



# THE REPORTER



VOL.12 NO.6

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

WINTER 2017

## A Port Boy's Christmas A Holiday Tale of Port Dalhousie



by Danny Peart

I want to tell you about our Christmas of 1964. Everything was just right that year – my grandparents in the house, enough snow to snowball bomb the parade, and my aunts and uncles at their crazy best.

My grandparents, my mom's parents, arrived on December 23rd, their obvious happiness at being there with family providing the spark needed to get everyone in a festive spirit. While they relaxed in the kitchen with a cup of coffee, the rest of us pulled on our outdoor working clothes. My father was already outside splitting wood for the fireplace.

"Paul, help me take a load of wood inside. Then we'll find Jeff and head off to find a tree." I held out my arms, "Okay, load me up."

Joe Martin owned an acre of land just outside of town beside Colesy's orchard. He painted his own sign at the front gate, "Joe's Tree Farm." He had

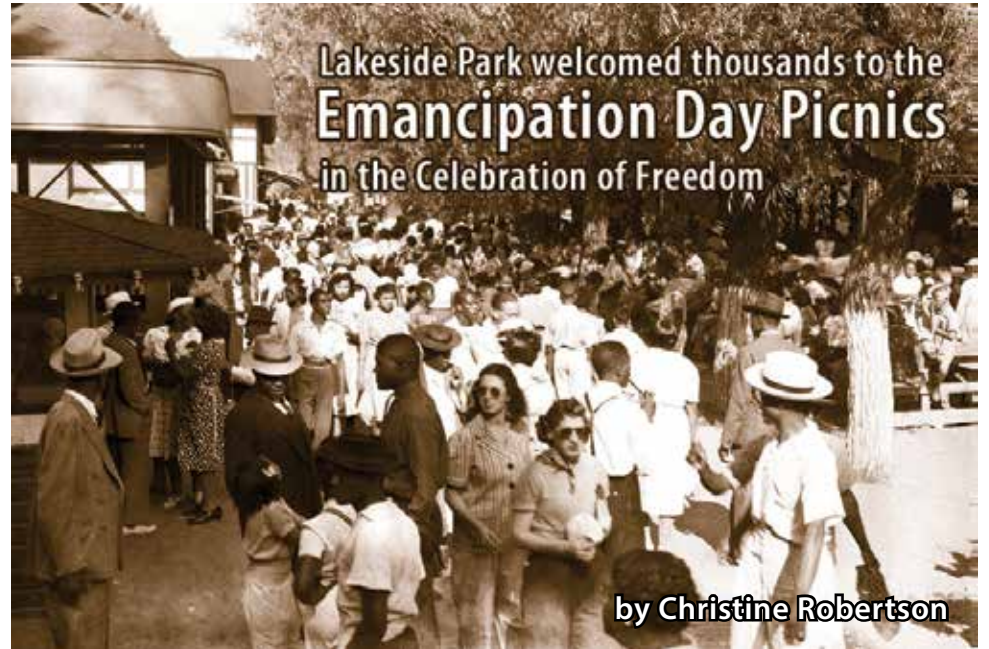
*"Santa was flanked on both sides by members of the parade committee, keeping him awake and engaged."*



Photo: Paul Wing

planted a hundred Christmas trees a year for three years with plans to harvest the same amount per year once they were tall enough. But Joe came to love having those trees, the look of them, the spruce smell of them, and he didn't want to give them up. Friends found that he would part with just a few each December for a pint at the Lions and 20 bucks. My father had paid Joe for one of his trees.

Continued on page 4



Throughout the 19th century Emancipation celebrations became increasingly popular and St. Catharines was one of the leading towns in Ontario to hold such events. In 1835 the local newspapers reported on the 1st Emancipation Day parade and Church service held at the BME Salem Chapel. Many refugee slaves were attracted to the Niagara area because of the long tradition of racial tolerance. There was a mixture of slaves, black Loyalists (born free or freed because of their service to the British crown) and fugitive slaves—all living together to form their own community.

By the 1920's Port Dalhousie began hosting annual Emancipation Day picnic celebrations on the first Thursday of every August at Lakeside Park. People came from all around - Toronto, Hamilton, Buffalo, Niagara Falls, Rochester, as well as the states of Pennsylvania, Ohio, Virginia and Tennessee to participate in the event.

"The Universal Negro Improvement Association was a Toronto organization who's President B. J. Spencer Pitt, was a well-known Toronto Lawyer." related Sid Brookson, the owner/manager of Lakeside Amusement Park. "He's the one that organized and operated the Emancipation Day picnic. He was held in reverence and respect by all the black people that came in contact with him."

The Emancipation Day picnics at Lakeside Park were a huge success. At its peak, an estimated 6000 to 8000 people turned out to participate.

Continued on page 5

**The Future of Port Dalhousie is in Your Hands.**

**Port is facing an unprecedented wave of change, and as a citizen your voice must be heard! If you care about the quality of life in your community, now is the time to stand up and be counted.**

**\*Please See Page 7 for Important Information\***

## The Historic Salem Chapel Needs Your Help!



Legendary Underground Railroad conductor Harriet Tubman worshipped there in the 1850s, and it was a beacon of freedom to escaped slaves and free blacks. Visited by many from around the world.

**BUT...**

it is in need of extensive and expensive repairs **YOU CAN HELP.**

Please donate @ [www.gofundme.com/preserving-salem-chapel](http://www.gofundme.com/preserving-salem-chapel)

# A Port Dalhousie Pledge

Citizens of Port, let's make a pledge to each other.

- Let us not demonize each other and start name-calling. That simply invites reaction. We are all human beings and we all want development in Port and even if we have different visions it does not mean that we should denigrate each other. Doing so will only cause reaction and division.
- Let's really listen to each other. Often we are so busy taking sides we don't even hear the good and innovative ideas that others may have. The best solution may lie somewhere in the middle.
- Let's strive for Win/Win solutions that benefit everyone including developers, businesses and residents. It may well require compromise by all parties.
- Above all let's keep talking and communicating civilly. Once communication is cut off you don't get anywhere. If you have a perceived disagreement with people, go talk to them.
- Let's also be transparent about our biases and real interests, financial or otherwise. Speaking loudly in favour of something when you have a personal stake in it is something that should be known to the public.
- Let us not assume the worst of each other. The act of spreading and perpetuating myths we have heard, but not personally experienced, serves no one.

- Let's also agree to use mutually agreed-upon-facts, e.g. Lakeside Park parking lot has 232 regular spaces and 9 handicapped. Hyperbole and misstated facts help no one and only serve to increase emotions.
- Let us respect our disagreements and not let differences of opinion destroy relationships. We all have to live with each other afterwards one way or the other.
- Finally, let's all get involved so that everyone's views are taken into account and we all share the load of enhancing this great community.

I suspect that if we do these things we will find out that our differences are in reality smaller than we think and we will hopefully reach a compromise we can all live with. However, if we fail to do these things, we shouldn't be surprised or shocked that we are quickly on the road to the OMB once again and the subsequent delays and divisions of that process will hurt all of us. ■

**Hank Beekhuis**

President,  
Port Dalhousie  
Conservancy



*The view from our chair*

*A one chair dental office providing care to one person at a time*

*Dr David Bergen*

LAKESIDE  
DENTAL

[www.lakesidedental.ca](http://www.lakesidedental.ca) • 38 Dalhousie Ave • 905-934-3837

# A Sneak Peek at the Proposed Lincoln Fabrics Development



This is an artist's rendition of the new development proposed for the Lincoln Fabrics building, to be known as "The Harbour Club". The main body of the Lincoln Fabrics building will be maintained as well as the interior stairway and cupola. A new addition will replace the existing addition (Jack's Welding) which is structurally compromised. As of this writing we are not aware of further details with respect to the number of condo units or underground parking spaces, although the height appears to be at least 8 stories. We are still awaiting the third proposal for the Legion property which will add even more condos to the area. Both of these proposals will be in the harbour area and outside of the commercial core of Port Dalhousie. This proposal will go through the normal round of public meetings and council approval, so be prepared to provide your input.

## Howes Park Correction

A slight correction to the commentary in the last issue of The Port Reporter about the origin of Howes Park is in order.

After David Howe's death in January 2015, a group of friends and business associates raised \$50,000 to assist the Port Dalhousie Beautification and Works Committee and City Parks Staff to remove the overgrowth on the banks of the spillway, install attractive fencing along the water's edge, plant the pollination gardens and erect informative signage.

In honour of David's and his father Stewart's 60-year connection with the adjacent Lincoln Fabrics factory site, the City, with the approval of the Howes family, agreed to name the area around the Lock Tender's shanty as Howes Park. It was dedicated on June 3<sup>rd</sup>, 2016.

- Patrick Little

## 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 currently published quarterly, usually in March, June, September and December. Normally 3,000 copies are delivered to homes in Old Port and surrounding areas in Port Dalhousie ward. It can also be found at Avondale, City Hall, public libraries and in various local business establishments.

### Editorial Board

Hank Beekhuis / Deborah Kehler/ Peter Wing

### Production

Peter Wing

### Copy Editor

Bram Hoff

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. With regret, tax receipts are not available at this time.

Please send contributions for future issues to [editor.portreporter@gmail.com](mailto:editor.portreporter@gmail.com). All submissions are subject to review including both editorial approval as well as copy editing for grammar etc. The Reporter does not print letters to the editor. Deadline for posting of community events, advertising and article submissions for the Spring issue is Friday, February 9th, 2018.

Those interested in advertising should contact our advertising coordinator, Marty Mako at [advertising.portreporter@gmail.com](mailto:advertising.portreporter@gmail.com). Print ready ads are requested where possible.

The Port Reporter is a volunteer run publication. If you are interested in joining our team please contact Allison Beekhuis at [editor.portreporter@gmail.com](mailto:editor.portreporter@gmail.com). Email contact is preferred, however if you wish to contact the Port Reporter by phone please call 289-213-3391 and leave a message. One of our volunteers will be happy to get back to you.

Disclaimer: The Reporter does not accept responsibility or legal liability, for information submitted by our advertisers. The Reporter further makes no warranty in respect of the contents of this newspaper and accepts no liability for any loss or damage whatsoever arising in respect of the content of any third party material appearing in the paper whether directly or indirectly as a result of access to and the use of this paper including without limitation, acting or failing to act in reliance on any information contained herein.

**JOIN US FOR THE PORT DALHOUSIE CONSERVANCY TRIVIA NIGHT!**  
 Be a part of our hugely popular fun-raising event! Door prizes, raffles, and good times. **Friday, February 23, 2018** Doors open 6:00 pm game starts 7:00pm  
 \$20/ person, maximum 8 players per team.  
 Armenian Community Centre, 156 Martindale Rd, St. Catharines, Ontario

**3rd Annual Port Dalhousie Lantern Stroll**  
 Saturday, December 16  
 Presented by: Port Dalhousie Beautification & Works Committee

**PORT DALHOUSIE Christmas Market**  
 PORT DALHOUSIE, ST. CATHARINES  
 HOGAN'S ALLEY/LOCK & MAIN MARKETPLACE  
**December 15, 16, 17**

Christmas Shopping, Warming Lounge  
 Live Entertainment, Festive Food  
 Santa & More!

Friday, December 15	4PM - 9PM
Saturday, December 16	10AM - 9PM
Sunday, December 17	10AM - 5PM

Sponsored by:

VISCO, TEM CUSTOM MILLWORK LTD, UNION WATERFRONT, the Alley BEACH BAR, Rankin Construction Inc., DALHOUSIE ELECTRIC

FACEBOOK.COM/PORTDALHOUSIEMARKET, WWW.PDCHRISTMASMARKET.CA, @PORTDALHOUSIEMARKET

# A Port Boy's Christmas

We set off for his farm and Joe greeted us from the open gate when we arrived. He led us down a couple of rows, showing us a few trees that were ready to be cut. Dad pointed and said, "This one will do fine. You boys hold on to her while I saw at the bottom." All he had was a handsaw, but he was awfully good at cutting with it. The tree was down quickly and we carried it to the truck.

Once the first crop of Joe's trees was over six feet high, he began offering one to the Port Dalhousie Santa Claus parade each year. The lead vehicle in the parade was always Mayor Robert Johnston's shiny white Cadillac convertible. The mayor drove the car slowly while his son, Colin, and his daughter, Susan, passed out candy canes from the backseat. The second vehicle was a 1962 Chevy pickup truck from Conradi's Garage. Joe's biggest tree, carrying a few tinkling decorations, was strapped standing in the back with four lacrosse 14 players staying close to keep the tree steady. Some of the people watching the parade brought

canned goods to hand up to the pickup for the poor at Christmas. Mrs. Jenkins, the librarian, always contributed a dozen books carefully wrapped for children.

Conradi's pickup was towing a small flatbed trailer carrying Santa Claus waving from a comfortable old chair. The role was often given to Gord Argue, who had the big jolly belly required and enjoyed the attention. The year before he had fallen asleep halfway through the parade, the snooze causing both concern and laughter. So now Santa was flanked on both sides by members of the parade committee, keeping him awake and engaged.

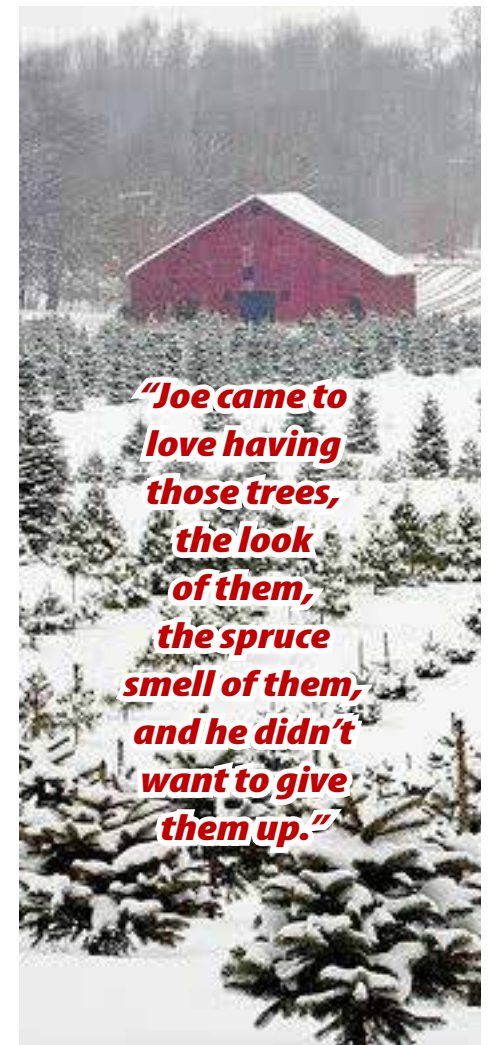
The third and final vehicle was the Port Dalhousie Volunteer Fire Department's only fire truck, a half dozen of the volunteers walking alongside in their fire-fighting uniforms. Dan O'Hearn's father, Nip, was in the parade every year and he loved carrying the largest axe in the garage. He'd wave it at his friends with a beaming smile.

That year we had enough snow

and it packed well, so the Port Boys (Acky and Mark, Gunner McGrath, John Howe, Steve Garner, Horny Dearborn and me) formed dozens of snowballs and waited for those three vehicles to roll slowly down Main Street. Our intent was only to bother, not to harm. We lobbed the snowballs into the air like white grenades to land near the short procession. The best result – Gunner could usually do it – was to land one inside the Caddy on that polished red upholstery. If you could do that, you'd get the mayor's shocked expression and his shaking fist. The car would lurch forward and Colin and Susan would scramble to hold on, candy canes flying. Joe Martin's voice boomed out when the snowball hit. "Ya baby! Got ya! Ha, Ha, Ha!" ■

Danny Peart (and yes he's the brother of Neil) is an author and poet who grew up in Port. This is an excerpt from his book "Stark Naked In a Laundromat - The Port Dalhousie Stories". For more information visit his website at

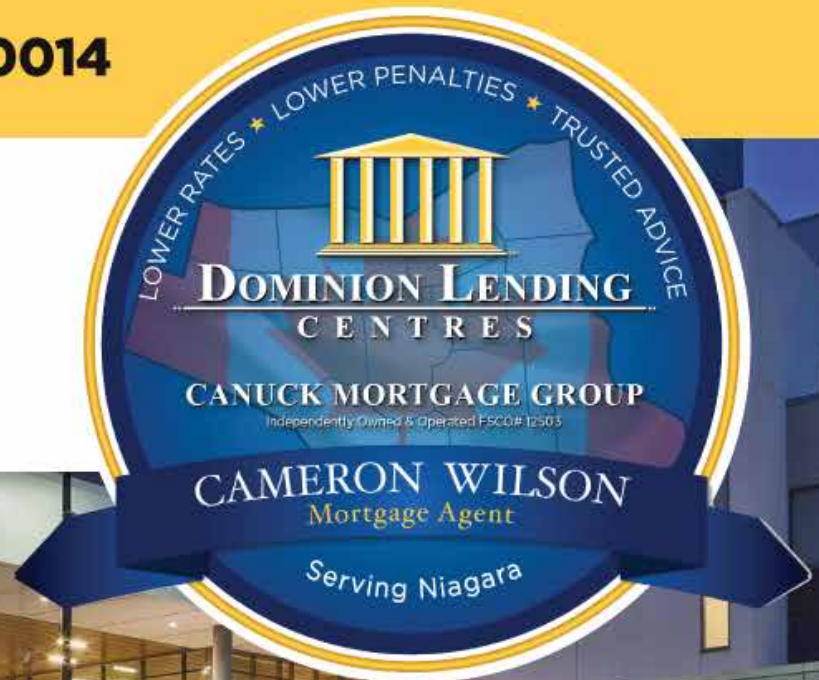
[www.dannypeart.net](http://www.dannypeart.net)



***"Joe came to love having those trees, the look of them, the spruce smell of them, and he didn't want to give them up."***

**DominionLendingNiagara.ca | 800-969-0014**

Saving **\$1,000's** on your mortgage helps you, but you are also helping to build a **Healthier Niagara!**



# Emancipation Day Picnics

It was a popular site because of its accessibility by both land and water; i.e. the cross-lake steamers Northumberland and Dalhousie City, as well as the amusement park with its many rides, games, restaurants, dance pavilion and beach made it very appealing.

One family to settle in St. Catharines in 1824 via the Underground Railroad was the Harper family. They were very active in the organization of the annual picnics in Lakeside Park.

"At that time about 90% of the cars came from the U.S", Harry Harper reminisced. "People from here came by streetcar. The cars were those big touring cars. They were long things and when the people piled out, you thought it was a small city. They had huge trunks and running boards where they tied the



picnic baskets. All ages came. If they could move, they'd get there. The part that always sticks with me is when we were about 13 or 14 years old and getting interested in girls. Every time we'd meet a good looking girl we'd try to shine up to her, and just when you got to the part of when you were holding hands someone would come up and say 'don't you know who that is? That's your cousin so and so . . . Well there's an hour and a half work shot to bits! So you'd start all over, and then... another cousin! They really knew how to enjoy t h e m s e l v e s though", he continued, "and caused no more

problems than others. Lots of BBQ chicken and gin. The dance hall, with its popular musicians of the day performing with their 6-piece bands added to the festivities. The people dressed in their best new clothes. Ladies with their butterfly skirts and men in their zoot suits jitterbugged the night away. Harry



remarked that all the boys were trying to dress like Cab Calloway."

Colin Johnston Sr., a Port resident, laughed at the memory, "The Park was at its peak before the war. People used to come over here from the United States by car. Big cars! Auburns, Cadillacs, Packards. We only had little Chevs and Fords around here. In the parking lot it cost 15 cents to park all day. It was a big day in the park and a lot of the locals joined in. The smell of BBQ ribs and chicken was irresistible. And there were the three card Monty and crap games, the latter apparently being the most popular.

They had a blanket and they'd lay it out on the grass. There was a row of lights along the west end of the park. The police, trying to maintain law and order, would come along and tell these guys, "You can't do that." So, they'd pick up all their gear and the blanket, move along to the next light, spread it out again, and



away they'd go. There was never any trouble. They were just there for fun."

Huck Berry - the unofficial Mayor of Port Dalhousie - added to the story, "They would pay us regulars a dime or a quarter just to stand down there and tell them when the police were coming. We'd let them know and they would stop playing until the policeman went by. Then they'd start up again. We'd make a couple of bucks out of it."

The last Emancipation Day Picnic in Lakeside Park was held in 1951. ■

## Caution: Construction Ahead *Issues Port Dalhousie Residents and Businesses Must Consider.*

As most of you know, there are now four significant condo projects being proposed or under construction in Port Dalhousie. Anyone familiar with large construction projects and the logistics involved in their implementation knows the facts. Certain problems will arise given that all these construction sites are exceedingly small, relative to the size of the proposed buildings. They will be difficult to access, let alone build upon. This condition is exacerbated by the fact that Port has limited access: It's Lakeport Road or Main St. This should be a major concern to the citizens and businesses of Port Dalhousie. It seems some people are unaware of the disruption that is about to occur if all of these projects are approved, so to give you a little insight, here are some of the realities you should expect:

- All of the East side of Lakeport Road from the bridge to the old lock will be fenced off with 8-foot plywood hoarding abutting the sidewalk. The entire condo project in the core will also be fenced off with 8-foot hoarding right to the edge of the sidewalks, as they will need all the internal room they can get to be able to build on these small sites.

- There will be potentially 3 to 4 (depending on configuration) construction tower cranes in Port. Due to the restrictive size of these sites, cranes will, of necessity, swing over sidewalks and roads.

- In addition, all three adjacent sites will require shovels, cranes, zoom booms and pile drivers. Three pile drivers will likely have to drive hundreds of piles to bedrock to support these massive buildings, especially this close to the water.

- Traffic will be tied up on a regular basis by gravel trucks, cement mixers, suppliers' trucks and subcontractor vehicles, not to mention the dust, mud, dirt and road damage they will cause.

- On these three sites the minimum crew will likely be 75-100 rising to 250 at the peak of construction. Most workers drive their cars and pickups to the site because they carry their tools and will require places to park nearby.



- Each general contractor requires an office trailer and most key sub-trades will also require office trailers, not to mention a number of shipping containers loaded with supplies and equipment. Where will these be situated?

- The activity from sites like these is constant and irregular because people and suppliers are coming and going all the time. As an example, go to a Toronto construction site of the same size and watch what happens. Traffic is interrupted regularly, even if they only work 5 days a week. All the commotion and looming construction is not going to entice visitors to Port Dalhousie, nor can all traffic be rerouted via the Martindale Road access.

- This also assumes that no infrastructure upgrades need to be made at the same time, which would add another layer of disruption. Hopefully there is no damage caused by the construction to existing

infrastructure that will be at the expense of the taxpayer.

- These projects are huge considering the constrictive size of the sites, and will take a lot of time to develop and build. If they are constructed simultaneously or even in an overlapping fashion, Port can expect to be essentially at a standstill for up to 5 years, depending on construction scheduling and condo sales.

It is possible few people will want to visit or shop in a construction zone and some businesses may not survive this period. Carnivals, Fireworks, Festivals and large public gatherings will be difficult if not out of the question. In a small way, we have already seen an example of this with the shutting down of the Lakeport Road entrance to Lakeside Park for the film set that was recently shot in town.

Considering these likely circumstances, the old adage "Be careful what you wish for." takes on additional and pertinent meaning.

**Citizens and businesses need answers to these questions and how this will all be managed.** ■



PORT DALHOUSIE BEAUTIFICATION AND WORKS COMMITTEE

*The BWC is a volunteer, citizen-driven organization, dedicated to the beautification, preservation and enhancement of Port Dalhousie.*

**Your BWC here.** Once again we had a busy year, especially with gardens, planters and flower boxes. It was challenging in that the weather was either very wet or very dry and very hot. But we hope you all agree the volunteer effort was worth it. Please consider becoming one! "Many hands...." and all that. (You all know that the pay and benefits will be great!) The transformation of the old Port Mansion site was a great example.

**BWC volunteers**, along with our good friend John Murphy, painted the front of the old "Spice of Life" building at 12 lock St. which we hoped to use as a tourist Information Centre. It was opened a little late in the year but it will be put to full use next spring and summer.

**Teacher Mike Sirotnik of Holy Cross** Secondary School and his students continue to provide the garbage boxes and we expect to have more planter benches for next year.

**The third annual Lantern Walk** is now scheduled for Saturday, December 16. Once again, this will be in conjunction with the Christmas Market. A shorter route, with more entertainment, is planned that will allow the walkers to also take in the Pavilion and the new Rotary band shell.

**In spite of the bitter cold**, we have had 200-300 walkers participate in the past. Let's see what we can do this year! The City will let us use the Pavilion as our starting point this year. We will be Starting the walk at 6.00 pm from the Pavilion where the lanterns can be purchased for \$5.00 with some candles and holders available as well. There will several stops on the walk where the music of singers et al can also be enjoyed.

**The setbacks and delays at Lock One**, caused by the high water this year in Lake Ontario have now passed and the construction permits required for the Lock 1 redevelopment have been issued. It is anticipated that construction crews will begin the work early in the new year and be-fore the onset of spring, the work will be completed.

**The Residents of Port**, through the BWC, wish to thank Phil Christi, Mauro Becchetti and his team from the City, for their cooperation in beautifying Port this past summer. We have had nothing but positive comments from residents and visitors alike.

**From the BWC committee, Merry Christmas and Happy New Year to all Port Dalhousie residents and visitors.**

*Here's to a beautiful 2018!* ■



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

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

  
GEORGE DARTE  
Funeral Chapel Inc

585 CARLTON STREET · ST. CATHARINES

(905) 937-4444 · [www.dartefuneralhome.com](http://www.dartefuneralhome.com)

*St. Catharines' only locally-owned funeral home.*



**Report from Councillor  
Bruce Williamson  
Port Dalhousie Ward**

This autumn has been a busy one on many fronts. At the October 30th meeting of City Council, Councillor Carlos Garcia and I put forward a motion intended to expedite the restoration of the Port Dalhousie piers. We are hopeful the federal government will see the value of investing in these amenities which, for many generations, have been central to public life, transportation, recreation and commerce in the community. MP Bittle and Mayor Sendzik have been diligently working in Ottawa and elsewhere in trying to achieve this goal.

On behalf of many concerned citizens, we have continued to push for greater openness and accountability at the Niagara Peninsula Conservation Authority, a body to which the people of St. Catharines contribute approximately \$1.7 million dollars annually.

During discussions regarding the development of the City's Official (land use) Plan, some eight years ago, I objected to the termination of the Port Dalhousie Secondary Plan. Since my points of view on this and a few other matters were overridden, I did not vote in favour of the current Official Plan. Having recognized the predicted gap in not having a secondary plan in place, City Council, in April 2015, unanimously approved a motion by my fellow Councilor Garcia with the subject that a new secondary plan be developed. However, development of this document has seen extensive delays and it has not yet come to Council for approval. Several proposed major condo developments arise within a secondary plan, but my concern is that, as yet, there is no crucial regulatory protection in place. A plan that, among others:

- Adapts and implements the objectives, policies, land use designations and overall planning approach of the City's Official Plan to fit within local contexts.
- Establishes local development policies unique to an area that will guide growth and change in that area.
- Promotes a desired type and form of physical development in a specific area.
- Guides public and private investment.
- Secondary Plans apply to areas where significant redevelopment is expected.

They also establish local development policies to guide growth and development in defined areas of a city where major physical changes are expected and desired (source: City of Toronto Official Plan, 2007).

Unique districts like the waterfront area of Old Port deserve quality planning of land use. This kind of planning is dependent upon a well thought-out secondary plan being in place to ensure that what ultimately gets approved reflects the desires of local residents and the broader community. These plans, if implemented effectively, work to protect neighbourhoods, facilitate genuine public involvement and put in place safeguards that ensure we are given new buildings which are compatible with the adjacent street fabric and that will benefit all our residents. Niagara-on-the-Lake is a good example of

*Continued on page 8*

**KARL VANDERKUIP\*\***  
CallKarl.ca

**178 MAIN STREET BY APPOINTMENT**  
\$505,000 - Fall in love with this bright, mid-century modern design with open layout. 3 bdrms with 5pc bath. Master has 180-degree panoramic view of the saltwater pool & gardens. Informal dinrm & timeless kitchen with quartz waterfall countertops. Livrm with 1 of 2 1/p's. Everything inside the house has been updated in the last 2 years. 5 minute walk to the beach, shops & restaurants in the old village & world-renowned Henley Regatta.

**SOLD**  
CallKarl.ca

# PUBLIC MEETING

## HOW SHOULD PORT'S COMMERCIAL CORE BE DEVELOPED?

### PUBLIC COUNCIL MEETING ON FORTRESS CONDO TOWER PROPOSAL for PORT DALHOUSIE

Tuesday, December 12, 2017 at 6 pm  
Partridge Hall  
First Ontario Performing Arts Centre  
250 St. Paul Street at Carlisle St.  
*Free Parking on the streets and at Carlisle St. Parking Garage*

#### The FORTRESS PROPOSAL:

- 220 condos in a 14-storey tower.
- One parking spot per unit.
- How will this massive project impact traffic, parking, infrastructure and public access to the City's beach and park?
- Does it fit in with a 19th Century Canal Village?

*Note: There Are Two Other Proposals For Another 190 Condos*

*The Mayor and Councillors need to hear from you!  
Email your comments to:  
mayorcouncil@stcatharines.ca and jriddell@stcatharines.ca*

**Don't Miss The Opportunity - Have Your Say  
LET'S ALL WORK TOGETHER TO MAKE PORT A  
VIBRANT VILLAGE ONCE AGAIN.**

*Port Dalhousie Conservancy  
A distinguished 18-year history as a volunteer community organization*

## New Businesses in Port

Murphy's Restaurant  
Carousel Tattoo  
Glitzy Jools Antiques  
Kaiser Haus Bistro  
Krissy' Beauty Bar  
Satori Spa and Nails  
Saint Anne's Tailor

**Welcome to the Neighbourhood!**

# Report from Councillor Bruce Williamson

a place with a secondary plan on the books. This has led to infill development which respects the town's character. This was achieved by the town's approving only structures which are complementary to the nature of the Old Town in terms of mass, height and other characteristics.

Thanks to the members of Port Dalhousie Legion Branch 350 for continuing the longstanding tradition of the Remembrance Day parade and service of commemoration which was held at the "village" cenotaph on Sunday, November 5th. It is vitally important to pass the torch of understanding to our younger people so that we never forget the true nature of war and never forget those Canadians who made the supreme sacrifice to defend our freedom and way of life. It was heartening to see a large crowd in attendance to mark the 100th anniversary of the battles of Vimy Ridge and Passchendaele.

Congratulations to lifelong city resident and long-term employee Shelley Chemnitz for her appointment as the Chief Administrative Officer for the City of St. Catharines. She is the first woman in our history to hold this post.

My appreciation to the many homeowners who have worked responsibly to collect their leaves and bagged them for roadside pick-up.

*Continued from page 7*

As always, thanks to my colleague Carlos Garcia for his tireless efforts and support in representing you on the Council horseshoe.

From the Williamson family to yours; a very Merry Christmas, a happy holiday season and a healthy and prosperous 2018!

Thanks, Bruce

**Hainer's**  
**AUTO REPAIR • TIRES**  
**TUNE UPS • BRAKES**

**HARVEY HAINER**  
 1198 THIRD ST. LOUTH RR#3  
 ST. CATHARINES, ON L2R 6P9  
 TEL: 905.934.2331  
 FAX: 905.934.5642  
 hainersdiscount@bellnet.ca

**FOR ALL YOUR AUTOMOTIVE NEEDS**  





## "Anne" Comes to Town!

*The Excitement of Hollywood North Descended on Our Small Village and Transformed it into a Tropical Paradise... at Least for a Week.*



For more great images of filming week in Port, check out the Facebook page "Port Dalhousie Views"


**BUY  
 SELL  
 CELEBRATE**  
**PORT DALHOUSIE**



**CallKarl.ca**  
 Karl@CallKarl.ca

**KARL VANDERKUIP**  
 Broker

73 QUEEN ST.  
 905.704.8701



*Ruth Beekhuis, MSW, RSW*  
 and  
*Don Neufeld, MSW, RSW*




*Counselling Associates*  
 128 Lake Street  
 St Catharines

- Individual, Marital, Family
- Mental Health: Anxiety, Depression, etc.
- Grief, Stress, Anger Mgt., Self-Esteem, etc.
- Children, Adolescents, Adults

Don Neufeld: 905-650-1577; Ruth Beekhuis: 905-646-3507  
 Heidi TeBrake, MSW, RSW - 905-328-8177  
 www.beekhuisneufeld.com

Registered Members of the Ontario College of Social Workers



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

# Miss Susan Parker-Rough - An Adventurous Life

*She travelled by streetcar to Port Dalhousie, where she first taught kindergarten classes in a temporary location at the corner of Main and Christie and after that at McArthur School*

by Brian Narhi

The history of education in the Niagara peninsula begins nearly at the same moment as the settlement itself. The first public elementary school in Port Dalhousie was built "about 1840." That original structure was replaced by a one-room, frame building, which was later enlarged. The second school was replaced by a three-room brick building in 1877 and was known as McArthur School.

One of the many teachers who taught in Port Dalhousie was Miss Susan Parker-Rough. She arrived in St. Catharines shortly after the end of the Second World War and resided here for about six years. The available records show that Miss Rough lived a very eventful life.

Susan Parker-Rough was born in Kiu (Kew) Kiang, Yang-tse province, China, on Oct. 18, 1892. She was the eldest child of the Rev. John Stewart Rough (b. England 1865, d. Bothwell, Ont., 1932) and his wife, Jane (Jeannie) Munro (b. Scotland 1864, d. Toronto, 1947.) They had been sent to China as Baptist missionaries by the

China Inland Mission ("CIM") in 1888-89.<sup>1</sup> A magazine published by the CIM, called "China's Millions," announced that John and Jane were to be married at Shanghai in April 1891, and would work at Nan K'ang Fu, Kiang Si. Their new born daughter was named in honor of Susan Parker, one of the first Canadian missionaries, who died in China in 1889. John and Jeannie had three other children: David Hugh (b. China, 1895), Mary Kerr (b. Nova Scotia, 1898) and Jean Marion (b. England, 1904.) David enlisted for service during the Great War, and having completed his studies at McGill and at the Toronto Bible College, he was sent to Nigeria as a missionary where he resided for many years.



Miss Susan Parker-Rough

We have little information about Susan's early childhood. Sailing from Liverpool aboard the Siberian in June 1897, she went with her family to Canada. They settled in Halifax where her father had accepted a position as the superintendent of the "Middlemore" or

"Fairview Home", an institution established in 1897 as one for sending off to Canada the wards of the "Children's Emigration Home" of Birmingham, England. The "Home Children" who arrived at there were destined for families in Nova Scotia, New Brunswick and P.E.I. Eventually, the Rough family moved to Hamilton, Ontario in 1900, where Susan completed part of her primary school education.

The family returned to England in July 1901, sailing aboard the Numidian. The parents worked there for Miss Burt's Distributing Home for Children, for the City Mission in Exeter, for the Liverpool Sheltering Home for Destitute Children and for the Cripples Home or Institute in Belfast (now known as the Northern Ireland Institute for the Disabled). Her father returned to Canada with his family during the Great War and they resided for a number of years in the village of Sutton, in Brome County, Quebec. He appears to have been in St. Thomas during the late 1920s, and was a missionary on the reserve at Ohsweken in 1927. He retired to the town of Bothwell, in Kent County, Ontario, where he died in 1932. His remains were taken to Fairmount Cemetery in Sutton. His widow moved to Toronto where she died in 1947. She was buried next to her husband. Their tombstone includes the simple text "Satisfied" (Psalms XVII.15)

Miss Rough is known to have lived with her grandparents for a time at their home, Enon Cottage, at Dunsford in Devon, and she was educated in England and in Ireland. She briefly attended a school named "Stockwell College," and later obtained certificates from Cambridge and Victoria College (Belfast, Northern Ireland). She studied at the National Froebel Union in Belfast in 1914-15, where she obtained special certification as a Kindergarten teacher. During the Great War, Susan returned to Canada, sailing from Liverpool in August 1915 aboard the Canadian Pacific liner Metagama. She taught Kindergarten classes in Belleville (1915-16) and Stratford (1916-18.) Family tradition relates that Miss Rough was engaged to be married, but that her fiancé was killed overseas during the war.

In February 1919, Miss Rough returned to China as a teacher. She became a junior missionary for the CIM in November 1920, and a senior missionary in March 1924. She periodically reported on her work there through articles and photographs published in "China's Millions." In the February 1921 issue, for example, she noted that there were more than 100 people living at the "Kweiki Compound," which included school children and residents of the "Old Folk's Home." Although sickness was common and quinine was in demand, the teachers

*Continued on page 10*



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

**DALHOUSIE YACHT CLUB**

OPEN TO THE PUBLIC FOR  
**FRIDAY NIGHT DINNER ONLY**  
YEAR ROUND 5 - 9 PM

**\$10 FISH & CHIPS**

905-934-8325 x22  
FOR RESERVATIONS

**ACO**

At the Architectural Conservancy Ontario - St Catharines, our goal is to promote, protect and advocate on behalf of the unique and remarkable architectural heritage within our great city.

Our concern is not just about buildings, but also encompasses our common cultural and historical heritage, which is an integral part of the rich fabric of all of our lives.

Throughout St. Catharines and particularly in Old Port Dalhousie the threat to extensively unravel this precious fabric is constant and needs to be defended.

We are concerned, progressive citizens who advocate for sustainable commercial and residential development sensitive to the unique environment that has made Port Dalhousie a jewel in the Niagara Region and beyond.

We are *not* anti-development. We are *not* NIMBY. We are *not* stuck in the past.

Join us in advocating and encouraging a new and exciting direction in the development of the town of Port Dalhousie.

**ARCHITECTURAL CONSERVANCY ONTARIO, St. Catharines**

Please Donate to the Cause  
[www.canadahelps.org/dn/30078](http://www.canadahelps.org/dn/30078)

For information about our branch contact:  
Colin Johnston, President [colinjohnston@bell.net](mailto:colinjohnston@bell.net)

## Miss Susan Parker-Rough - An Adventurous Life

and missionaries managed the situation well. Miss Rough noted with satisfaction that the school was "in full swing," and that various events such as prayer meetings were regularly held. She wrote "Some of the girls and boys are decided Christians, yet a good many are not, and we long that they, too, may yield their lives to the control of our adorable Master."

Miss Rough served as the principal of the School for Chinese Girls at Kweiki in 1920-21. She became part of the faculty at the Chefoo School (originally known as the Chefoo Protestant College School, and later as the "CIM School") where she taught between 1921 and 1943. This private, Protestant boarding school, located at Chefoo (Zhifu) near Yantai in Shandong Province, provided students with a "classical" British education as preparation for university. During this period, she served as the Assistant Mistress (1921-26, 1929-32), Acting Principal (1927-29) and Vice-Principal (1932-43). She made a few extended visits to England and Canada during her tenure at Chefoo. She visited family in Canada in 1926-27, and again in 1935-36. On these trips, she sailed aboard the Empress of Russia (1927), and on the Coblentz and the Berlin (1935.)

Miss Rough sometimes published short poetic works of her own composition which she wrote while she was in China. One example is "O Babe in Bethlehem's Manger" (1936), which was published in a magazine

called *The Link and Visitor* in December 1937.<sup>2</sup> It begins: "O Babe in Bethlehem's manger/ We bow the knee to pray/ To Thee who was so helpless/ And in a stable lay." Its inspirational subject matter continued for another four stanzas.

During the war, Japanese soldiers captured the Chefoo School and the staff of the CIM. Miss Rough was taken prisoner while she was at the CIM headquarters on Sinza Road, Shanghai, in April 1943. Some of the CIM staff, faculty and students were interned at the Civilian Assembly Centre (formerly the Kiansu Middle School) on at Lunghwa (Lunghua) just outside of Shanghai. Approximately 1,988 prisoners were held there and they remained there until liberated by the Americans in August 1945. Some of the other captives were held at the Weih sien Internment Camp. The internees were allotted a

personal space of just 9 x 5' (2.7 x 1.5 m) during their internment which lasted for 903 days. Their daily diet was 1,200 calories or less, which consisted of boiled water, six slices of bread, and watery soup or stew. In order to ensure that the children obtained enough calcium, they were force-fed baked and finely ground egg shells. One of the



Chinese Kindergarten

"souvenirs" that Miss Rough brought to Canada with her after being liberated was a large, perforated tin can with a cooking screen. Called a "chattie," it was used to warm food in the internment camp.

Sailing aboard a United States hospital ship, the USS Haven, Miss Rough

was evacuated from China in September 1945. The ship carried her from Shanghai to Okinawa. From there, in October 1945, she continued her voyage on the USS Sanctuary, another hospital ship, bound for San Francisco. Her journey continued by rail

from California to Vancouver, then on to Toronto and finally to St. Catharines where she arrived in November of that same year. She later submitted a claim for wartime compensation.

During her residency in St. Catharines, Miss Rough lived in an apartment on St. Paul Street and attended Queen Street Baptist Church. During the week, she travelled by streetcar to Port Dalhousie, where she first taught kindergarten classes in a temporary location at the corner of Main and Christie and after that at McArthur School. Her yearly salary, in 1948, was \$2,100. Former students recall that Miss Rough was a firm disciplinarian, who insisted upon proper etiquette and decorum on the part of her female colleagues. When she started to teach grade one classes, she fell ill and was unable to continue her work.

She returned to Toronto where she died following a lengthy illness (cancer) at the Queen Elizabeth Hospital on September 24, 1953. Her death notice and a brief obituary appeared in the St. Catharines Standard. She was interred at Mount Pleasant Cemetery in the CIM plot. ■

<sup>1</sup> This organization continues today as the Overseas Missionary Fellowship or OMF International.

<sup>2</sup> The name of this magazine was later changed to "Live," and it continues to be published at the present time by the Canadian Baptist Women of Ontario.

**KaiserHaus European Bistro is the newest addition to historic Old Port Dalhousie, offering traditional European comfort food. Situated adjacent to Lock Street Brewery, KaiserHaus offers our famous Schnitzel Sandwiches and other hearty dishes that will warm your soul.**

SOUPS, SANDWICHES & SWEETS KAISERHAUS.CA

# KAISERHAUS

15 LOCK STREET PORT DALHOUSIE



TRADITIONAL • HOMESTYLE • EUROPEAN COMFORT FOODS • OPEN 11AM-9PM DAILY

**EAT-IN  
TAKE-OUT  
BISTRO**

**DINE-IN MENU  
LOCK STREET  
BREWING CO.**

**DELIVERY  
CATERING  
905.327.4716**

# A Port Dalhousie Christmas Tree - circa 1957

*It's a Major Purchase for Two Twelve Year Olds, Especially When They Have to Get it Home.*

My family lived at 52 Albert Street (now Bayview) and for me Christmas was always a very magical time. It was just my parents, Muriel and Bill Brand, and my sister Carole, but it was always something I looked forward to. The decorating of the tree, the decorations around the house, the anticipation of Santa's arrival, the neighbours' outside lights, and of course the large wooden decorations that Earl Gerrard would make and put up.

The picture of myself in front of the Christmas tree is pretty indicative of what our house looked like during the festive season and for most years we did have a real tree. But at some point, my parents, most likely my Mom, decided to go for a more modern look and got a tinsel tree complete with a 4-colour rotating disk to light it. Realistically, from her point of view, it was a lot less work than a real tree. I think we all liked it and the neighbours

seemed to think it was very trendy. But deep down inside, as cool as the tree was to me, I missed having a real one.

That's probably why this is my most vivid memory of Christmas in Port. My buddy Russell Douglas, who lived just down the street, called one evening to see if I wanted to go with him to the Lions' Christmas tree lot, down at the grandstand, to help him pick out a tree and haul it home. How could I refuse! So, at around 7pm on a cold dark December night, off we went to do

the deed. There were lots of other folks doing the same thing. After inspecting all the trees, we decided on the perfect one.

Once paid for, it was now our task to get it back to his house, about 6 blocks away. Most folks were there with their cars and tied them to the roof in order to transport the prized possession home. But it

was just Dougie and me. I guess I hadn't thought the whole thing through. The ground was snow-covered and it started snowing just before we actually made the purchase. So, along the snowy sidewalks we went back to his home, dragging this tree behind us under the dim streetlights, back to his house.

Reflecting on it, I can almost picture myself ahead of him looking back, realizing now how special and traditional it must have appeared. Two young boys (we were about 12) trudging through the snow with the perfect tree trailing them. How much more Norman Rockwell can you get!

None the worse for wear, we arrived at Dougie's house, with the



A young Pat Brand in 1957

tree fully intact. His Mom (Doris) and Dad (Ted) seemed to be very pleased with the one we had selected. I don't recall much more about that or any other Christmas, but this one experience has stuck in my mind till this day.

Pat & Georgia Brand ■



**Come in,  
sit back,  
relax and make  
yourself  
Wonderful!**

**Breakfast Cafe**

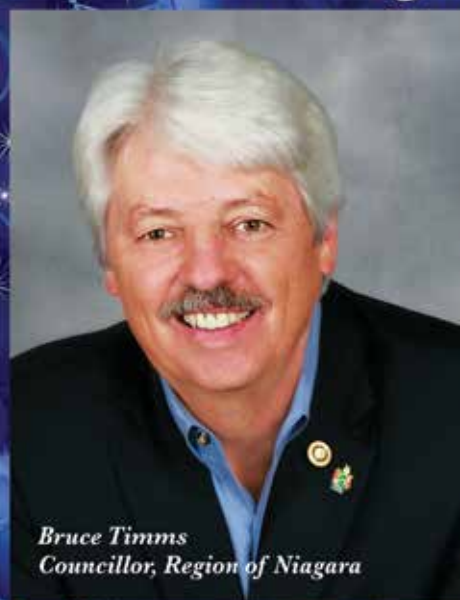
25 Main Street Port Dalhousie 905.938.0479

**The Red Forest Gallery**  
THE MARKET MEWS #108  
A Gallery of the Arts

[ Local Artists of All Kinds ] [ Special Events ] [ Drop-ins Welcome ]  
[ Smoked Fish ] [ Parking on the Street ]

17 Lock Street, St. Catharines, ON  
Port Dalhousie Heritage District  
James Harris 705-326-1789 jimharris@vianet.ca

Seasons Greetings!



Bruce Timms  
Councillor, Region of Niagara

*I wish everyone a Happy  
Holiday season and a  
Merry Christmas.*



**Bev's**

- Dry Cleaning & Alterations
- Repairs on Site

Tues-Fri 8am-5pm  
Saturday 8am-3pm

33 Lakeshore Rd.  
St. Catharines, Ont.  
L2N 7B3  
905-935-1133

# Port Dalhousie Residents Fondly Recall Christmas Memories

## The Star of The Sea Cross at Christmas

My family lived at 52 Albert Street (now Bayview Drive). My bedroom was upstairs at the front of the house, overlooking the street. And when the trees lost all their leaves in the fall, I had a clear and unobstructed view of the steeple at The Star of the Sea church, which was located on Elgin Street at Queen Street (now Dalhousie). Now the reason that this perspective was important to me, because somewhere around 2 weeks before Christmas, the cross on the top of the steeple would be lit. From my recollection it wasn't lit any other time during the year. So I would run excitedly up to my room and peer out my window on the night that it was supposed to be lit. When it was, I was thrilled to realize that the Christmas Season was truly upon us, and of course, Santa's arrival was a mere 2 weeks away. **Pat Brand**

## Picking out the Tree

We lived on Lake Ave (now Colton Ave). About a week before Christmas my Dad would take my sister and I to pick out our tree from Mr. Stevens' (John) tree lot on Main St. There was usually snow and we would drag our tree home on the sled. Every year we were convinced that we had "the best tree ever". Great memories. **Linda Eckhardt Rennick**

## A Special Neighbourhood Tree

There was a Christmas Tree at the corner of Robert & Mary Streets where for many years Santa Claus came and gave out treats to all the kids by that tree. People went out of their way to give us a great time and memories. Cheers! **Shelley Prytula & Cathy Penner**

## Homemade Christmas Centrepieces

At Christmastime when we were kids 50-60 years ago, we would make home-made candles then create centre pieces and sell them around the neighbourhood. **Anonymous**

## Woodsmoke and Bing Crosby

I remember the sweet smell of woodsmoke drifting through the air, the crunch of snow underfoot, quiet nights lit with coloured lights and Bing Crosby on the am radio singing Silver Bells and I'll Be Home For Christmas. **Anonymous**

## Holiday Hijinks and a Parade

When I was a kid, we would run and grab onto the back bumper of a bus as it turned a corner and hitch a ride. Can't do it now, back in those days there was lots of snow on the streets. I remember the Christmas Parade down Main Street too, with the Port Volunteer Fire truck leading the way. **Anonymous**

*From All of Us at The Port Dalhousie Conservancy, Happy Holidays!*

  
**LAKESHORE**  
CHIROPRACTIC GROUP  
Dr. Albert Scales | Dr. Brendan Macoretta

Lakeshore Chiropractic Group is a State of the Art Chiropractic and Massage Therapy Clinic specializing in the treatment of sports injuries and chronic pain



**Dr. Brendan Macoretta D.C. BHS**

Dr. Macoretta is a recent graduate from the chiropractic program at D'Youville college in Buffalo. He specializes in sports/orthopedic rehabilitation which includes soft tissue work, kinesiotaping and developing exercise programs. He is proficient at Muscle Release techniques, and flexion distraction treatment for comfortable and effective relief of your pain.



**Dr. Albert Scales DC**

Dr. Scales has been in practice for over 36 years. He treats many injuries related to WSIB and motor vehicle accidents. Just recently added is our New Shockwave and Class IV Cold Laser Therapy. We also offer Spinal Decompression, Computer Assisted Manipulation, and Flexion Distraction Therapy to help with neck and back pain, shoulder and knee pain, plantar fasciitis and heel pain.



**Alana Goertzen RMT**

Is a Registered Massage Therapist at Lakeshore Chiropractic Group. She graduated with a B.Sc. Kinesiology from Brock University and the Massage Therapy Program at Ontario College of Health and Technology.

• 905-935-3355 • 126 Lakeshore Road, St. Catharines • Like Us on  •

# The Density Dilemma

Modern planning processes push hard for more and more density in urban design. There are sound reasons for doing this: We can't keep paving over tender fruit lands in Niagara. There is so little of it left already. Cities are also struggling with the cost of infrastructure and want to make sure that our existing infrastructure is being used to its full capacity. It makes sense when you consider the cost of transportation, sewers, water and hydro. If you add more people to existing infrastructure, you don't have to invest as much in new and the increased taxes will help you balance your budget in favour of other things.

Many developers will say that this means buildings should be "the higher the better," which proves to be good for them, although not for a small and historic lakefront village. It's understandable why they do this, because multiplying the footprint is very cost-effective since the ground and basic structure are already paid for.

The problem is that having a 1,000 percent increase in density on one lot is not necessary for improving density in a city as a whole. Here's a bit of history. My parents came from Europe and lived in a town much like St. Catharines. They have the same population and less than half the territory of St. Catharines, and actually have twice as much density. The amazing thing about it is that there is not one high rise building in the city. The highest building is still the church steeple that was built in the 14<sup>th</sup> Century right in the town square. This seems to prove that height is simply not necessary to increase density. Rather than height, it has a lot more to do with building regulation, incentives, infilling and tax policy on vacant land.

For example, if I were to convert my garage into an in-law suite, I would have improved density by 100%

on my property. If I sever a lot, I do the same thing. If you incentivize businesses to actually utilize the space over their shops for low income housing or to be more flexible with creative infilling of vacant land (it still does exist), then you will drastically improve density without destroying your community. It takes vision and sticking to the rules that have been established. This is something we are not good at because we believe that private owners can do whatever they want on private land. It is exceedingly rare for St. Catharines to have a development application that fits entirely within the existing by-laws.

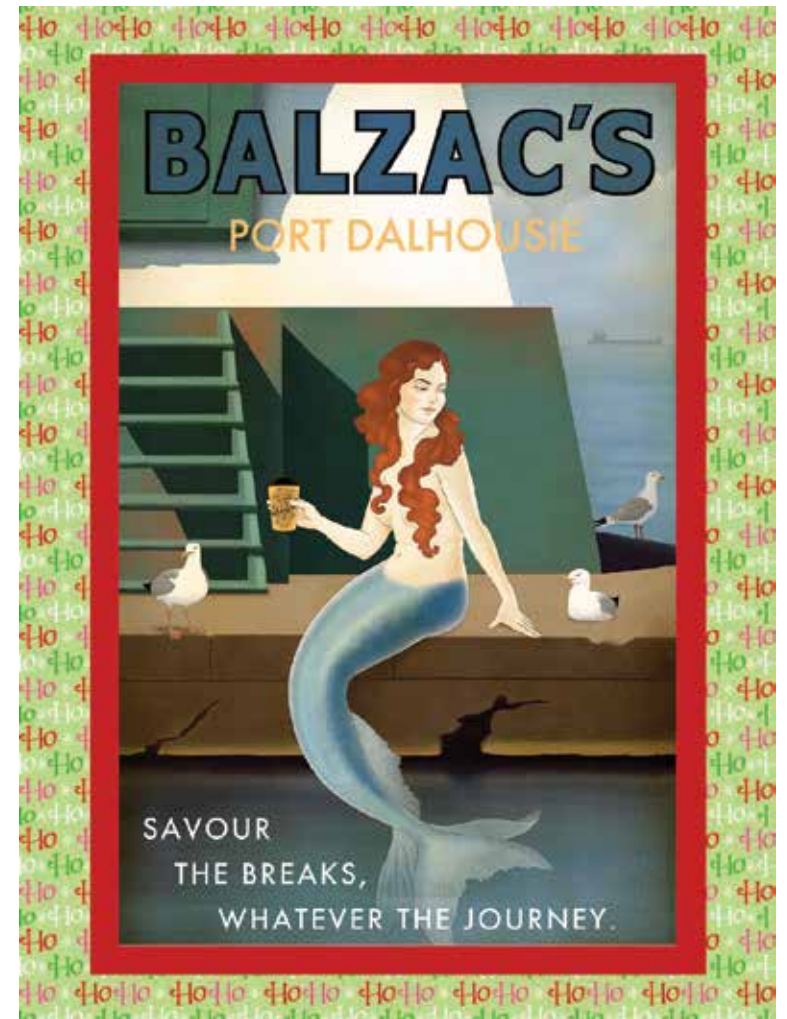
Europeans laugh hysterically at how we build things here, because in Europe, everyone knows and obeys the rules. Our approach – slap-dash because politicians know how to bend the rules – would just never be allowed there. There is very little land so they know all about density and they, therefore, have no choice. Yet when going there, one doesn't feel overwhelmed by the new construction which remains at a human scale and proportionate to its surroundings.



Amsterdam is a fine example of effective low-rise density.

Ontario established the "Places to Grow" plan. It's a plan that indicates that **high-rise development should be concentrated in downtown urban areas.**

Port Dalhousie, as a tourist and recreation destination and an approved Heritage District, is now faced with an application that includes a proposal to build one of the highest buildings in St. Catharines within a tightly compacted site. This would be understandable if there was nowhere else to do that. However, there are many more appropriate areas in the city for this type of development. So, let me ask: Do you think a high rise condo should be placed in one of the best-preserved canal villages in the world? ■ Hank Beekhuis



**Tony Douvis**  
Financial Advisor


RRSPs / RRIFs • LIRAs / LIFs • TFSAs • RESPs • RDSPs

101 Lakeport Road  
St. Catharines, ON L2N 7L7  
Bus: 905-937-6990  
Fax: 1-866-751-0759  
Toll-Free: 1-877-711-0911  
www.edwardjones.com  
Member: Canadian Investor Protection Fund


**Making Sense of Investing**

**Edward Jones**

GICs  
ETFs  
Stocks  
Bonds  
Annuities  
Mutual Funds  
Life Insurance



New to Port Dalhousie!



Glitzy Jools & Antiques

50 Lakeport Road, Unit 104  
Port Dalhousie, ON L2N 4P7

Hours: Wed-Sat 11am-7pm, Sunday 11am-6pm Mon-Tues By Chance  
Ph 905-937-5888 Cell/Txt 403-852-0523 Email plmal1026@cogeco.ca

# Restricted Public Access?

*Unimpeded Access to Lakeside Park and the Piers is of Prime Importance*

Lakeside Park and the piers are a popular recreation destination for the residents of St. Catharines, the Niagara Region and beyond. Prior to the demise of the Pier and the flooding of this past summer, the beach and piers have drawn untold thousands of people from far and wide to Port Dalhousie. When people have friends or relatives over for the weekend, an important part of their itinerary is to walk along the piers, or stroll on the beach enjoying the amazing sunsets, simply rest on a bench and people-watch or maybe enjoy a picnic in the park.

One of the major concerns for city residents about the condo development in Port Dalhousie is the possible restriction of public access to Lakeside Park and the curtailment of these pleasurable activities. Proponents of the development will loudly proclaim that public access will not be affected. However, the problem is that physical access is not the only issue. Undoubtedly for many, emotional, psychological and financial barriers may keep people away. The possibility that Lakeside Park will by default become the private preserve of condo residents is a real one and this public concern needs to be addressed.

There will be increased parking shortages due to condo residents, their guests and associated service vehicles it will mean that if the parking lot is full upon arrival, visitors to Port will likely have to choose to either walk long distances or try to find parking on the village streets. Village residents could rightfully demand Street Parking Permits in order to preserve parking on the streets for their own use.

If visitors need to walk to the park, they will have to navigate past high buildings on Main Street, across an open plaza (currently Hogan's Alley) then down

a flight of stairs to the parking lot. If they happen to be carrying beach gear, pushing strollers etc. feeling the gaze of condo residents sitting on their balconies overhead will make people feel like intruders, exposed and uncomfortable.

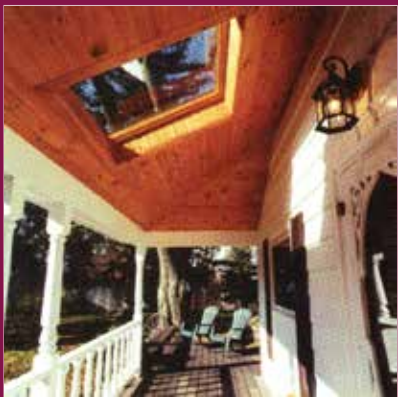
There is already a push by supporters of the development to use paid/timed parking to control access to the public park so that people don't stay as long. This makes a mockery of the 5 cents-a-ride carousel when you may have to pay 5 dollars for parking and experience the anxiety of possible parking tickets. It also effectively excludes those of limited means (single parent families, retirees on fixed incomes, etc) whose current free enjoyment of the beach and public park will become not only expensive, but sadly, a thing of the past. The construction phase alone will last anywhere from 3-5 years and deter many visitors from visiting the Park and Port Dalhousie itself. People will go elsewhere for their family enjoyment.


Finally, the end product will make it difficult to enjoy the outdoor cafés under the shadows cast by the 14-storey condo building. People will tend to gravitate elsewhere, where their view of the water is not so obstructed.

As citizens we must do everything in our power to minimize the barriers to all residents of St. Catharines and beyond, who want to continue to enjoy the unique historic nature and charming qualities of Lakeside Park and the village of Port Dalhousie.

These are areas of concern that must be addressed by developers, Regional and Municipal governments and associated planners. We must preserve and secure full public access to the park, beach and piers for present and future generations. ■

**ADDITIONS ≈ RENOVATIONS**  
**DESIGN SERVICES**  
**COMMERCIAL ≈ RESIDENTIAL**





**PHILBRICK**  
 Construction Services Inc.

**905 684-9485**  
 36 Scott St. West  
 St. Catharines

**“RENOVATING PORT DALHOUSIE  
 ONE HOUSE AT A TIME.”**

**FREE! Online Market Evaluation**  
 Without a Visit From  
 an Agent




Call Now! or Text 905-325-0354 for  
 your Free Computerized Evaluation!

**www.niagarahomes.info**  
 and click on Home Evaluation!

Tel: 905.358.9800 ext.128 Cell: 905.325.0354

**REIO REALTY BROKERAGE LTD**  
 5850 Royal Manor Drive, Niagara Falls ON, Canada L2G 1E9

**James Vanderburgh**  
 Sales Representative



**OLD PORT CONSTRUCTION**  
 Masonry Contracting  
 30 yrs. Experience  
 'Rebuilding Port Dalhousie  
 one brick at a time'  
 Please Call:  
**GEOFF BROWN**  
**905-964-6666**

**ALISSA VERNON**  
 Independent Consultant, Pampered Chef

Mealtime solutions, indoor and outdoor  
 entertaining needs, quality kitchen tools

**LIFE TASTES**  
*great* #GRABASPOON

pamperedchef.biz/allisavernon | 289-214-2025




Stay in touch:  
 Mayor Walter Sendzik

[mayor@stcatharines.ca](mailto:mayor@stcatharines.ca)  
 905.688.5601 ext. 1540

[@WSendzik](https://twitter.com/WSendzik) [f /MayorSendzik](https://facebook.com/MayorSendzik)  
[@wsendzik](https://instagram.com/wsendzik)

[www.mayorsendzik.ca](http://www.mayorsendzik.ca)

**TIMMS**  
 HOUSE & BUILDING INSPECTIONS

**D. BRUCE TIMMS, P. Eng.**  
 C: 905-651-2861 F: 905-934-1295  
 brucetimms@yahoo.com

145 Carlton Street PO Box 29021  
 St. Catharines, ON L2R 7P9

[www.TimmsHouseInspections.com](http://www.TimmsHouseInspections.com)



# Community Events Calendar

## December

Sunday, December 10, 10am-6pm  
**WINTER WONDERLAND VENDOR SHOW**  
 Port Dalhousie Lions Club, 201 Main St.,  
 Port Dalhousie

December 15 – December 17  
**2nd Annual Port Dalhousie  
 Christmas Market**  
 Hogan's Alley  
**HOURS OF OPERATION**  
 Friday 4pm - 9pm  
 Saturday: 10am - 9pm  
 Sunday: 10am - 5pm

**Stage Schedule**  
 Friday, December 15  
 4:15pm - Jordan Rutledge  
 6:15pm - Jeff Orson

Saturday, December 16  
 12:15 - Katey Gatta  
 2:15 - Jeff Edwards  
 4:15 - Mike Lynch

Sunday, December 17  
 11:15 - Stacey & Mark  
 1:15 - Nicole Craig  
 3:15 - Mel Monaco

Admission is free but we kindly ask that you bring a non-perishable food item for Community Care. Bins will be located at the Christmas Market entrance.

December 16th  
**THE THIRD ANNUAL PORT DALHOUSIE  
 LANTERN WALK.**  
 The walk will start at 6.00 pm from the new Pavillon where the lanterns can be purchased for the nominal sum of \$5.00 and there will be some candles and holders available too. There will be several stops on the walk where the singers and musicians can be enjoyed.

## January

Monday, Jan 1 | 11 am - 1 pm  
**NEW YEAR'S DAY LEVEE**  
 Lake Street Armoury, 81 Lake St.  
 Admission: Free. Details: Raise a glass of bull's milk to toast the new year at 11:45 am with Mayor Walter Sendzik, City councillors and members of the Lincoln and Welland Regiment and the 10th Battery Royal Canadian Artillery. The firing of the cannon follows at noon. Revelers can also explore the messes, organizing areas, on the second floor of the armoury. Phone: 905.688.5601 ext. 1540  
 Website: [www.stcatharines.ca/NYE](http://www.stcatharines.ca/NYE)

*We provide free listings for any Port Dalhousie (or vicinity) area events that benefit local charities or community organizations and would be of interest to Port residents, vendors and visitors. It is at the discretion of the editorial team to include or exclude submitted events. Submissions are due by the 15th of the month prior to publication and can be sent to [editor.portreporter@gmail.com](mailto:editor.portreporter@gmail.com).*

## February

Sunday, February 11th, 2018 at 11:30  
**ST. CATHARINES ROADRUNNERS  
 & WALKERS**  
**Valentine's 5 km Road Race**  
 Our longest running race is celebrating its 38th year! Port Dalhousie at the Lions club on Main Street. Come out, run a great course and enjoy Niagara's best post race party with the usual St. Catharines Road Runners' hospitality. All proceeds go to Gillian's Place, empowering abused women of Niagara. This race offers great value to those who participate. Walkers are welcome!  
[valentinerace@gmail.com](mailto:valentinerace@gmail.com)  
<https://raceroster.com/events/2018/14557/>  
 38th-annual-valentines-5-km

February 9-11th  
**ST. CATHARINES ART ASSOCIATION  
 3RD ANNUAL ART LOVERS'  
 AFFAIR SHOW & SALE**  
 Where - Hernder Estate Wines  
 Times - 10:00 am to 5:00 pm each day  
 Many forms of art by local artists, silent auction, raffles, and more.  
**Cash Bar and nibbles**  
**Evening Celebration and Live Auction -**  
 Saturday, Feb. 10, 6:30 to 11:00 pm  
 Music by Trisha Cole, Joe Pillitteri emcee and auctioneer, hot and cold hors d'oeuvres, complimentary wine.  
 Tickets and Info available on the St. Catharines Art Association website ([stcatharinesart.com](http://stcatharinesart.com))

Friday February 23, 2018  
**PORT DALHOUSIE CONSERVANCY  
 TRIVIA NIGHT**  
 Join us for our hugely popular fun-raising event! Door prizes, raffles, and good times.  
 Doors open 6:00 pm game starts 7:00pm  
 \$20/ person, maximum 8 players per team  
 Ron Newton Triviamaster  
 Armenian Community Centre  
 156 Martindale Rd  
 St. Catharines, Ontario

On display until Spring 2018.  
**LEADING THE WAY:  
 PIONEERING WOMEN OF  
 ST. CATHARINES**  
 During regular hours. Film House Gallery, First Ontario Performing Arts Centre. 250 St. Paul St.  
 Admission: Free. Discover the remarkable women who have called St. Catharines home in this special photographic exhibition drawn from the Museum's collection.  
 Phone: 905.984.8880  
 Website: [www.stcatharines.ca/Exhibits](http://www.stcatharines.ca/Exhibits)


Every Friday  
**THE PORT DALHOUSIE LEGION  
 FISH FRY**  
 every Friday from 4 to 7 pm.  
 Everyone is welcome. All the Fish Fry workers are Legion Volunteers. One or two piece of 7 ounce haddock dinners are available for purchase which include french fries, coleslaw, and bread. Onion rings and mushy peas are also available.

Saint Anne's Tailoring  
  
*Atelier*  
 •Tailoring • Alterations • Drycleaning•  
 14 Main Street, Port Dalhousie  
 (289) 697 3797  
[saintannesatelier@gmail.com](mailto:saintannesatelier@gmail.com)

  
**Tammy Bright**  
 Reiki Master  
 Offering Holistic Services:  
 • Aura Light Therapy balances and reboots your chakra energy system  
 • Access Bars, Crystals, iMRS  
[www.jogcrystalbrighthealing.com](http://www.jogcrystalbrighthealing.com)    [allnaturelle@cogeco.ca](mailto:allnaturelle@cogeco.ca)

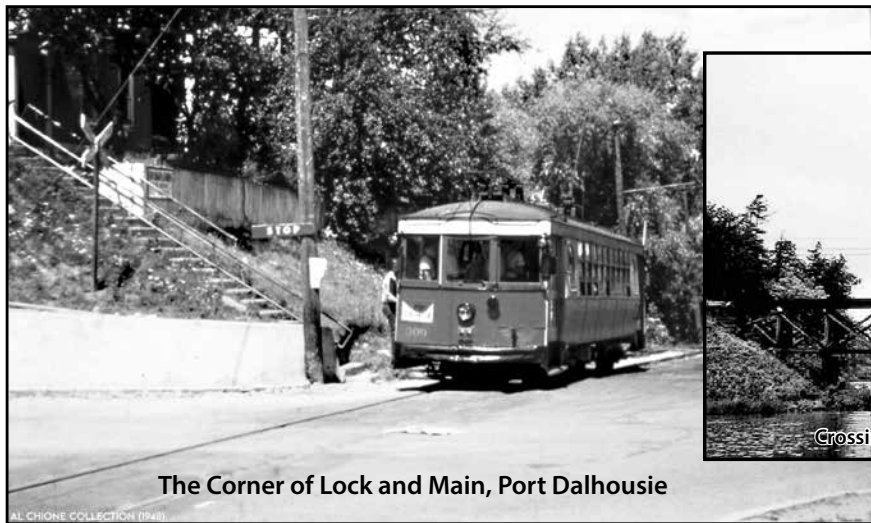
**The Port Reporter  
 needs your help.**  
 The Reporter is a non-profit volunteer-run quarterly publication.  
 Volunteers are needed to join the advertising team and door-to-door delivery.  
 Do you have webmaster skills? Help us redesign our websites.  
**Get Involved.**  
 Contact us at  
[editor.portreporter@gmail.com](mailto:editor.portreporter@gmail.com)  
 Ph 289-438-9155

**Would You Like to Receive The Reporter in a Digital Format?**  
 Email us at  
[editor.portreporter@gmail.com](mailto:editor.portreporter@gmail.com)  
 and we will send you a readable PDF file.

  
**Jim Bradley, MPP**  
 St. Catharines  
*Very best wishes  
 for a happy  
 Holiday Season!*  
**Constituency Office:**  
 2 Secord Drive, Unit 2  
 St. Catharines, ON L2N 1K8  
 Telephone 905-935-0018  
[jbradley.mpp.co@liberal.ola.org](mailto:jbradley.mpp.co@liberal.ola.org)

# A Brief History of the Niagara, St. Catharines & Toronto Railway

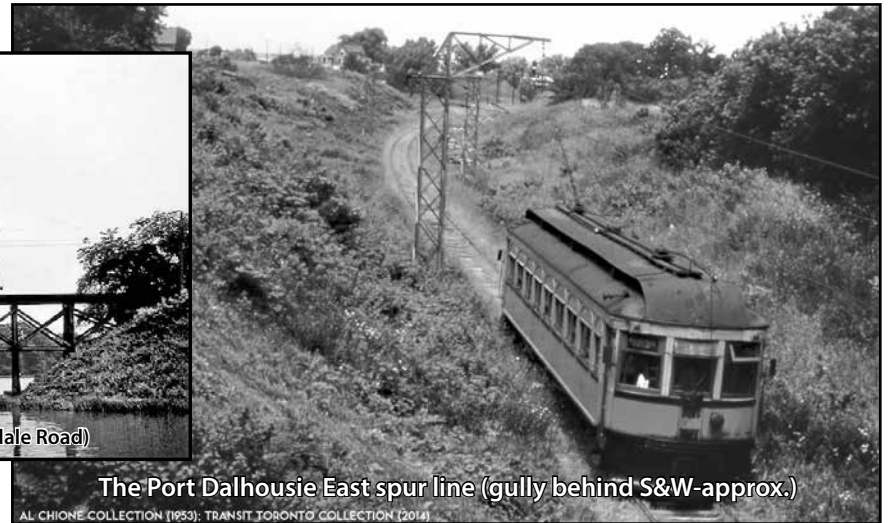
*From 1899 to 1951 We Had a Regional Transit System... We're Still Waiting For a Replacement*



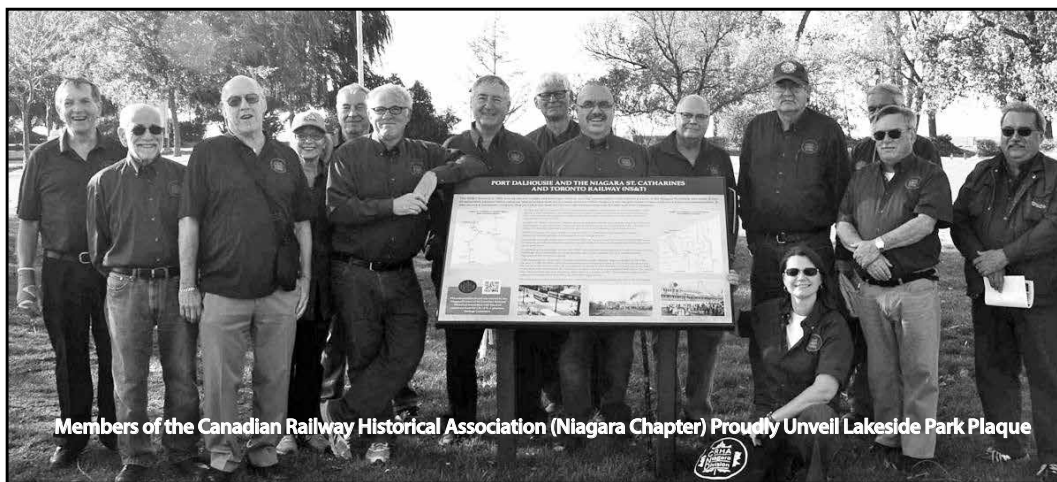
The Corner of Lock and Main, Port Dalhousie



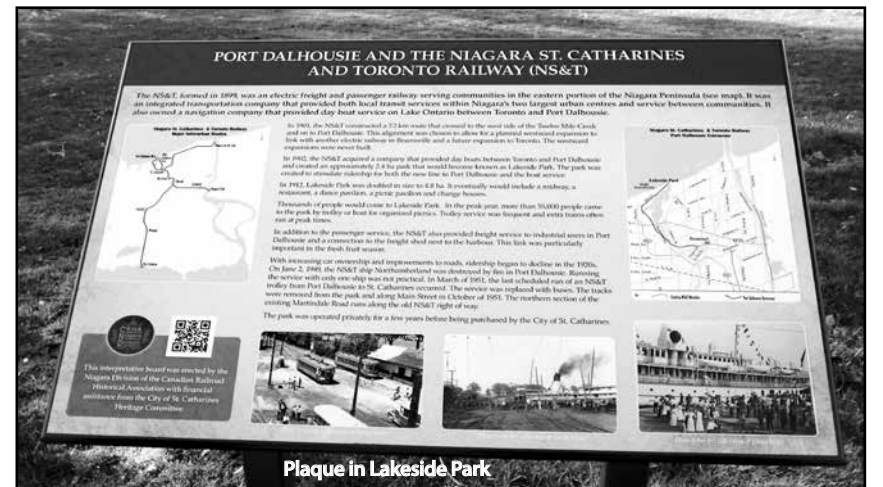
Crossing the Trestle (now Martindale Road)



The Port Dalhousie East spur line (gully behind S&W-approx.)



Members of the Canadian Railway Historical Association (Niagara Chapter) Proudly Unveil Lakeside Park Plaque



Plaque in Lakeside Park

The NS&T, formed in 1899, was an electric freight and passenger railway serving communities in the eastern portion of the Niagara Peninsula. It was an integrated transportation company that provided both local transit services within Niagara's two largest urban centres and service between communities. It also owned a navigation company that provided day boat service on Lake Ontario between Toronto and Port Dalhousie.

In 1901, the NS&T constructed a 7.2 km route that crossed to the west side of Twelve Mile Creek and on to Port Dalhousie. This alignment was chosen to allow for a planned westward expansion to link with another electric railway in Beamsville and a future expansion to Toronto. The westward expansions were never built.

In 1902, the NS&T acquired a company that provided day boats between Toronto and Port Dalhousie and create an approximately 2.4 ha park that would become known as Lakeside Park. The park was created to stimulate ridership for both the new line to Port Dalhousie and the boat service.

In 1912, Lakeside Park was doubled in size to 4.8 ha. It eventually would include a midway, a restaurant, a dance pavilion and change houses.

Thousands of people would come to Lakeside Park. In the peak year, more than 55,000 people came to the park by trolley or boat for organized picnics. Trolley service was frequent and extra trains ran at peak times.

In addition to the passenger service, the NS&T also provided freight service to industrial users in Port Dalhousie and a connection to the freight shed next to the harbour. This link was particularly important in the fresh fruit season.

With increasing car ownership and improvements to roads, ridership began to decline in the 1920's. On June 2nd, 1949, the NS&T ship Northumberland was destroyed by fire in Port Dalhousie. Running the service with only one slip was not practical. In March of 1951, the last scheduled run of the NS&T trolley from Port Dalhousie to St. Catharines occurred. The service was replaced with buses. The tracks were removed from the park and along Main Street in October of 1951. The northern section of the existing Martindale Road runs along the old NS&T right of way.

The park was operated privately for a few years before being purchased by the City of St. Catharines.

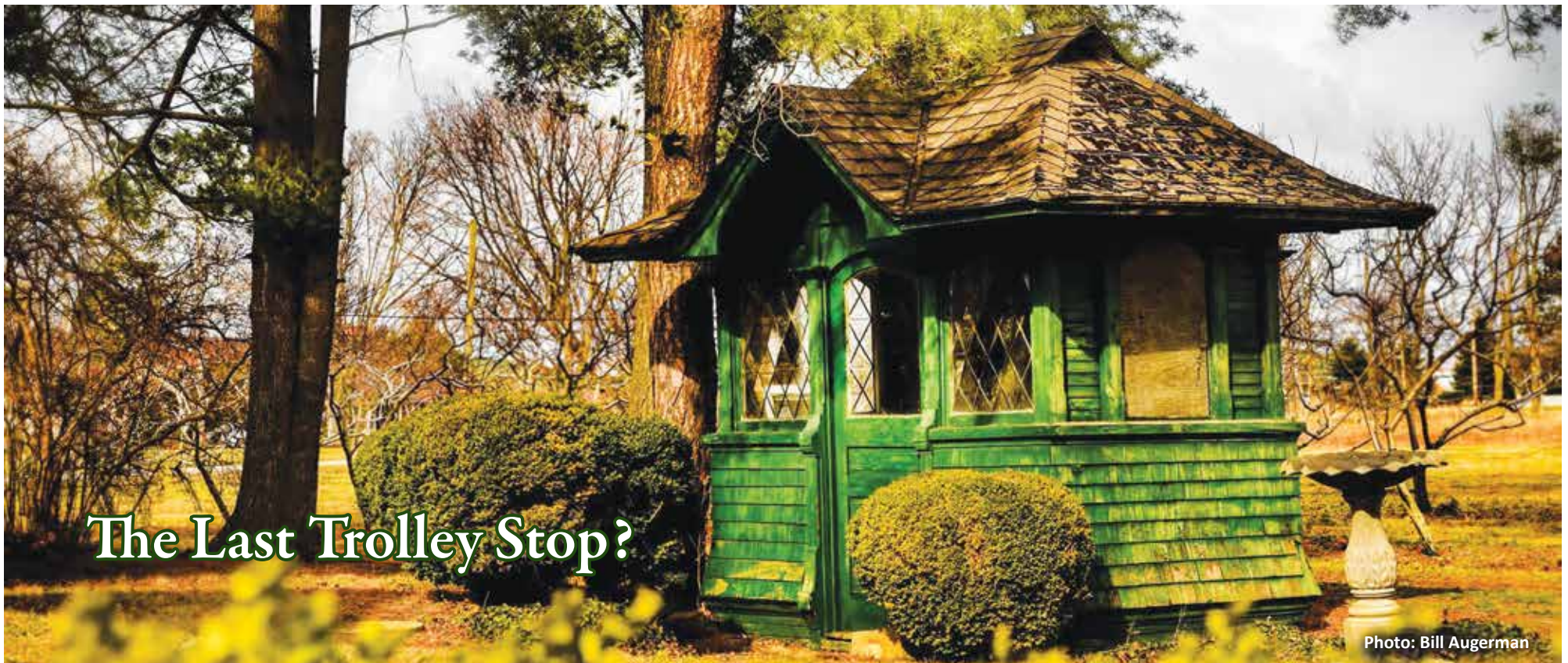


Photo: Bill Augerman

## The Last Trolley Stop?

This photograph is likely a picture of the last Trolley stop of the Niagara, St. Catharines and Toronto interurban railway still in existence. (Note the incredible attention to detail). The NS&T operated from 1899 to 1959 in St. Catharines. It was and remains the world's first Commercial

Electric Street Railway. It was used to move people and goods from Port Colborne to Port Dalhousie in the era before the widespread use of automobiles and buses. The Port Dalhousie Line started in St. Catharines, the first stop was at St. Paul and James St., the next was at Lake and Louisa

then across the 12 Mile Creek behind the GM plant and at places known as Woodruff, Houtby's, Barnsdale, Lakeshore, Canning factory (Lions). It ended on the pier at Lakeside Park. It is an incredible legacy that we should never forget, especially as the Region - after we dismantled the one we

already had - is again working to recreate an interurban transit system. The last run of the NS&T was on March 28, 1959 and this trolley stop was there to witness it all. We are not sure at which stop it was located, but it still stands today. It is now in private hands.



Harbourside Dental is the new name of a dental practice that many people in Port Dalhousie and the greater St. Catharines area have always known as "Dr. Korody & Associates". In September 2016 Dr. Frank Korody sold his practice to Dr. Mark Poustie. Dr. Frank, however, continues to work in the office most days with a slight reduction in his hours of availability. There have been no changes with the "Office Team", in the way we care and provide dentistry, and fees remain the same.

Dr. Mark is a warm, gentle, compassionate and caring person. He was raised in the Niagara region and has lived in Port Dalhousie with his family since 2008.

Dr. Mark and Dr. Frank look forward to continuing to provide the excellent dental care our patients have always received! We also look forward to welcoming new patients! We encourage anyone who is thinking of becoming a patient to stop in and take a look around and meet our friendly staff!



Dentistry by  
Dr. Frank Korody & Dr. Mark Poustie

17 Lock Street, Suite 1, Port Dalhousie, ON L2N 5B6 Ph: (905) 937-1515 [www.myharboursidedental.ca](http://www.myharboursidedental.ca)



### The BWC Photo Contest

Our first annual photo contest was seen as a great success. The quality of photos that we received was impressive. The entrants displayed a wonderful eye and sense of appreciation for the natural and native beauty can be found in Port Dalhousie. The number of entrants was somewhat low this year, but that leaves plenty of room for improvement next year and it will indeed be held then as well. The BWC knows that one of the most important things we can instill in our youth is a sense of awe and respect for nature.

### Congratulations to the Winners!

- Jack Baker
- Leeland Baker
- Mattea Gandola
- Sofia Gandola
- Thys Raderma




# Chris Bittle

Member of Parliament — St. Catharines

*Extending my best wishes for a happy holiday season, and New Year, spent with family and friends. My best in 2018!*

**Community Office**  
 61 Geneva St. Unit 1, St. Catharines, ON K1N 1K8  
 905.934.MPMP (6767) · Chris.Bittle@parl.gc.ca

[www.ChrisBittleMP.ca](http://www.ChrisBittleMP.ca)

 @ChrisBittleMP    
  @BittleC    
  @Chris\_Bittle

# The First Fatality During Construction of the Fourth Welland Ship Canal Was a Port Dalhousie Resident

by Bill Stevens

William Henry Alvin BURT, a Port Dalhousie resident, became the first known casualty during the construction of the Welland Ship Canal when he died June 15, 1914 from drowning in Lake Ontario off Port Dalhousie. He had been on board the dredge DELVER, owned by the Dominion Dredging Company, which had been working on the new Port Weller harbour. When the weather began to deteriorate and the winds increased, at about 8:20 p.m. the captain decided to head to the harbour at Port Dalhousie. The tug Alice was pulling the Delver and while rounding to make the piers at the entrance to Port Dalhousie harbour, a sudden gale struck and the Delver was swamped taking on water through its windows.

According to testimony at the inquest, Captain Campbell ordered all hands to get on deck and don life belts. Burt was below deck in the firehole (engine room) with William Hogan who testified that he heard the captain's order to get on deck and relayed the message to Burt and then went up to the deck via the ladder. At the inquest the ship's cook Charles Cameron said he saw Burt at the foot of the steps and yelled to him "Come on Bill she's sinking". He added that he looked dazed. Another Witness William Hemphill said he had heard the cry "All hands on deck" five or ten minutes before the dredge sank, plenty of time for anyone in charge to see that all men were up from below. For whatever reason, Burt never made it to the deck before the ship went down, within 90 seconds, in about 10 meters of water. The rest of the crew were rescued by the tugs Alice and Meteor.

Divers tried to find William Burt's body to no avail. Three weeks later on Sunday, July 5, Burt's floating body was recovered by Franklin Nicholson and Stanley Waldren. They were canoeing, placed a rope around it and towed it into Port Dalhousie. Burial took place on the afternoon of Monday, July 6, in St. Andrew's Cemetery in Port Dalhousie, the Minister from St. John's officiating.

The inquest jury brought in a formal verdict, "That no blame can be attached to anyone, and that the captain did all in his power to save the crew." The jury members were T.H. Lazenby, W.P. Kennedy, A.T. Clonay, R. M. Wallace, C.N. Oke, W.T. Sutherland, Ald. Erskine, Robt. Foster, and W. Walsh.

M.J. McCarron watched the case on behalf of Mrs. Burt.

J.S. Campbell attended the inquest for the Dominion Dredging Company.

The DELVER was raised six months

later and put back into service for many more years.

William Burt was survived by his pregnant wife Hattie and five children. The following is a brief look at the impacted family members:

William Henry Alvin BURT William was born December 10, 1877 in Guelph, Ontario. His father Herbert BURT was born in 1848 in Oswego, N.Y. and his mother Rhoda Jane JOHNSON was born March 4, 1853 in Toronto and died November 25 1919 in Tonawanda, N.Y. They had married on September 26, 1876 in Toronto.

Prior to working on the DELVER, William was a shoemaker at the Rubber factory in Port Dalhousie.

William married wife Harriet (Hattie) Elizabeth MAY [nee PEARCE], the widow of first husband George A. MAY. Although both William and Harriet were living in Port Dalhousie, the marriage took place in Toronto on October 13, 1908.

Cemetery in his remembrance as well as having his name inscribed upon the main memorial Adjacent to te Lock 3 Museum.

Harriet (Hattie) Elizabeth PEARCE Harriet was born December 15, 1876 in Guelph. Her father was Benjamin Workman Charles PEARCE and her mother was Harriet Elizabeth Nicholson.

Harriet married three times:

1st. George Alvey MAY - born June 30, 1869 in Louth Township. Married Harriet November 14, 1894 in Port Dalhousie. George died March 11, 1908 at age 37 years, at his residence on Brock Street in Port Dalhousie.

2nd. William Henry BURT

3rd. Herbert Bernard PIERCE - married Harriet Elizabeth BURT nee PEARCE widow born Guelph. res. Port Dalhousie - on May 2, 1923 at Port Dalhousie. They lived in Niagara

Memorial Park Cemetery, Military Road, Lewiston.

## CHILDREN

Nellie Margaret MAY - born July 26, 1896 in Port Dalhousie - she married John Melville HARE on June 1, 1914 in Port Dalhousie. Nellie died March 21, 1985 at the Hotel Dieu Hospital in St. Catharines. She had lived at 55 Main Street and was a life long member of St. John's Anglican Church. Nellie is buried in St. Johns Cemetery beside her husband John who had died on August 23, 1954.

Charles Albert "Alvie" MAY - born March 29, 1899 in Port Dalhousie. He is buried St. John's. He married Helen Frier Rennie on August 23, 1917 in Toronto. Charles died August 20, 1936 and is buried in St. Andrew's Cemetery in Port Dalhousie along with his wife who died in 1983.

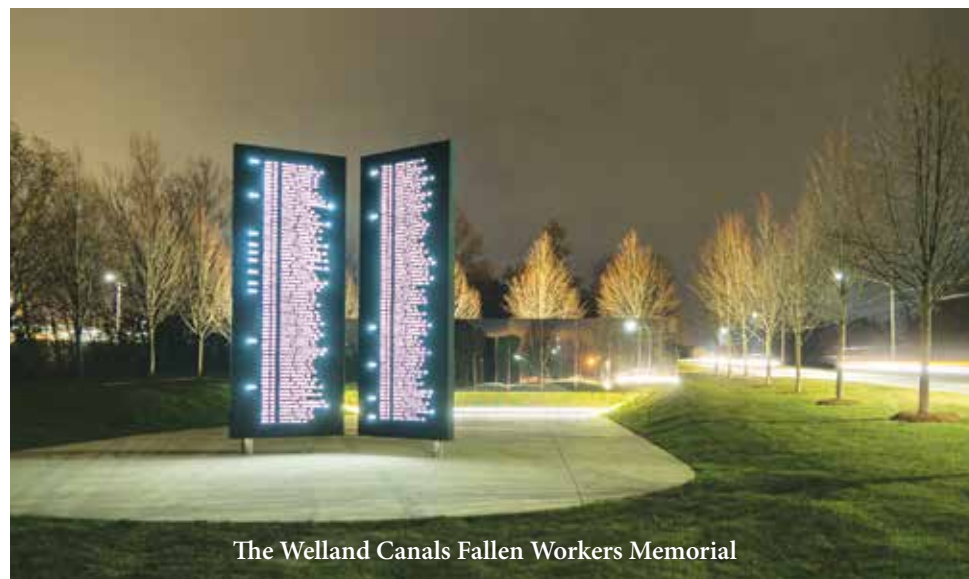
Herbert William BURT - born July 21, 1909 in Port Dalhousie and baptised in St. John's on April 8, 1910 (the parish register entry shows father as rubber worker and sponsors as John Sutton and Mrs. P. McNulty.) His first wife's name was Margaret HINES (nee McGeorge). His second wife was Victoria Doris Heculuck (born 1916 - died July 6, 1989 in North Bay). Herbert died August 14, 1990 at his residence in North Bay.

Florence Nellie BURT - born February 17, 1911 in Port Dalhousie and baptised in St. John's on May 7, 1911. The parish register entry shows godparents as Mrs. McNulty and Mrs. B. Pearce. Florence married John Willard LASHER on April 1, 1929 in Niagara Falls, New York. She died on January 13, 1978 in Niagara Falls, New York.

Gladys Lillian BURT - born December 29, 1912 in the Burt residence at Brock and Queen (now Dalhousie) streets in Port Dalhousie. In 1925 New York census she is living with her mother and her new spouse Herbert PIERCE. Gladys died before Nellie who died in 1985.

Jack BURT - Hattie was pregnant at the time of her husband William's death and gave birth to a son Jack the following February, 1915 in Port Dalhousie. Unfortunately Jack died 15 months later due to acute bronchitis on 22 May 22, 1916 in Port Dalhousie [aged 1 year, 3 months 7 days] and was buried in St. Andrews Cemetery. ■

*The tug Alice was pulling the dredge Delver and while rounding to make the piers at the entrance to Port Dalhousie harbour, a sudden gale struck and the Delver was swamped, taking on water through it's windows.*



The Welland Canals Fallen Workers Memorial

Photo courtesy GVA Lighting

William was a bachelor, a shoemaker and both were Methodists in faith.

The Welland Canal Fallen Workers Committee is placing a memorial stone on or near his unmarked grave site in St. Andrews

Falls, New York at the time of his death. Harriet, Herbert and Gladys immigrated to USA permanently on June 9, 1923. Herbert died in Niagara Falls, New York on February 17, 1939 and was interred in Niagara



Port Dalhousie Sunset

Photography by Dave Robinson

**PHARMASAVE®**

 *Canada's  
community pharmacy*

**Port Health Pharmacy**

101 Lakeport Road  
St. Catharines, Ontario  
(905) 646-3335

**Dr. Mathew Woodsford,  
Family Physician  
is now accepting new patients**

Your  
**Health and Wellness  
Destination**



**David Costiniuk &  
Jennifer Nitsopoulos-Bruder**  
Your Community Pharmacists.

[www.pharmasave.com](http://www.pharmasave.com)