open and Summer Has Arrived.

It took three years and approximately 26 million dollars, but finally we are able to take those special, leisurely strolls on the piers with family and friends. Once again we will be able to enjoy the spectacular sunsets, reacquaint ourselves with the historic lighthouses, and feel the lake breezes on our faces. What a wonderful experience, especially when many of us have been cooped up under the shadow of the pandemic. The benches will be re-installed at some point, and if you get a chance, check out the new fencing surrounding the inner lighthouse on the East pier. The new fencing was made possible by volunteers and the Port Dalhousie Conservancy.

The Legion condo building is nearing completion, the parking lot at Lakeside Park has been repaved and free parking passes are available for residents of St. Catharines at www.bit.ly/2RD15CS.

A great sigh of relief can be heard from the owners of restaurants and bars who expect to welcome custom-

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The Rebuilding of Port Dalhousie

The Reconstruction of Main Street Will Shape Our Village for Generations to Come

The Region of Niagara has recently released its preferred designs for replacing Regional Road #87 through Port Dalhousie. This includes all of Main St., Lock St., Lakeport Rd, as well as the Lakeside Parking Lot. The Conservancy has been monitoring this project since its inception in 2019 and has provided input along the way. Unfortunately, COVID has made public participation somewhat difficult. The desire for this improvement project has been expected for a number of years. The proposed work will be a huge multi-million-dollar generational investment and will shape Port Dalhousie for generations to come. The staff have done an excellent job outlining the various options and showing how they got to the preferred options. If you have not seen the proposal it is a worthwhile read.

This has generated considerable debate on social media, which is probably a good thing. Public reactions to this have been widely varied, ranging from being full of praise and completely accepting of the proposed designs, the other end of the spectrum



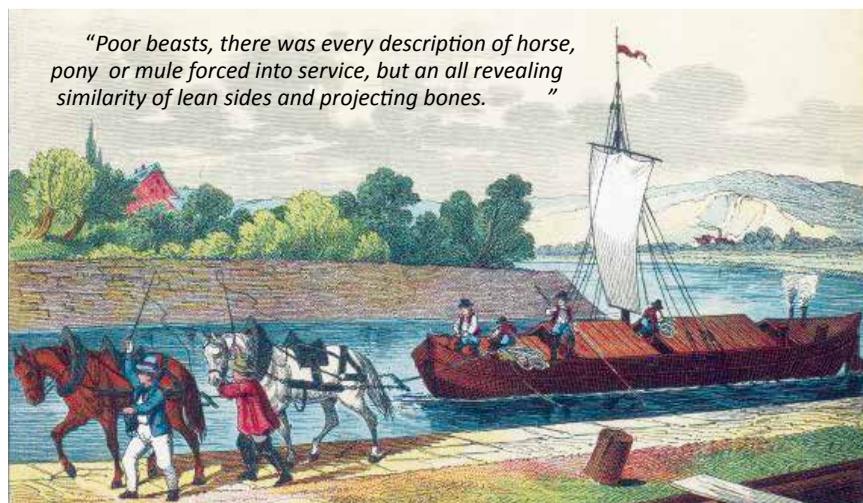
The Reconstruction of Main Street is Slated to Begin in 2023

wants everything to be left as it is. Neither one of these are likely to occur and probably shouldn't. This is an opportunity for residents to have their say as to whether the proposal is workable for Port or not and you are encouraged to make your views known. We support much of the staff's work however that does not mean it

should not be examined critically since it is you the residents who have to live with the results.

After all the residential growth expected in Port Dalhousie, one of the things that the residents need more than anything else is for Port Dalhousie to function well as a community and

Continued on page 2



The Welland Canal - Beginnings Part Two

The entrance to the first Welland Canal was at the west end of Lakeside Park. It passed along the Northwest side of Lock Street behind the present Lincoln Fabrics and followed the natural course of the Twelve Mile Creek to Merritton. It then moved on to Port Robinson, along the Welland River to Chippawa then up the Niagara River to Lake Erie. A second smaller canal known as a Feeder was constructed from the Grand River to Port Robinson to provide the canal with an adequate water supply.

Due to the swift currents of the Niaga-

ra River, the original plan was abandoned and the route of the canal altered. Work progressed slowly and many hardships were met. An outbreak of Asiatic cholera in 1832 took the lives of many labourers and their families, thus impeding work on the canal. It wasn't until the next year the second stage was completed and the canal took a more direct route now moving south from Port Robinson to Welland and on to Port Colborne on Lake Erie. Through the years of construction the Welland Canal

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ers back to their outdoor patios very soon. As of Friday June 11th at 12:01 AM patios opened.

Planning and design is underway for the reconstruction of Main Street (Regional Road 87) from Verdun Avenue through to Ontario Street which will likely improve the traffic, bicycle and pedestrian flow in Port. Hank Beekhuis has written an article on this issue and offers his thoughts on the Region's plans. The reconstruction of Ontario Street from Lakeport Road to Linwell Road is on the planning table as well, with completion of both projects expected to be sometime in 2023.

Aside from the lingering pandemic, things in Port are looking up. The summer season has officially begun and its time for Port to once again shine, so get out there and support our local businesses, and by all means enjoy yourselves while still maintaining the those all-important COVID protocols.

Once again, a big thank you to the extraordinary volunteers who produce the Reporter, and of course the Port Dalhousie Conservancy, its publisher. Have a safe summer! ■

The Rebuilding of Port Dalhousie

that our unique Heritage distinction is recognized. Now is the time to make sure this happens. This project represents a large investment and we get only one shot at it so it is imperative for future generations that we get it right.

There may be legitimate reasons for questions or concern and the following are some that come immediately to mind. You may have more!

Heritage Look and Feel

There are a number of places where boulevards may be removed in order to accommodate bike lanes or multi-use paths placing the sidewalks right on the curb.

How will we give proper definition to the Heritage District? Should we be considering burying electric lines and replacing the light standards with Heritage light fixtures and sidewalk furniture?

Preservation of our Tree Canopy

Port's tree canopy has always been one of its hallmarks: much of the Main

Street canopy has been lost already. How many trees will be lost through this exercise and how will they be replaced?

Removal of Existing Parking

Given the significant documented



shortage of parking that Port has experienced, how many existing parking spaces have already been lost and how many additional ones will be lost by this project. How will they be replaced? Is public transit going to be enhanced? How will these losses affect our existing and additional future businesses? What will be done to deal with parking backing up into the residential district?

Lakeside Park Traffic Jam

Currently traffic in the summer may back up as far as Elgin St. What will change or improve when this same traffic is sent through the park?

Maintenance of Harbour Views

Given two-way traffic on Lakeport/Front Street, how will the businesses in the Heritage District be allowed to promote Sidewalk Commercial overlooking the harbour?

Canal Street Traffic Diversion

Given the possibility of continued traffic backups on Main St, and the likely use of Canal St. as a

by-pass to St. Catharines, how will that affect residents along a narrow street especially those homes without sufficient driveways.

Impact of a Regional Through Road in Port

Given that Port is increasingly becoming residential; what is being done

Continued next page



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to divert Regional Road through-traffic and EDR traffic from Port Dalhousie long term?

Seasonal Impacts

What are the impacts on business on Lock St especially in winter when people may be reluctant to park in the Lakeside Park lot?

Public Investment

There are a lot of competing interests for municipal investment, The Federal and Regional governments have invested heavily in Port Dalhousie. Is the City prepared to invest in the ancillary upgrades/finishes that may be needed in order to make this project successful?

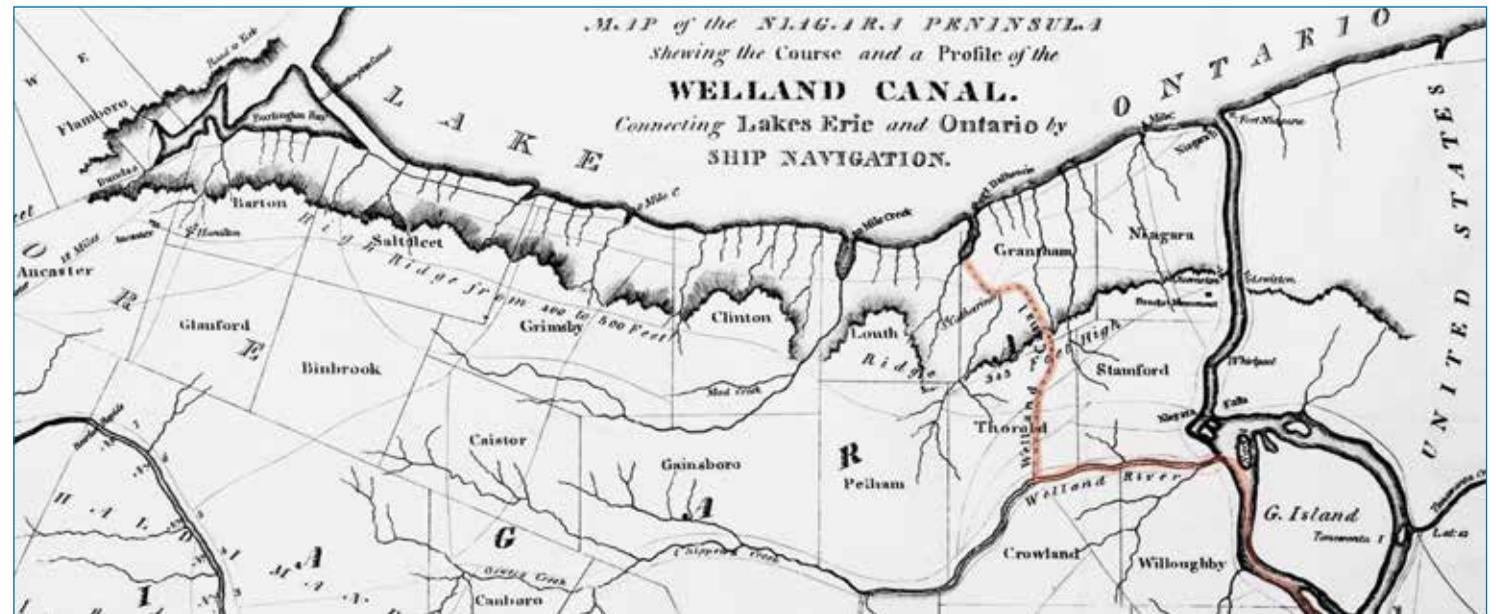
Construction Impacts

This project will require significant inconvenience to the residents given its scale. Port Dalhousie also has a 100-year old combined sewer system. Will this be upgraded at the same time to minimize disruption?

No solution will ever be perfect nor will the disruption be minimal, but hopefully the final result will serve us for decades to come. ■

- Hank Beekhuis

For More Information on the Reconstruction Please Visit niagararegion.ca/projects/regional-road-87/



From The American Journal of Science and Arts - 1828

Company suffered financial losses and had to seek loans from the Government.

The canal consisted of forty small wooden locks 110 feet long, 22 feet wide and eight feet deep. Schooners, barges, sloops and scows moved slowly and steadily along, and this scene became an integral part of the towns which were developing along the water route. As the winds were not always favourable, these small sailing ships had to be towed through sections of the canal by teams of mules, horses and oxen. A rather bleak picture of the arduous of the tow boys and their teams is drawn by Barlow Cumberland, a Canadian Northern Railway Agent who brought the

“Chicora” through the canal in the fall of 1877:

“The canal bank and towpaths were a sticky mush, which in those Autumn months was churned into a continuous condition of soft red mud and splashing pools. From two to six double teams were employed to haul each passing vessel, dependent upon whether it was light or loaded, but in either case there was the same dull, heavy, continuous pull against the moving mass, a hopeless constant tug into the collars, bringing raw and calloused shoulders.”

“Poor beasts, there was every description of horse, pony or mule forced into service, but an all revealing similarity of lean sides and projecting bones, of staring unkept coats, gradually approaching similar colours the red mud dried upon their hides. Rest! they had in their traces when mercifully for a few moments the vessel was in a lock, or when awaiting her turn at night they layout on the bank where she happened to stop. It was the rest of despair.”

“The poor devils of drivers, boys or men, who tramped along the canal bank behind each tottering gang, were little better off than their beasts, heavy-footed, wearied with lifting their boots out of the sucking slush, they trudged along half asleep, until aroused by the sounds of sagging tow line, with quickened stride and volley, of hot shot expletives, they closed upon their luckless four-legged companions. What an electric wince went through the piteous brutes as the stinging whips left wales upon their sides! A sudden forward motion brought up by the twang of the tow line as it became taut, sweeping them off their legs, until they settled down once more into the sidling crab-like movement caused by the angle of the hawser from the bow to the tow path.”

The passage took five days and the Chicora travelled to Toronto to begin her new route between Toronto, Niagara and Queenston. ■

- Christine Robertson

Excerpt from “The History Outline of Port Dalhousie”

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

Copy Editors Bram Hoff/Deborah Kehler/ Henry Knoop

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

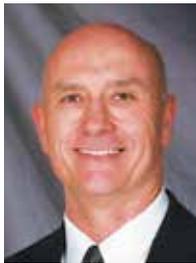
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Deadline for posting of community events, advertising, & article submissions is the first of the month prior to printing (February 1st, May 1st, August 1st and November 1st). Late submissions are considered at the discretion of the editorial board.

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Report from Councillor Bruce Williamson Port Dalhousie Ward



Human Spirit

The arrival of summer heralds hope for the end of the long slog through Covid. However, what experience tells us is not to underestimate this drag-on until it is fully slayed. Fortunately the challenge of navigating these trying times has brought out the best in the vast majority of people. Frontline health care workers and those in essential services have particularly exemplified the true goodness and courage of the human spirit throughout this struggle. Only a small fraction of outliers have resisted necessary public health requirements designed to mitigate the effects of a pandemic by engaging in irresponsible behaviours, the most egregious of which were manifested locally in anti-lockdown rallies on Lake Street and most disturbingly at our main Cenotaph. The lockdowns have been emotionally trying for ev-

eryone and any chance you have to appropriately stay in touch with friends and neighbours helps.

No Parking Fees for Locals at Our Beaches

The recommendation to institute paid parking in the Lakeside Park and Sunset (Municipal) Beach parking lots was the most evocative issue we have seen in a while. This was abundantly clear as measured by the expression of public opinion in the volume of email messages, phone calls, social media responses and in online petition signatures received. It was also a markedly one-sided issue with the overwhelming support being against parking fees in the publicly-owned lot. This was no surprise to me having listened to members of the public over the years express their belief public accessibility to the beach, harbour and piers must not be restricted, but in fact improved.

Rest assured it was neither Councillor Garcia nor I who originated this notion of introducing these new user fees. We operate in a representative form of democratic government, wherein I believe the fundamental role of the elected representative is to reflect the will of those she or he represents. This approach made for a clear voting decision on the primary aspect of this issue. I am, however, not fully enamoured with the parking permit pass option because of the administrative and inconvenience aspects involved, as well as it having the potential to create on street parking issues in the neighbourhood closest to the park. Nonetheless, this was the best alternative under the circumstances.

We are still concerned about achieving fairness in the usage of the spaces in this public parking lot and need to find a means put in place so that spots are not tied up for extended periods during peak times leaving others without a place to park. While this plan has its merits we are concerned about the unintended consequence of encouraging parking in nearby neighbourhoods and in it having a detrimental effect on the operational success of local businesses.

Here is part of the summary from the City website: On April 26, 2021, City Council approved a beach strategy outlining a number of actions to be taken this season, and in years ahead, to improve the experience of beachgoers at beaches, while offsetting issues such as overcrowding, illegal parking, inappropriate behaviour and littering.

As part of the strategy, **parking enforcement and fines** will be stepped up in nearby special provision areas, alongside the introduction of \$3-per-hour paid parking at beach lots with a non-extendible three-hour time limit, between May 1 and Sept. 30. Offsite long-term parking will be provided free of charge, with connections to beaches via the City's active transportation network.

Access to beaches remains free for all visitors.

St. Catharines residents can now **apply online** for a Resident Beach Parking Pass, allowing for free parking with no time limit at the Sunset Beach and Lakeside Park lots.

Transportation Matters

In April Council passed a Transportation Master Plan which sets a policy framework on a long term basis. "The TMP will provide a roadmap for the development of new transportation infrastructure and redevelopment for decades to come, with an eye towards meeting changing transportation needs; increased active transportation; public transit use; and changing technologies." This overarching report takes a "complete streets" approach which is to be consistent with the one already adopted by the Niagara Region. It "plans, designs and implements transportation facilities, routes and corridors for people of all ages, abilities using any given mode of transportation, whether as a pedestrian, cyclist, driver, or rider on public transport."

No New Road Through Green Space

The most surprising recommendation of the TPM was endorsement for a new road through John Page Park and the former Fairview Golf course lands. As someone who has repeatedly worked to promote the use of this civic space for passive recreational purposes it was disconcerting to once again have to defend this green corridor against a

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Report from Councillor - Cont'd

destructive scheme. Like Jaycee Gardens Park this is a remnant parcel of reclaimed land of the Third Welland Canal. Such a road would also have led to more traffic on residential streets in the Sherman Drive neighbourhood and been very expensive to build and maintain. So, it was fortunate Council voted unanimously to vote to prevent this from moving forward.

Steady Improvement in Diversifying Transportation Options

Despite not having a big picture guiding document in place the city has made significant strides in improving connectivity for all modes of getting around. In Port Dalhousie Ward initiatives like the Harbour Walkway, the bridge and paths connecting Jaycee Gardens Park to Rennie Island, complete street style transformations of arterial roads in the north end including adding bicycle lanes on considerable lengths of Lake Street, Lakeshore Road, Geneva Street, Lakeport Road, Linwell Road and Scott Street, and upgrades and extensions to trails, pathways and sidewalks are tangible evidence of the progress made. No doubt, we still have a long way to go, however we have a solid base to build upon. I have made numerous suggestions for curb cuts where paths intersect roads to make it easier for folks with strollers, pulling wagons and for cyclists to cross roads. These are simple low cost actions that make a practical difference. Recently, I

requested staff to investigate finding a way to reopen access through Orchard Creek Park through the large field behind École élémentaire L'Éritage which would potentially restore access up to the northern stretch of Prince Charles Drive.

Proposed Changes for Main Street, Lock Street and Lakeport Road

Currently the Niagara Region is concluding an environmental assessment study on Main Street, Lock Street and Lakeport Road. A notable component of these works being advanced is converting Lock Street between Main and Lakeport into a pedestrian mall. This proposal does not apply the "complete streets" approach through this section and would reroute vehicles, buses and bikes onto a two-way road down alongside the Lakeside Park parking lot. In addition, the proposal would eliminate the existing 35 on-street parking spots on Lakeport, Lock and Main in the Commercial Core. While we support increasing the ability for visitors to access Port via public transit, biking and walking, Councillor Garcia and I are very concerned about the potential impact of this loss of parking on our struggling businesses.



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Port Dalhousie Hanging Baskets

Upon us learning that the City's Budget Standing Committee (BSC) had nixed Port's hanging baskets, my fellow Port Councillor Carlos Garcia requested a staff report to the BSC "identifying what would be required to reinstate the hanging flower baskets program for Port Dalhousie, where we have had hanging baskets every year for many years, for 2021 and beyond." The report came back to Council with a recommendation «that staff be directed to proceed with the installation of environmentally friendly baskets in Port Dalhousie and Merritton." However, before we could vote on staff's recommendation, another Councillor introduced a motion against it which was then referred for more input. A special meeting of the Green Advisory Committee was called and they endorsed staff's earlier plan. We kept persisting and, finally, on June 1st it was confirmed we will get 17 baskets in 2021 *funded by a corporate sponsor*.

Resurfacing of Lakeside Park Parking Lot

Excerpt from City message: "The reconstruction of the west piers in Port Dalhousie, at Lakeside Park, are nearing completion and the contractor working for DFO is working towards completing all works, including the restoration of the park and associated parking lot, prior to turning it back over to the City. As a result of the overall poor condition of the parking lot and the additional damage that it has received over the last couple of years, DFO and the City are partnering to resurface the entire parking lot. This will mitigate future liabilities, decrease continued maintenance costs and improve overall user experience of the park." Hopefully, this project will be complete at the time of publication.

Exploring Partnership Opportunities to Keep the YMCA Open

After the closing of the Walker Brothers Family YMCA was announced I asked for a staff report in regard to the effects of the loss of this 26 year old facility to our community. I subsequently presented a motion which passed unanimously for the municipality to communicate with representatives of the YMCA along with Mr. Uwe

Natho who is heading up the volunteer group Help Save the Y St. Catharines. There are many valid considerations including health, recreation, social, financial and ecological to forge a collaborative partnership to prevent a facility paid for and built by local residents to succumb to the wrecking ball. If it were to be lost the municipality will be responsible for building a replacement aquatic facility at huge expense to the taxpayer.

Port Dalhousie Piers Update

We are getting close to being able to enjoy a stroll on our new piers. My fellow Port Councillor Carlos Garcia is the City's representative on the Task Force that meets regularly with the Department of Fisheries and Oceans (DFO) -the Federal department responsible for the reconstruction of the piers. At the Task Force's last meeting on May 7, DFO confirmed that the contractor was in the process of completing finishing touches, including some painting, ladders and concrete touch-ups. At the time of writing, everything was on schedule for the full project or rehabilitating the piers (both sides) to be completed by the Victoria Day weekend. Full opening to the public will be dependent on the Province's re-opening of the economy.

Climate Change Adaptation Plan

This critically important initiative is underway premised on the Mission Statement:

St. Catharines will be positioned to mitigate, respond and adapt to the local impacts of climate change, such as the rise of extreme heat, increased precipitation levels and extreme weather events. This will be accomplished through the knowledge of anticipated climate impacts, informed decision making and implementation of necessary actions to strengthen the City's commitment to a resilient future.

www.engagestc.ca/ClimateAdaptation.

Much gratitude to Councillor Carlos Garcia for his ongoing, tireless work on behalf of our community.

I wish everyone a healthy and revitalizing summer. Take care, Bruce ■

Are We Losing The Battle to Save Our Trees?

At One Time Main Street Had an Impressive Tree Canopy, Until “The Great Tree Massacre”



As most of us are aware, trees are among the most valuable resources that a city can have. They are not only nice to look at and provide a natural habitat, but they also perform the very practical functions of providing us all with oxygen to breathe and reducing the summer temperatures by about 10 degrees when you walk under them. This becomes even more urgent in our declared climate emergency. The city has indicated that its desire is to increase the current tree canopy cover for the city from 22 to 30 %, which is an admirable goal.

To the casual observer, however, it

appears that the saving of trees is a losing battle. Main St. in Port Dalhousie, for example, has lost almost all of its historical tree canopy, much of it due to the “Great Tree Massacre” when 35 trees were cut down by the Region in one year, and now, even in a COVID year, we have lost another six. There are now only a handful of the original trees left. Replacing tall 85 year old shade trees with two inch twigs or ornamental trees will take years for recovering shade to happen. These are not adequate replacements.

In addition to Main St. there are quite a few trees that have already been

cut down for the widening of RR#87 on Lakeshore and the rebuilding of the piers. On private property, like the HolleyDean property, some beautiful old-growth trees were taken down and taken away for lumber. (Live edge tables anyone?)

So what is the problem?

The problem with tree canopy maintenance is that there are so many parties involved over which the city has little control. Four levels of government are dealing separately with trees in their own jurisdiction, along with a couple of crown corporations, and private owners and developers. In an ideal world there

would be one authority, but such is not the case and coordination is not centralized. Each level of government has different standards and some have even less inclination to engage the public regarding tree cutting than the city. In the end we are left with a canopy that is slowly being reduced, and there is not a lot the city can do about it.

Many contractors like to clear away any obstacles to building, like trees, because it’s simply easier that way. They do make site plan agreements with the city which often include a lot of replacement trees, but these agreements are not always well enforced. Even when they are planted, young trees require tending, and if they die they are not always replaced. The other day I had to bring someone to our new hospital. While I sat waiting, I counted a dozen dead trees in sight of where I was sitting . Whether they will be replaced is questionable. Everyone has bigger concerns right now.

Although the City’s Parks Department and Green Committee do make a valiant effort to plant trees, they seem to have little impact over all. We talk about the

Continued next page

Jennie Stevens
MPP FOR ST. CATHARINES

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Trees *Continued*

importance of fighting climate change, but as citizens we are going to have to do a whole lot more to keep up with what is being lost. There is currently little progress being made, if any at all.

Resident safety is often used as a rationale for cutting trees, however many trees are still quite healthy and not in any danger of falling down. If they were, then they certainly aren't all bad at the same time. Trees along Regional roads appear to be coming down much faster than trees of the same age on side streets.

What can be done? Speak up and make your voices heard so that politicians make the money available, as part of the planning process, to protect these important resources and increase tree planting and minimize the cutting of mature trees.

Make sure that contractors organize their work in such a way as to minimize the need for tree cutting, and that they live up to planting and maintaining the replacement trees that they have agreed to plant.

If you see a spot on public land that could use a tree, call the city and ask for one to be planted. If you have the room on your property, plant a tree. It is, after all, important for our health. Our very future is at stake. The best tree is one you planted yesterday, but the next best one is one you plant today. ■

A Mug of Frosty Root Beer, Anyone?

We Go Behind the Scenes in the Creation of the Popular Lakeside Amusement Park Drink.

The root beer dispensed at the Root Beer stand on the Lakeside Park Midway was a real treat. People were known to come to the Park just to get a paper cup full of that rich amber-brown liquid with the creamy foam on top. Few people knew that it was made at the Park, behind the Ball Game concession.

It became one of my jobs to make the root beer. Each spring, several weeks before the 24th of May (opening day for the Park), I would report to Sid Brookson and pick up the key for the lock on the door to the shed behind the Ball Game. In the shed were a number of large oak barrels with iron hoops around them.



The barrels seemed to have a coating of some kind of green "moss" in them. Each barrel had a sort of lid that fitted over the top and each lid had an iron handle on it. On the wall of the shed, over the barrels, was a yellowed paper. On the paper was a recipe for the making of root beer. Unfortunately, after 60 years or so, the exact makings and amounts of the ingredients that went into that recipe have escaped my memory.

This is, however, roughly the way it went. Water was added to each barrel up to a pre-marked level. Sugar was added. Some sort of stringybark was put in and was made to get thoroughly dampened. There were unmarked plastic jugs sitting on shelves and their syrupy contents were added to each barrel. When all was ready, a large canoe paddle was taken down from its brackets on the wall and the mixture in each barrel was thoroughly stirred. The lids were placed on the barrels, the shed door was closed and locked behind me. The stewing barrel contents were left to ripen. The key was returned to Mr. Brookson.

After a few weeks, Sid gave me the key and I went back into the shack. The

lids were removed from the barrels. A large net made of cheesecloth was used to scoop the "stuff" from the top of the gently bubbling liquid. Quite often there were bugs floating on top mixed with the surface scum and these, along with assorted spiders, were scooped out and discarded.

I don't know who transferred the root beer to the stand where it was sold nor do I know when or how it was moved there. I suspect that the making of it was taken over by someone else (possibly Slip and Slim, the Park roustabouts who seemed to be able to take care of everything) as the Park's season moved along through the summer. There was so much root beer sold that there had to be more made.

I would think that by today's standards of food production and quality control, the whole root beer operation would be shut down immediately. We are talking about the mid-1950s and it doesn't seem that anyone was any the worse for the drinking of it.

It was really great stuff! ■

- Fred Tripp

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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, including soft tissue work, kinesiaping and developing exercise programs.



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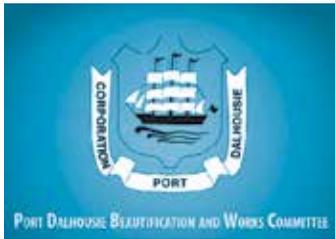


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Port Dalhousie Beautification and Works Committee Summer Report

As we all know the BWC has not been able to hold any concerts or fundraising events for about 18 months. We were very concerned that we would not have the funds to purchase the several hundred plants needed to put on a stunning floral display.... *However...*

We appealed to the community merchants and businesses for help, and were totally surprised by the generosity that was shown by all. As a result, we are able to place orders for all the plants we need, despite the much higher prices this season.

With the necessary restrictions and precautions in place, the gardening group of volunteers managed to safely remove the Easter and Spring decorations. Our call-out for volunteers to refresh and top up the soil in all 60 or so of our planters resulted in over 20 people showing up in family teams of two, and working independently in designated areas. We had some new volunteers as well. It was great to see the community working together and the whole task was completed in under 2 hours!

We were given a number of landscaping rocks and it was decided to con-

struct a rockery in the small garden next to Balzac's. Besides having become an attractive feature, the rocks will hopefully stop this garden from being driven and walked over.

By the time you will be reading this, all of the planting will be completed and the watering schedule finalized.

We continue to collect cans and bottles to help with our fundraising efforts. If you wish to donate, please call Andy's cell at 289-213-9500 for directions.

A special thank you goes out to the Port Dalhousie Yacht Club, Rankin Construction, The Twisted Pig and Balzac's for allowing us to use their water again this upcoming season.

With all of this help and support, we should have a splendid floral display again this year.

A very big thank you to all...

- Your BWC



Correction:

In the Fall 2020 issue of The Reporter, we omitted Nancy Cameron's name as the author of The Outer Range Lighthouse article. Our apologies.



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

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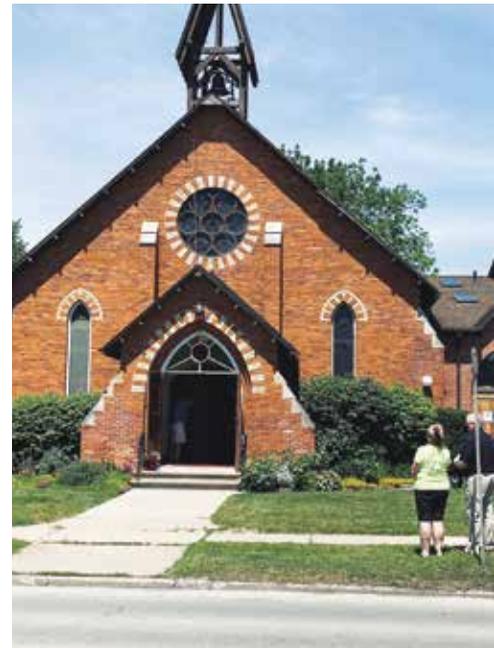
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The Bumper Cars



The bumper cars were fun to ride,
By poles they were electrified.
Through travelling springs the power fed,
From mesh-like ceilings overhead.

Look up and you could see them spark,
Especially when it was dark.
With power on, away you went,
To have yourself an accident.

Large rubber bumpers for protection,
Their bounce would alter your direction.
"No head-on hits," the signs implored,
And for the most part were ignored.

It was a merry free-for-all.
You bounced around and had a ball.
They hit you, you hit them back,
No place to hide from their attack.

For reasons that nobody knows,
The bumper cars' designer chose,
To have them only go ahead.
They should have gone both ways instead.

Sometimes the cars got tangled so,
There was no place for them to go.
All in a knot the cars would stay,
It happened many times a day.

Two guys would come out and start,
To pull the tangled cars apart.
It seemed that everybody tried,
To keep those poor guys occupied.

- Norm Paterson

Save the Walker Family YMCA Campaign

The "Y" Isn't Just a Swimming Pool and Gym, It Offers Programs That Build Mind, Body and Spirit

On April 26th, Uwe Natho, as spokesperson for the "Save the Walker Family YMCA", made a presentation to the City Council. Despite Council's having had a long evening meeting due to the Parking Meter Issue, it listened to Mr. Natho and passed unanimously the following motion that had been tabled by Councilor Bruce Williamson:

"The Staff be directed to work with Mr. Natho as liaison of the "Save St. Catharines Y Campaign" and the YMCA of Niagara to explore partnership opportunities to keep the Walker Family YMCA operational FORTHWITH."

This was a GREAT outcome according to Mr. Natho, as he feels that only communication between parties will result in concrete alternatives to selling the building. The announcement of the sale of the Y on March 10th 2021 came as a surprise to most Y members as well as to St. Catharines citizens and City Councillors. A group of committed Y support-

ers quickly got together to form a plan to try and stop the sale.



Mr Natho says that there is strong support both from the members and the community at large for keeping the Walker Y operating. It is NOT just a building with a pool and a gym; it offers programs for the community regardless of age, income or background. Moreover, it builds a healthier spirit, mind and body for those with different mental or physical challenges. It is a Community Centre. Its special programs are vital and if the Y closes, where and how will the needs be met?

The Group has over 100 members and has been in discussion with the Y Board and has launched a media blitz including Public Service Announcements. The group is now also present on Facebook.

You can voice your support by either writing to your local newspaper and/or to your City Councillors @ councillors@stcatharines.ca.



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A Unique Boutique

The Juniper Inn, a Boutique Hotel has Opened it's Doors in Port Dalhousie.

There is new business in town, located in the historic Murphy's building which dates back to 1885. This has always been the busiest corner in Port Dalhousie and has a long and colourful history. It has now been rejuvenated once again as a, 6 room Boutique Hotel as well as two classy new restaurants. After many years as a ships chandlery, this building has now been returned to many of its original uses but with a modern up-to date twist. These are the kinds of projects that Port has needed for some time.



The entire project was created by the Sweitzer family who have lived in Port Dalhousie for 44years. With Adriana Sweitzer taking the lead, the whole family was involved, including her husband Scott and her mother-in-law Jayna Faragher and brother-in-law Jason Sweitzer, along with their trusty handyman Ron Strayer. With a lot of elbow grease and some frustrations, they have created a unique if eclectic jewel in the middle of Port and are spreading

a little kindness. Adriana has long been in the hospitality business as a server, but decided that at heart she really wanted to become a hostess instead. The whole project has been a Labour of Love but they are very happy to finally being up and operating.

Adriana feels strongly about the environment and has used as many local and Canadian products as possible and has ensured that the rooms are for the most part plastic free. She renovated and re-decorated the original four rooms and created two additional ones out of the old Murphys office.

Each room has a different theme and fun vibe. Each room in the Inn is given a letter and a theme consistent with that letter so Z has a Zebra theme that is consistent throughout. All have completely updated washrooms. The Murphys building is commemorated in Room M which is the smallest room and has a "Murphy" bed. Everyone can check out

the awesome rooms on their website.

The Inn is contactless so all the codes for the rooms and the front door are given out by text message, a Covid-19 adaptation that will likely continue into the future. The Inn opened in December of 2020 right at the height of Covid-19 which was very unfortunate, but they are looking ahead toward a bright future along with the rest of Port Dalhousie. A place to stay overnight in Port is something that we have long needed. Who wouldn't want to spend a weekend in Port Dalhousie to enjoy all that Port has to offer?

So if you have any out of town guests or family visiting and you don't want them underfoot, why not put them up in our very own local hotel or maybe you just need to get away from it all. ■

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Port Dalhousie is an amazing part of St. Catharines. I am proud of all the people working together to put Port back on the map!

Enjoy the Summer in Port at the beach, park and support all the local spots!

Mayor Walter Sendzik
City of St. Catharines

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We need you to Volunteer!

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Lorraine Corder
Volunteer Par Excellence
1935-2021



It is with great sadness that we announce the passing of Lorraine (Lori) Corder on May 10, 2021. Many of you will have met Lori as she volunteered for so many causes throughout the City and, particularly in Port Dalhousie. She was an original member of the Port Dalhousie Conservancy and volunteered early on to canvass the community about heritage designation. Then, after Council approved the designation, she volunteered on a committee to help draft the heritage guidelines for the new district and, subsequently, she served on the City's Heritage Advisory Committee charged with administering those guidelines. When developers proposed a massive tower in the heart of the low-rise 19th century canal village she helped lead the battle against the inappropriate development and attended every single meeting of the Ontario Municipal Board (OMB) hearing on the tower proposal. In addition, she always volunteered to work on fundraising events that were held to support the very costly effort at the OMB such as Trivia Nights. Lori also help raise funds for worthy causes outside supermarkets, served on the community policing in Port, worked on dragon boat races and the annual Kiwanis duck race and helped with the restoration of the animals on Port's historic carousel. She loved music and attended many events at Lakeside Park.

She was predeceased by husband Bruce (2009), also a great Port volunteer. Loving Mother of Kimberley (Per) Karlsen, Sean (Colleen), and Keir (Roslyn). Much loved Grandmother of Macy, Katie, Kace, Maeve, and Molly. Sister of the late Mary Lou Gill. She will be dearly missed by everyone whose life she touched with her always friendly and cheerful disposition. In lieu of flowers, donations made to the Neil Peart Memorial at Lakeside Park would be appreciated by the family.

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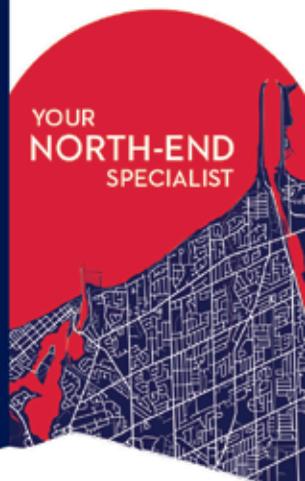
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From Where I Sit... *Good and Bad Growth: the Need for Density!*



Hank
Beekhuis

There were two events that prompt me to address this issue. The first was a recent controversy in Welland where the city was attempting to expropriate agricultural lands for industrial development. That effort fortunately failed, but the Mayor insisted that it had to happen because green fields are what developers want. The second is the Province of Ontario's desire to build a new ring road around Toronto, known as Hwy 413. This will also hopefully fail, especially after it was discovered by the Toronto Star that many of the Premier's financial backers had bought up land in the area proposed for the new highway. Why are these moves to open up new land for development so controversial? Isn't all growth good?

The first example avoids the reality that Welland has plenty of existing in-

dustrial brownfields for development, but developers simply prefer Greenfields because they are cheaper and easier to develop. Cleaning up brownfields can be a problem as St. Catharines can readily attest to. It may be time to create a brownfield Development Bank into which industries contribute while they are operating, so that when they close or leave there is sufficient money to do the appropriate clean up. Once they close up it is too late!

The second example is even worse in that it opens up a huge area for new urban sprawl, which creates a lot of new housing and commercial growth but devastates the greenbelt. Any benefit will be short lived, and as another article in this issue indicates, it is a largely an unsustainable urban Ponzi scheme.

The answer of course is not to halt development, but to concentrate it inside our cities' urban boundaries,

thereby ensuring that we do not eat up all the limited arable land around us. This is especially true in Niagara which has some of the best growing land in the country. This can be done, but it requires vision and a regulatory zoning regime and flexibility to support densification. Canadian cities have not been particularly good at it and their densities are less than half of similar sized cities in Europe. There are no magic bullets but there are multiple things that we can do which, when rationally implemented, could add up to the magic solution.

I fully support the city's policy on complete streets and walkable, mixed use communities as the direction we have to go in, however, we have to deal with the fact that historically, the city is not set up for that. We can encourage new approaches going forward, but we also have to have flexibility with our current infrastructure that was built in a differ-

ent time. Imposing our current density standards on older buildings just discourages owners from renovating and reusing their buildings.

There are other reasons to densify as well. Given that cities depend upon property taxes to fund themselves, it is self-evident that we should use these taxes as efficiently as possible. St Catharines is not the lowest taxed city in Ontario. The cost per km of city roads, including sewer, water and ancillary services, continues to climb and servicing a widespread population is hellishly expensive. In addition, the rising cost of education, policing and firefighting grows annually. It means that densification is not only a good choice but an absolute necessity.

The question is not whether to densify our city but how! That is the debate. There are multiple ways to accomplish these ends.

The first has been the encouragement of high rise apartments and condos. This in many ways is a lazy person's approach to densification and not the most effective. It raises the numbers of people per square km but it essentially avoids us having to fundamentally

Continued on page 16

*“Imposing our current
planning Standards
on older buildings
just discourages owners
from renovating
and reusing
their buildings.”*

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It's Saturday May 8th 2021. A mild day at Lakeside Park, but 2,300 kilometres away in Dallas Texas, things were beginning to heat up in a way that we haven't experienced in a very long time. A strange sight witnessing 73,127 excited fans on the TV filing into AT&T stadium for the first mega indoor event of the (nearly) post-pandemic era, smashing the all-time record for an indoor boxing match in the USA. Through this event, we had a glimpse of things to come for our side of the border: human connection, fun, and the eventual safe return to normal life.

The crowd is in a frenzy as Billy Joe Saunders, the first warrior, enters the arena. He is a tough-as-nails and slick moving Brit living in Marabella, Spain. The frenzy then explodes into an all-out fervor as the mariachi band accompanies Saul "Canelo" Alvarez to the ring. "Canelo" is a global

superstar from Guadalajara, Mexico. The tension in the arena is so thick you could cut it with a knife, and while it may be palpable through the TV, it's not the only reason I'm extremely uncomfortable. My pants are a little too tight and my stomach is far too full, but I have no regrets for feeling this way.

If you've ever wandered into the Spanish/Mexican paradise known as Patio Andaluz on Lock Street, you'd empathize and understand my beautiful discomfort. Just like the fighters in the ring who have spent countless dedicated hours in gyms in Mexico and Spain, the chefs in the kitchen at Patio Andaluz serve up authentic dishes from each respective country with a level of quality that exhibits equal dedication to their craft. If you think you can walk out of this restaurant feeling any different than I did on that night, I dare you to try.

Starting out with the fantastic

house-made guacamole, nachos and refried beans, I felt like I was warming up for the main event. I didn't begin to break a sweat until I dug my fork into the Mexican rice, and I knew it was just about time to really turn things up.

Twelve tacos sat before me, mirroring the twelve rounds that were to come for Alvarez and Saunders and I felt as up to the challenge as each of the world-famous boxers. The bell sounded on round one and I dug into an Al Pastor taco with pork, fresh pineapple, cilantro and onions. I took a quick breather

before diving into the Carne Asada or steak taco in round two, and followed it up with a crowd favorite Baja, or fish taco in round three. As the rounds continue, I begin to get into my groove but slowed down slightly.

While I was up to the challenge in mind and spirit, my body, after taco round #8,

seemed to be broken down

gradually broken down by the volume of tremendous food

mirroring Saunders own body who is defeated in the same round. Unlike Saunders however, I have another trick up my sleeve and I pop open my belt for one last push. This time the push is into the dessert as I gobble down a freshly made churro covered in cinnamon, or as they say in Spanish, Canelo, to celebrate the victory!

While on the TV the Mexican warrior was victorious, in the kitchen at Patio Andaluz the battle for culinary supremacy continues but is much too close to call. For that, we as customers are the ones who are victorious. The patatas bravas, jamon and paella are equally delicious as the Mexican fare and they are a wonderful excuse to come back for a second time.

If Patio Andaluz is up for the challenge, this reviewer is calling for a rematch and is coming back for more next Saturday night. Let's get ready to rumble! ■

★★★★★ out of 5
by Unanimous Decision

- Adam Cooke



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Marie Holmes' Memories of Port Dalhousie

Long-Time Resident Shared Her Experiences of Growing up in the Village During the 50s & 60s

Roller skating at the Dingle Inn (now the Rib n' Crib). Ice skating at the outdoor rink in the parking lot of Lakeside Park and changing your skates in the old jail.

Sleigh rides in the wagon drawn by Percy Blair's horses on Johnston's Hill. Tobogganing on Arthur's Hill (Hogan's Alley) and sliding all the way to the pier.

In the summer renting a canoe from Chief Smiley or Birgeneau's Livery and paddling up the course to Martindale Pond where we picked water lilies under the trestle bridge.

Going to Sunday School at St. Andrews at 10 am, Star of the Sea at 1:30 pm and St. John's at 3 pm. Then down to Lakeside Park for a walk to the end of the pier or maybe taking a lake cruise on the Helvetica or the Water Wagon.

Then a game of miniature golf on the way back, passing the Hey Dey, buying a hamburger with fried onions at Miss Mantley's stand, everything 10 cents. Candy Floss and apples, watching them making homemade suckers. There were delicious hot dogs at the Honey Dew stand - and you could win a prize at the Pull the String stand or drop a line at the Fish Pond or take a 5-cent ride on the Merry go Round.

Then on to the Bandstand at the bottom of the stairs for Seth Parker's Sing Along. If you were still hungry on the way home, you could stop at Blair's Ice Cream Parlour on

Front Street, or Erskine's Drug Store on Lock Street for a banana split.

Getting a haircut at Charlie Rutherford's or Red the Barber's on Front Street. Taking your shoes to be re-soled by cobbler Willie Inglis, whose shop on Lock Street smelled of leather.



The Martindale train trestle, today's Martindale Road

The boys hanging out at the pool hall at Jimmy the Duke's (Wellington Hotel) where Lock Street Brewery is today.

Skipper McNulty rowing the ferry across the Harbour to the Michigan side every day.

The iceman delivering daily blocks of ice for the iceboxes from Johnston's Ice House. In the summer he would chip off

slivers of ice for the kids to chew on. In the winter, blue coal was delivered to homes, filling the basement bins. How cold it was in the mornings if the furnace fire went out overnight!

Sam Smiley with his horse and wagon delivering his bread, cream buns, lemon

The people taking their walk downstreet twice a day to get their mail at the post office on Lock Street, and visiting along the way. The post office later moved to Front Street and Bob Gamble was the Postmaster.

Some of the stores in Port back then: Scriven's Meat Market, Murphy's, Scott's, Livingston's, The Red and White and Latcham's, all grocery stores. Coucheron's, Herzog's, and Corfield's Dry Goods stores. The Chinese restaurant on Front Street and Chan's Laundry who always had fireworks on New Years Eve. My father's drug store on Lock Street, where my dad cured more headaches, colds and sunburns than anyone in town.

The visitors who came to Port in the summer on the Dalhousie City or Northumberland from Toronto. Some staying in Port Dalhousie homes for room and board of \$1 per week. And yes, we had police protection, with Constable Heckadon walking the beat day and night for our village of 1,300 people.

Some days I remember: The day the cyclone hit Port at noon, we had just got home for lunch when it hit, knocking down trees all over the place. The day the Northumberland Steamship burned at the dock, and the fire at Chief Smiley's that took his life. Oh, and the morning the bank was robbed.

Really, Port Dalhousie was a most interesting place to grow up! ■



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In 1966 The "Pickle Boat" with Four Port Boys Aboard Won in a Historic Upset

The year is 1966, one year before the Summer of Love. Some of the songs filling the airwaves at that time were "Hot Town, Summer in the City" by The Lovin' Spoonful, "California Dreamin'" by The Mamas and Papas, and The Four Tops' "Reach Out, I'll Be There". It's a year that nine young men and their coach accomplish something unprecedented in Henley history, A summer that they would never forget.

Rowing could be classified as the "ultimate" team sport. Once a crew is put together, it becomes a group that is completely interdependent. Agreeing to be a part of a rowing crew means you are making a team commitment like no other sport. It requires hard work, dedication, perseverance, commitment, responsibility, accountability, just to name a few traits. Pretty heady stuff for teenage boys. Being a part of the St. Catharines Rowing Club was, and is a big deal. There were usually more than enough athletes to make up multiple boats in each weight class. At that time rowing had distinct weight divisions to enable fair competition. They were, 135 lb., 145 lb., 155 lb. and heavy weight.

At the beginning of the 1966 season, there were enough for two junior 135 lb eights. From the get go, our crew seemed to have a special synergy. Half of the members were from Port Dalhousie, a

developmental hotbed of rowers, but the whole was much more than the sum of the individual parts. Our Coach, Bob Adams was a former Heavyweight Rowing Champion and Olympic oarsman, and he demanded hard work and commitment, but was fair-minded. Practice was 7 days



The crowd noise from the grandstand and Canal Street was thunderous!

a week, sometime twice a day, rain or shine. You would never leave your crew coach sitting on the dock, not being able to practice because you didn't show up.

The trick to making a racing shell move really fast, is essentially perfect timing and technique by the crew. If this is attained it looks effortless. Rowing is one of the most

physically demanding of sports, utilizing every muscle in your body. But to make and keep a racing shell gliding through the water, nothing should check it's movement; meaning everything and everyone must move in unison. So, although it looks graceful, and smooth, it is deceptively difficult. It's eight moving bodies, manoeuvring 12 foot long oars, in a racing shell hardly wider than your waist.

In 1966, Henley was a 4 day event, from Wednesday to Saturday. The Junior 135 lb. Final was on Thursday July 28th. We

were the favourites, which adds pressure, but we won as predicted in our five boat field, beating the #2 St. Catharines crew which came in second, followed by Buffalo Westside, Brockville, and a second Westside boat. We were elated! But here was little time to relax, because we'd be racing again the next day in the Senior final. Of course

the bonus was there would be absolutely no pressure on us, since historically no one expected the Junior crew to win.

Saturday July 29th, is one those days that sticks in my mind forever. We were all together that day, experiencing it as brothers. But as a crew e'd been together far longer, and had learned how to trust each other, share the good times together, and the tears of our disappointments. We actually learned much more from the losses and disappointments than from winning. It made us stronger, and more determined to accomplish our goals.

After getting ourselves and the boat ready, Our coach gave us some last minute advice; things like, "no pressure", "nothing to lose", and "go out and have fun". Yea sure! What we were all thinking was, "let's just make sure that we don't make fools of ourselves out there, in front of family and friends."

At the start line we prayed, "Please let us do okay." Then with the starters instructions of "Sit Up ", and the firing of the shotgun, we were off! Beaver Baker our stroke, took us out at a pretty good rate. It felt smooth, controlled, comfortable, and fast. You're not supposed to look out of the boat, especially at the start, and I think we all obeyed the rule. After the first 500,

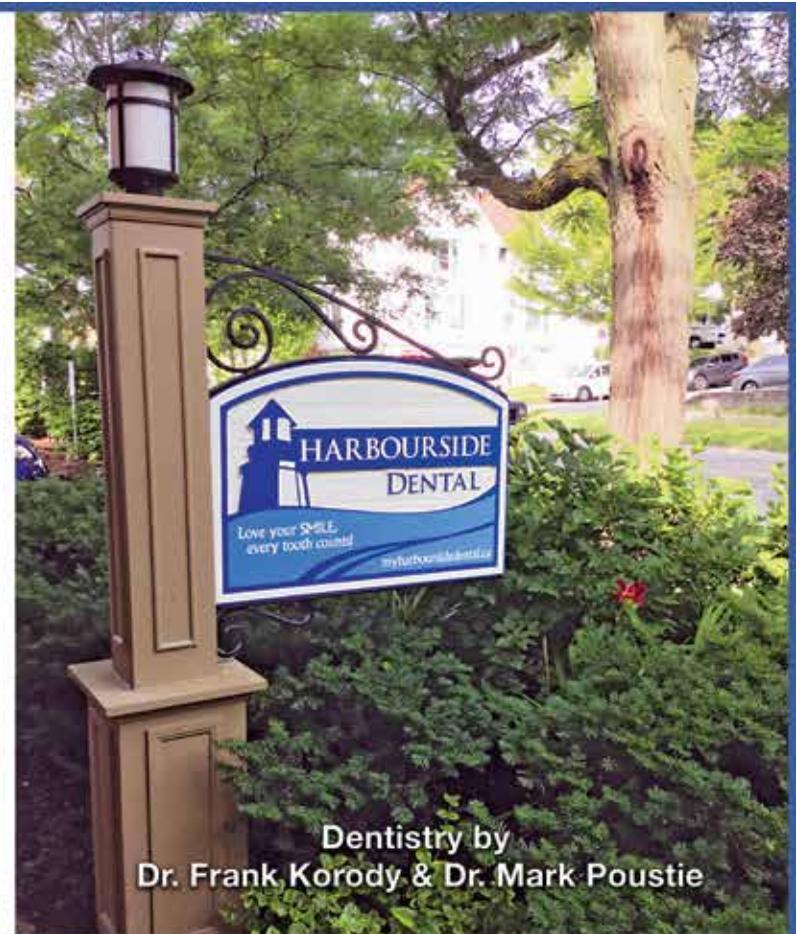
Continued on page 22



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change anything else we do! Concentrating high-rise growth in downtown areas is an approach to densification that is not always community friendly.

Cities like Chicago that have tried replacing old residential areas with high rise replacements during the 60's in areas like Cabrini- Green have failed miserably. Attempts to warehouse the poor ended up with vertical slums instead of complete neighbourhoods. What is needed much more is a mixture of housing which caters to a wide variety of different needs and which allows for the development of complete communities in a mixed-use settings across the city. For example, Bethlehem Place is very successful only because it provides temporary transitional housing with adequate support and staffing to help people reintegrate into the market after a life crisis. However, when people leave, they also need to be able to access a wide variety of flexible housing options in order to find the affordable options they need. These options ought not to be concentrated in any particular area but be integrated into the wider community.

Housing can be roughly divided into three categories:

The first is low-income housing, which includes the homeless, those on social assistance and many with low-paying service jobs that are vital to our community but do not cover the rent. This is where the greatest need and public support is required. Every person's need is different and there is not a "one size fits all" solution.

The next is medium income housing for families who have steady jobs but who may be vulnerable. This leaves them in a situation where rent consumes far more of their income than recommended, so that they face the prospect of being eternal renters. For many of us home-ownership has been the road to financial stability, but without some assistance and creative thinking, many will never be in that position. Raising a generation of renters is not a viable solution. Given the current cost of construction, many remain excluded from the housing market because the average person can hardly afford to live in these new buildings. There needs to be a variety of affordable housing options that people can actually own and use to accumulate enough wealth to be secure and be able to fully participate in our society. The average income in St. Catharines is about 55,000 dollars and

the average home is selling for over 500,000 dollars. Nobody in their right mind with an average income can buy an average home. This is a problem!

The final category is medium to high income housing, for income earners who can afford a home, who perhaps have intergenerational wealth and additional benefits like secure pensions that allow them to live comfortably and make them feel confident about their future retirement. There is no shortage of housing for these folks. Building luxury condos may increase the tax base, however, does not address the real needs of affordable housing, and given the price of housing today, it really doesn't open up opportunities for the average family to enter the current market.

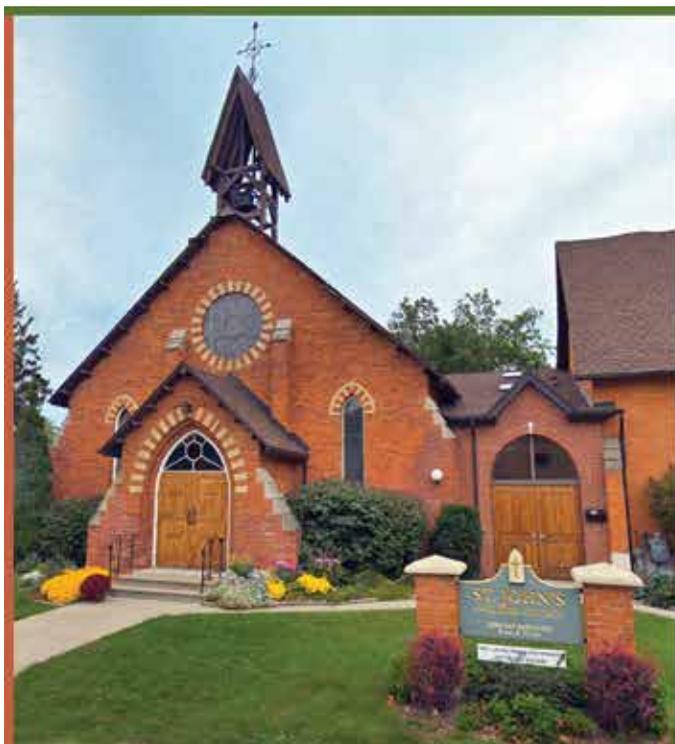
Affordable Housing:

The need for affordable housing is greater now than ever before. There is a staggering number of people who are waiting for affordable housing In Niagara: (24,000 and climbing). What we are witnessing is a growing inequity, which requires new options to allow people to help themselves. If we are going to seriously tackle our housing shortage, a major effort is required and a very broad approach and a wide variety of housing types are required. Development like this requires flexibility and common sense. Building homeless shelters is good for temporary help, but does not ultimately give the poor the dignity and security of housing they deserve long term.

Tax Policy:

How does our tax structure affect development? Are we giving CIP grants to the wrong people? What if we taxed vacant land more than property value? Currently there is a lot of land sitting idle because owners are satisfied with the growth of their asset and see little need to spend money to develop it. Does anyone believe that Walmart would apply to develop a 10-acre site if open/paved land were more heavily taxed? Tax policy could spread density throughout the city and encourage the preservation and restoration and adaptive reuse of existing buildings rather than tearing them down. This is where CIP grants could be very helpful. It could also cause an economic boom among small contractors

... Continued on page 18



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- Tuesday Talk - Our new priest shares what is on his mind
- Worship Wednesday - Prayers AND a reflection on a different saint each week
- Thursday - Something new and special will be launched soon
- Friday Funny - A smile as we enter into the weekend

All offerings are posted by 9am ... looking forward to seeing you there !!!

A Happy and Healthy Summer Season To All!

During the Pandemic:

Public Health approved protocols are in place
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Our Facebook Devotions continue with new postings every Sunday at 9 am.
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The Water Bicycles



Another way to spend the time,
 You only had to spend a dime.
 The water cycles were much like,
 An ordinary riding bike.

Except they had a paddle wheel,
 And floats to keep an even keel.
 out around the flag you went,
 And back, by then your dime was spent.

Everybody knew the rule,
 But always some unheeding fool,
 Would try to venture past the pier.
 And just before he'd disappear,

The park enforcer's boat would go,
 And bring the culprit back in tow.
 I remember how I felt his shame,
 But didn't even know his name.

The park guard though he acted mean,
 Enjoyed this change to his routine.
 It was the nature of the ride,
 "Slim" mainly took it all in stride.

- Norm Paterson

who repair and restore these currently underutilized buildings for affordable housing as property owners seek to maximize their income, lose their fear of increased taxes and work to develop their own properties. If any tax breaks are deserved it is for people actively involved in resolving these types of housing issues.

Regulation:

Another way of encouraging densification is to seriously examine our regulatory schemes. What are our policies towards the creation of Alternate Dwelling Units? Many cities are allowing more in-law suites, granny flats, or alley homes. In Hamilton, during COVID, they were experimenting with backyard offices. Some places are experimenting with mini-home communities, especially for those who cannot afford to pay average rents. In the US, some 17.5 million low income people live in mobile homes. Is there a positive way to create these as small ownership communities? It is better than only being able to rent.

Are all the regulations for duplexing and tri-plexing appropriate or necessary? Are we encouraging them or discouraging them? Perhaps we have

to relax our regulations a bit so that we can be more innovative and experiment with different approaches to housing. There is a lot of underutilized space available but it may require some accommodation to make them habitable so that we can create a wide variety of housing types that people can actually afford. If we are going to seriously tackle our housing shortage, a major broad effort is required for a wide variety of housing types. What do our building codes say about restoration or have they of themselves become barriers to development? There are many new technologies available today which are perfectly safe and allow for easier retrofitting of buildings than ever before. True urban densification should be more widespread, utilizing existing infrastructure and underutilized buildings as well as encouraging more height- at least to the level of requiring an elevator. This does not mean tall skinny houses necessarily but do we really need more single storey strip malls with no second or third storey housing? What about all the two and three storey downtown commercial buildings that are still vacant?

Perhaps we should consider a

minimum height for new commercial developments, not only a maximum one. Should we continue to approve more "Smart Centers" which are completely car centric and soak up acres of land? There should be no more shopping centers without significant housing, greenspace and transportation, instead we have the current situation where shoppers need to drive not only to their destination but even from store to store.

Agricultural Zoning:

The City of St. Catharines used to have 70% of its land zoned as agricultural. Today that number is down to 30%. Are we unconsciously setting it aside for future residential development, which is what many of the current owners may be hoping for? A change in zoning could easily make multi-millionaires out of them. The city has stated that this land is "World Class" agricultural land, however as pressures build up and owners demand city-like services, the cost of maintaining this land with these services becomes a significant expense on the city budget and makes it too expensive to farm. This world class land should be

used for servicing urban areas with healthy food not taken over by development or left empty.

Greenspace:

The goal should be to minimize private green-space and maximize publicly accessible space. Increased density may reduce private green-space to some extent, but all that means is that we need to jealously guard and proactively develop our existing public green-space in order to make sure that we maintain a vibrant and healthy community. St. Catharines has a lot of incredible green-space (especially with the various canal and riverbank and lakefront properties within city limits), but this also requires public development in a conscientious manner to make it useful for current residents and future generations.

Densifying our cities should allow us to do all that and enable us to pay for it at the same time. All of these efforts combined will lead to the type of dense growth that we need. ■

- Hank Beekhuis

Chris Bittle
Member of Parliament - St. Catharines

Hope you have a great summer!
Please be sure to continue to follow local health guidelines
and stay safe during the summer months!

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

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Do Cities and Towns Need to Grow to Survive?

Conventional Wisdom Says Yes, But There are Other Models to Consider.

This is an exact statement made to me recently by a business owner in a small town.

"If you are not growing, you are dying."

It is conventional wisdom, especially amongst the small town business community. And it is a belief based on observation. Indeed, when you look generally across the landscape, towns that are not growing are dying.

This points out the fragility of our current model of growth and development: Cities that don't grow, die.

Today I would like you to ponder two things about that statement. First, why is that a reality for so many places? And second, what does this say about the future of North America's cities and towns?

Growth as we know it today is driven primarily by four mechanisms, which we have discussed in detail but which I will mention briefly again.

They are:

- Transfer payments between governments.
- Demand-driven transportation spending.
- Debt, both public and private.
- The Growth Ponzi Scheme.

The impact that all of these mechanisms share is that they create short-term financial benefits for a community, but almost always generate even greater long-term financial shortfalls. The long-term imbalance is due to the inefficiency of the development pattern. When the true cost of development is masked, there is little incentive to be efficient. And an inefficient development pattern is a very expensive thing to maintain.

But the short-term benefits are real and, in our pattern of development, necessary. You see, if you are not growing, you are dying precisely because a short-term financial gain is necessary to make up for the long-term financial shortfall of the prior investment.

"The gains here are not real in the sense that they foretell some new age of prosperity. The growing simply allows you to not be dying for a little bit longer."

Our pattern of development is one big Ponzi scheme. We must grow or die the same way Bernie Madoff needed to grow his portfolio of new investors to pay off older investors. Or the same way interest-only mortgage holders needed housing prices to continue to climb so they could cover their debts. The gains here are not real in the sense that they

foretell some new age of prosperity. The growing simply allows you to not be dying for a little bit longer.

So long as a community can continue, in ever increasing amounts, to get grants, direct aid, low interest loans and other subsidies from the different levels of governments, to create new development opportunities through provincial and federal transportation investments, to borrow money to finance infrastructure or to induce outside developers to build new infrastructure, it can enjoy a faux-prosperity. It can avoid dying. That is the reality for most North American cities and towns.

What does this mean for our future? Clearly, it means some very difficult times ahead. Like Madoff and the interest-only mortgage holder, our cities rely on growth. And not just growth, but ever compounding rates of growth. The more you have to maintain at a loss, the more new growth you need to have to cover that spread. Even without a financial slowdown and the looming end of the four mechanisms of growth, this way of doing business will run its course. We cannot continue to invest at a loss forever.

There is only one real answer to this problem: change the way we grow and develop. We cannot continue to sink money into this Ponzi scheme. We need a Strong Towns approach that generates a higher return on our public investments. Our towns and neighborhoods need to become more financially viable.

We can't wait around for the governments to do this. Our leaders at the local government level need to face the reality of the Ponzi scheme they operate in, stop digging their hole deeper and then start putting strategies in place to transform their towns. The ones that do this will be the success stories of the next generation. Those that don't will not only not be growing, as was reiterated to me last week, they will be dying. ■

- Charles Machin

Reprinted with permission from Strong Towns



We've been waiting a long time for this, almost 6 years! On June 2nd, the piers reopened to the public and many hundreds of citizens resumed their love affair.



We've been waiting almost as long for full access to a newly resurfaced parking lot. The repaving is complete and pay stations have been installed for out of town visitors.

Tony Douvis
Financial Advisor

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(St. Catharines Branch)

Since 1933 the Architectural Conservancy of Ontario (ACO)

has helped to save hundreds of historical buildings across Ontario and worked to raise awareness of the importance of preserving our built and natural heritage. The St. Catharines branch was established in 2006 to focus on our own area's built heritage. The St. Catharines branch's goal is to promote, protect and advocate on behalf of the unique and remarkable Heritage of our great city.

Our concern is not just buildings but also encompasses our common cultural and historical heritage which is an integral part of the rich fabric of our lives. We are progressive citizens who advocate for sustainable commercial and residential development sensitive to the unique environment that has made Port Dalhousie a jewel in the city and beyond. Join us in advocating and encouraging a new and exciting direction in the development of our area.

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Colin Johnston

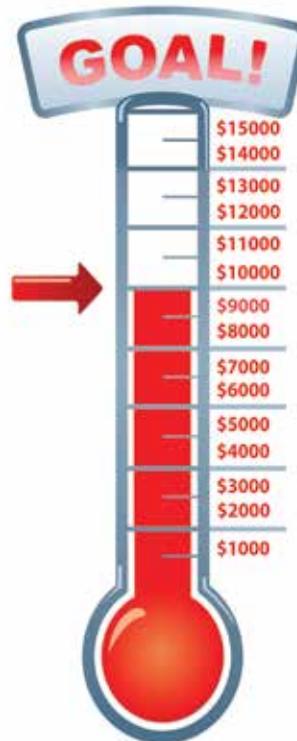
30 John St. St. Catharines

Email: colinjohnston@bell.net or Phone at 1 (905) 327-7555

Thank-you so much for your Support!

We Need Your Help!

As you can see we are well over half way to meeting our goal. Our many thanks to those of you who have supported the restoration of this unique and last remaining NS&T streetcar stop. Our discussions with the city regarding placement are ongoing! As with most things COVID; things have slowed down. These restrictions and closures have also put the restoration of the streetcar structure behind schedule. Given these difficulties we have decided to postpone the anticipated placement from the spring to the fall of 2022, when all the adjacent construction and landscaping is hopefully complete. Please consider donating to the continuing historical conservation of Port Dalhousie.



Help Restore the Last Remaining Street Car Stop of the Niagara, St. Catharines and Toronto Street Railway (NS&T)

In 1901 the Port Dalhousie Line was the first NS&T line constructed. In 1908 the Martindale Farm Located between the banks of Martindale Pond and the new rail line was inherited by the McSloy Brothers. They were a well known St. Catharines family who turned the farm into a nationally recognized showplace for their thoroughbred horses and Guernsey cattle. They built elaborate and unique barns, a Stone entrance archway as well as this Streetcar stop directly opposite their entrance. The unique design was made to match the style and architecture of Martindale farms.

It was heavily used by visitors to the farm. It is filled with history and if it could talk it would have many interesting stories to tell. It survived two world wars and served the City of St. Catharines right until the end of the Streetcar era in the early 1950's. It is currently under restoration at the Willowbank School of Restoration Arts in Queenston. Talks are currently underway with the city of St. Catharines to find a suitable location to allow this significant asset of the NS&T era to be able to tell its story for future generations of area residents and visitors to enjoy!

Please Become a Project Sponsor for this Amazing Project!

Estimated Budget - \$15,000 dollars.

← *Information on how to donate*

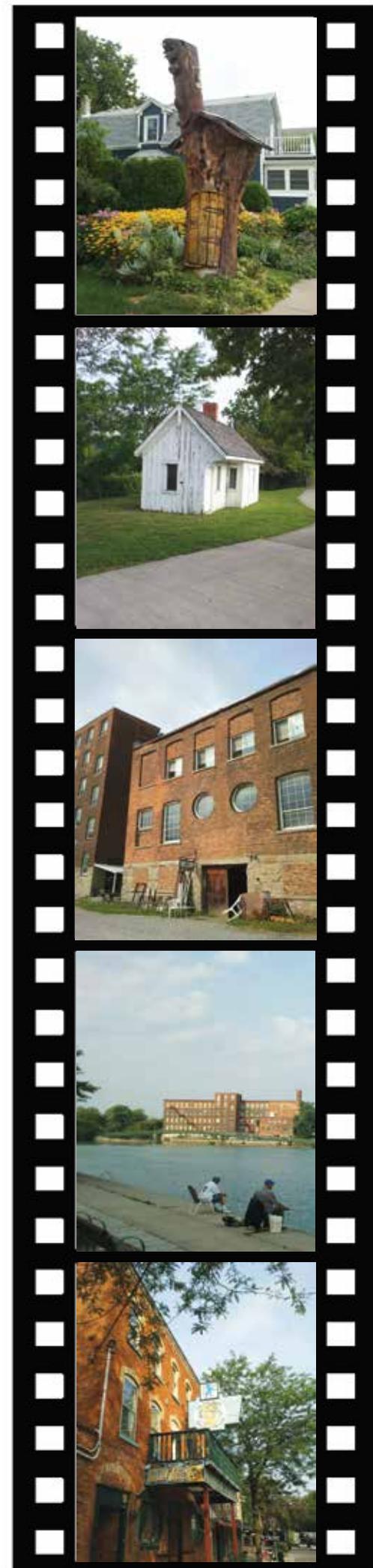
Let's Preserve and Secure Our Historic Lighthouses!

The Port Dalhousie lighthouses have been a major feature of the Port Dalhousie waterfront as far back as 1833. The current versions, dating back to 1879 and 1898 respectively, remain iconic features that clearly identify the Port Dalhousie and St. Catharines waterfront.

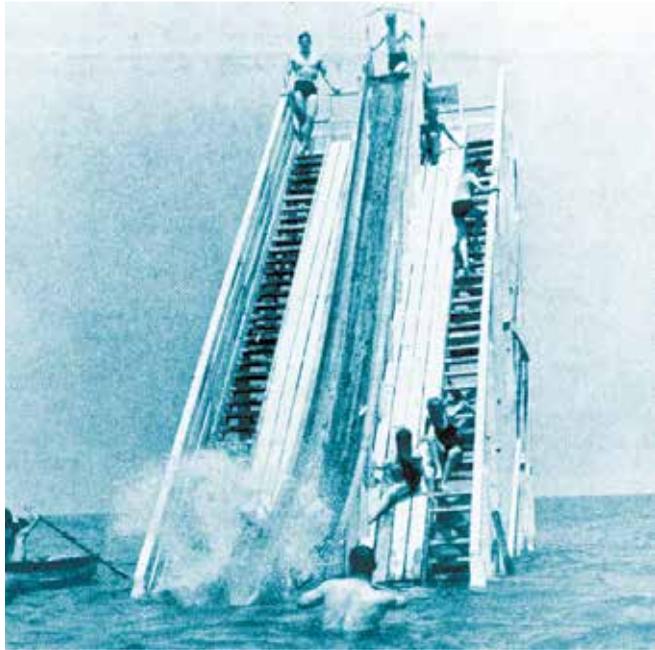
They are registered as "Recognized Federal Heritage Buildings". The inner lighthouse is one of only 6 wooden octagonal lighthouses remaining on the Canadian side of the Great lakes. In 2010 the city of St. Catharines restored the exterior of the inner lighthouse, but the interior has remained the same. Now that both Piers are being restored by the Federal government we believe these iconic features should be restored so that the public may enjoy them as well. In order to do so a lot of preliminary work needs to be done both to explore and secure these amazing Heritage structures. The outer light house is still owned and operated by the Federal government but may soon be declared surplus due to modern navigational technology and therefore is no longer required. The inner lighthouse is owned by the city and is no longer operational but is vulnerable to vandalism. The St. Lawrence Seaway authority has donated decorative surplus fencing that we hope to install around it. We also want to explore what may be required to be able to allow these heritage structures to be enjoyed by the public.

Please Become a Sponsor For This Important Project!

Estimated budget - \$25,000 dollars



The Water Slide



The slide spent winter time ashore,
 T'was May the twenty-fourth before,
 They pulled it out where they would stay,
 Till shortly after Labour Day.

It had a set of wooden wheels,
 That looked somewhat like cable reels.
 Stairs by which you reached the peak.
 A wooden slide all smooth and sleek.

It took some courage to decide,
 It seemed like a death-defying ride,

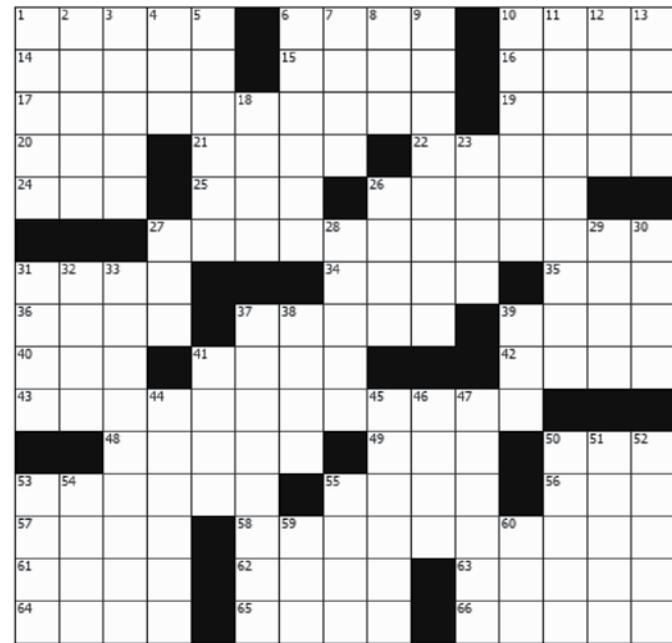
Stand at the top, sit down, let go.
 You'd see the water far below.
 Down you'd hurdle in a flash,
 Through the air and then the splash.
 Then you'd surface, full of pride,
 That's the moment you decide,
 To climb back up those stairs and then,
 Slide and slide and slide again.
 Pleasure, pleasure, without measure,
 Another Port Dalhousie treasure.

- Norm Paterson

SUMMER CROSSWORD

Across

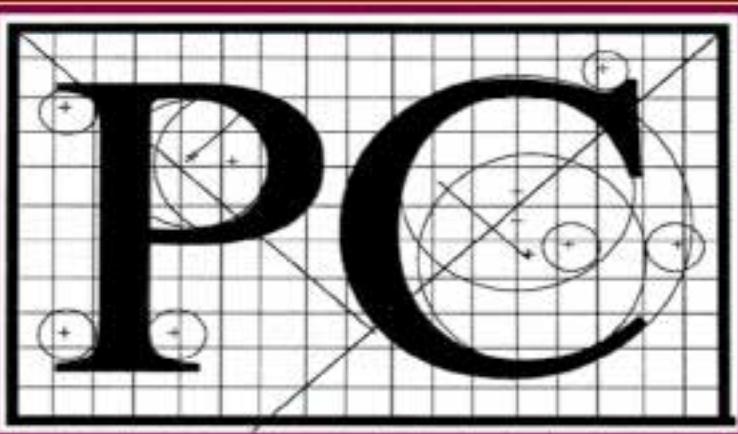
1. Gift for the teacher
6. Java neighbor
10. Jack Horner's find
14. Traffic light color
15. "When You Wish __ a Star"
16. Civil rights activist Parks
17. Motorist's org. location
19. Expel, as a leader
20. "__ up to you"
21. Yours and mine
22. One who calls balls
24. Maiden name preceder
25. Romance
26. Ram of astrology
27. Mil. registrar's branch office
31. Rani's spouse
34. Had on
35. Be under the weather
36. Word-of-mouth
37. List details
39. Travelers' havens
40. Emeril's exclamation
41. Tylenol target
42. Stuff to the gills
43. Consumer service agcy.'s morning meal
48. Small antelope
49. Burning
50. Attack command to Fido
53. Rio Grande city
55. Swiss river
56. Word after Big Band or Christian
57. Peter Fonda title role
58. Porn copies
61. Woodstock singer Joan
62. French fashion magazine
63. Episode
64. Highland tongue
65. Swedish cinematographer Nykvist
66. Desert refuges



Down

- | | | |
|--------------------------------------|-------------------------------------|---------------------------------|
| 1. Once more | 18. Pairs | 41. Like the Sahara |
| 2. Babble | 23. Three __ Island | 44. Pleasant wind |
| 3. "__ porridge hot..." | 26. Tiny energy source | 45. Like Rapunzel's hair |
| 4. Grazing ground | 27. Actor Mineo | 46. Suffix for million |
| 5. Provides with funds, as a college | 28. Every seven days | 47. Home music system |
| 6. Small donkeys | 29. Add color to | 50. Proverbial battlers |
| 7. Imitates | 30. Last word in an ultimatum | 51. Goodnight girl of song |
| 8. __ Alamos | 31. Former Virginia senator Charles | 52. Throws out a line |
| 9. Aetna and MetLife | 32. Middle East denizen | 53. Oil change go-with |
| 10. Drive onward | 33. Boy Scout gatherings | 54. Controversial orchard spray |
| 11. The Pelican State | 37. Quaint coolers | 55. Grease target |
| 12. Cold War rival: Abbr. | 38. Spicy cuisine | 59. 45, in old Rome |
| 13. Last word in a chess game, maybe | 39. Ending with violin or bass | 60. Eggs, in old Rome |

Answers next page



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I kept hearing our coxie Chris Tew, yelling something weird; we were ahead! While not looking to the side, I could see both of the senior crews, which meant we were winning. I dared to sneak a peek, and was shocked to see that yes we were ahead of those two crews, but we were currently embroiled in a dogfight with West Side, the junior crew we had beaten Thursday. The two senior crews fighting for 3rd and 4th, and the two junior crews had open water on them.

At the 1000m mark it was still us and West Side. With 500 to go, they had pulled ahead by a half a deck, so at the 250, Beaver yelled, "Let's get em!", and Chris called for a hard 20, meaning 20 strokes at our maximum strength. As we neared the finish line, besides the pounding in my head, the crowd noise from the grandstand and Canal Street was thunderous!

I knew the finish line was close, and then I heard what sounded like one shotgun blast, signifying the crossing of the line. Relief! But there should have been two shots for the first and second boats. There had been in fact two, but in such quick succession, that it sounded like only one. It was that close. Our boats drifted to a stop. No one said a word, hoping for the best, but really fearing the worst. After an agonizingly long wait, we heard the grandstand announcer say, that after much deliberation, the winner of the Senior 135 lb. event, was ... St. Catharines! We all sat for a moment in shock and disbelief, and then we erupted in euphoric relief, yelling, hugging, clasping hands.

We rowed slowly to the grandstand, to savour every moment, and make it last forever. I'll always remember the applause that we received that day. It sent shivers

down my spine, and my eyes welled with tears. It's quite a feeling in those first few moments, when you row away from the grandstand, victorious. You want to look great, like a winning crew should, so when Chris yelled "Sit Up Boys, Are You Ready?", our backs were poker straight, our heads held high, and we had our game faces on. When he said "Row", they seem to be the most powerful strokes you have ever rowed, because you want to put on a good show, as we leave the crowd behind. After a few more strokes however and grins creep over our faces, because we realized that we are the champions.

Back at the dock Bob was waiting for us, a huge smile on his face, shaking his head in disbelief. It's time for a group picture, and then the ceremonial toss of our coxie, Chris into the water. The rest of us follow, not the least concerned that the canal is probably more toxic than the Love Canal.

And so on that day in July, in 1966, we accomplished something that had only been done once before at the Henley Regatta by winning both our junior and senior events in the same year. But upon reflection, we all realized we had "caught lightning in a bottle" that special day. As a result of being part of highly functioning team, along with the support of others, we were able to defy the odds, and do something truly special! ■

- Pat (Two Seat) Brand

1966 Henley Champions



Junior/Senior 135-lb Eights: St Catharines Rowing Club. In foreground, Coach Bob Adams and Coxswain Chris Tew
The crew: from the left: Paul Wing, Pat Brand, Randy Honsberger, Bill Etherington, Tom Cain, Cliff Honsberger, Dwight Barrett and Ken Baker

In his St. Catharines Standard column Craig Swayze wrote that the win over Buffalo Westside was the closest race in Henley history. We had won by the length of a Heinz 57 pickle", therefore our new moniker: "The Pickle Boat".



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

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G	R	E	E	N		U	P	O	N		R	O	S	A		
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If You're Feeling Stressed and Anxious, Research Says Feed the Birds

Many people are finding a measure of satisfaction and contentment through bird feeding.

In today's constant contact, cell-phone celebrated, digital world, most people can go days or even weeks without spending any time in natural sunlight. Instead, we eat breakfast inside, or on the go, only to race to an office, filled with artificial light and plastic plants, for 8 to 10 hours a day. It's no wonder why mental health is suffering.

Compare that hectic routine to those memorable moments when you're able to sit quietly, let the sunshine warm your face, hear the birds, and allow nature to envelope you. While everyone longs for less stress, actually relaxing can be dauntingly stressful!

However, a new study out of the United Kingdom sheds light on one way people can de-stress: bird watching.

The study finds that people who watch birds from their home have lower depression, anxiety, and stress compared to those that live in less leafy areas that have fewer birds. People "felt relaxed and connected to nature when they watched birds in their garden," researchers say. These feelings increased with the level of bird feeding in the yard, they add.

Specifically, the number of birds people might see was directly associated with better mental health. "This study starts to unpick the role that some key components of nature play for our mental well-being. Birds around the home and nature in general, show great promise in preventive health care, making cities healthier, happier places to live.," says lead researcher Dr. Daniel Cox from the University of Exeter. Dr. Tina Phillips, Cornell Lab of Ornithology, agrees. "Overwhelmingly, studies show that people feed birds because it makes them feel more relaxed, that it's something they're interested in and ultimately something that makes them feel good."

If you want to disconnect from the digital world and relieve some daily stress and anxiety, getting outside, bird watching could be the key to increasing your mindful, mental health. Since studies reveal the more birds you see, the less likely you are to be stressed and anxious, it's important to attract as many birds as possible. The first step to attracting birds is to use an all-purpose tube feeder, which

is the number one feeder choice, allowing birds to feed from multiple ports.

Once you have the right feeder, you'll need reliable seed that will bring birds to your



backyard to deliver that dose of stress relief we all desire. The quality of birdseed will determine how many feathered friends will flock to your backyard. Unlike other less expensive birdseed mixes, which typically contain cheap filler seed like milo and wheat, there are generally no pesticides or chemicals in premium seed and it's best to have the seed close to its natural state as possible. If you use inferior seed, you're not going to like the results.

Bird seed is specifically formulated to attract the greatest number, variety, and species of birds. Birds are picky and bird seed matters. If you use cheap feed, they won't hesitate look for something else they prefer. Birds are like people, give them what they like to eat and they'll come back and bring their friends. Since we've learned that the more birds we attract, the more stress-free we'll be, it makes good sense to use the best bird feed you can buy. Do that and you've got the perfect prescription to help calm your anxiety and stress. At the heart of it,

everyone wants less stress and anxiety. Once you start watching birds in action, they'll engage your attention in a way that keeps you in the moment, a state that provides mental relief. Admiring

their beauty, listening to their sweet song and enjoying their antics will calm your overactive mind and bring joy and renewal. ■

Bird Feeders

Platform Feeder

Most birds will use a platform feeder so installing one will help attract many different birds. Birds that like to feed on the ground, like juncos and sparrows, will also use platform feeders that allow better protection from predators. These feeders are easy to make but leave seeds open to the elements. Bird droppings or rain can soil the seed. Be sure to clean the platform regularly and replace your seed every couple of days.

Hopper Feeder

Hopper feeders are generally box-shaped and dispense seeds by gravity. They keep seed clean, dry and readily available even in a snowstorm. Features to look for are visibility of seed level, ability to hold a good quantity of seed, ease of mounting and ease of access for cleaning. If you're looking for a hopper feeder made of wood, weather-resistant cedar is a good choice. Hopper feeders can hold a lot of seed, which is convenient. They do, however, provide easy access for squirrels.

Tube Feeder

There are many styles available. These tubes keep seed dry, prevent bird droppings in the seed and reduce squirrels from getting the seed. The perches are usually small and so attract small birds like finches and chickadees but discourage larger birds. Before filling a tube feeder be sure to empty uneaten seed at the bottom.

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